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KEY { To facilitate reference to the following pages of Bradshaw's Guide and General Handbook for the whole Continent of Europe.

Maps.

Map of Europe—This Map shows all the Railways now Open upon the Continent of Europe. The **Thick Figures** printed upon the surface of the Map have reference to the page on which the trains of the particular line of Railway to which they are attached may be found. See explanation in the margin.

The information is given in the following order:
List of Customs' Dues—Page ii.
Continental Weights with their English value, ii.
Measures of Distances on the various Continental Railways, page ii.

Contents—Pages iv. to xv. inclusive, contain an alphabetical list of all the Railways on the Continent of Europe, together with the General Contents of the book.

Index.—From pages xvi. to xl. inclusive, give most of the Railway Stations throughout the Continent, and a complete list of all the places described in the Guide.

Pages xli. to xlviii. contain **General Instructions to Travellers**; and amongst these, the **Post Office** Regulations are contained on pages xlvii. and xlviii.

Passport Information—From pages xlviii. to li inclusive.

Foreign Money Tables, page lii.

Skeleton Through Routes.—Pages 1 to 11 inclusive, are occupied with these routes which are intended to assist the traveller in deciding upon his Route before leaving England.

Railway Time Tables.—These are arranged in Sections (see head of Contents, page iv.), and extend from pages 12 to 308 inclusive.

Railways in **France**, from page 12 to 72.
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Do **Germany**. from page 73 to 79 and from 115 to 203.
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Do. **Switzerland**, from page 238 to 249.
Do. **Italy**, from page 250 to 267.
Do. **Spain**, from page 268 to 276.
Do. **Portugal**, page 276 and 277.
Do. **Denmark**. page 278 to 281.
Do. **Norway**, page 281 and 282.
Do. **Sweden**, page 279, 282, to 285.
Do. **Russia and Finland**, pp. 286 to 292.
Do. **Poland**, page 289.
Do. **Turkey**, page 292, 293, and 297.
Do. **Roumania**, page 293, 296, 299.
Do. **Egypt**, page 294 to 296.
Do. **Greece**, page 295.
Do. **Tunis**, page 295.
Do. **Algiers**, page 298.
Do. **England**, page 299 to 302.

Arrangement of Trains.—As nearly as possible these are arranged according to priority of time, from the left hand to the right of the page. To economise space sometimes a later train will be found put before an earlier one, and occasionally extra trains will be found printed at the side or bottom of the pages. Continental Trains run the same on Sundays as on week days.

Dark Lines.—A mark thus ___, or thus Stop indicates the total stoppage of the train at that point; if any train is shown below in the same column, it is an independent one.

A mark thus—in the distance column denotes that the mileage is reckoned from the Station opposite which it appears.

Bold Figures—Thus (24) are placed at junctions and termini, and refer to pages of the Guide, by which the traveller is enabled to extend his journey from one Company's line to another.

Bi-Monthly Almanac and Tide Table.—This is given at page 303, and gives the time of high water at principal Continental and British Ports.

Steamers.—Pages 304 to 329 inclusive, give a complete list (Alphabetically arranged) of all the Steamers to and from English and Foreign Ports.
Steamers on Lakes & Rivers, pp. 330-333.

Diligences.—A full list of these are given and arranged alphabetically from pages 336 to 346.

Descriptive Portion.—The pages from 349 to 554 are occupied with short notices of the principal Railway Stations and Towns on the Continent, arranged under the heads of the respective Countries in which they are located.

Pages 683 to the **End** contain Steamboat, Hotel and other miscellaneous advertisements.

Special Edition.—MAPS AND PLANS

Maps of **Paris. France, Belgium, &c. Switzerland, and the Rhine.** } Upon which the several Railway Communications are shewn upon a larger scale than they are given on the Map of Europe.

The Plans of Towns are bound separately in a small book, and arranged as follows:—

Paris.	**Frankfort-o-M**	**Genoa.**
Lyons.	**Dresden**	**Milan.**
Marseilles.	**Hamburg.**	**Naples**
Ostend.	**Munich.**	**Rome.**
Ghent.	**Berlin.**	**Turin.**
Brussels.	**Trieste.**	**Venice.**
Antwerp.	**Vienna.**	**Verona.**
The Hague.	**Geneva.**	**Palermo.**
Cologne.	**Florence.**	**Constan'ple.**
Mayence.		

In addition to the information contained in the 2/0 Book, the **Special Edition** includes the following additional Routes, and notices of Towns:

Pages 555 to 566 inclusive, contain itineraries of the **Alpine Passes** and **Italian Lakes.**

Pages 566 to 612 inclusive, contain 36 Routes in **Italy Switzerland, France, and Spain,** and from **Vienna** to **Bucharest** and **Constantinople.**

Pages 612 to 656 contain notices of the principal Towns in **Tunis, Russia, Finland, Sweden, Lapland, Norway, Denmark, Schleswig-Holstein, Turkey.** the **Levant, Greece.**

For account of the **Holy Land**, see page 657.
Algeria, p. 674; **Cyprus**, p. 676.
Egypt and **Overland Route to India**, p 663.
Vocabulary in English, French, German, and Italian, page 660.

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BRITISH TARIFF.

	Duty. £ s. d.	Per
Beer and Ale, according to strength ..... from 6/ to	0 16 0	Barrel.
,, Mum	1 1 0	,,
,, Spruce, according to strength from 21/- to	1 4 0	,,
Cards, playing	0 . 3 9	doz. Packs
Chicory and Taraxacum raw, or) kiln-dried	0 13 3	Cwt.
,, Roasted	0 0 2	lb.
Chloroform	0 3 0	,,
Cocoa	0 0 1	,,
,, Paste or Chocolate	0 0 2	,,
,, Husks and Shells	0 2 0	Cwt.
Coffee, raw	0 0 1½	lb.
,, Roasted	0 0 2	,,
Collodion	0 4 6	Gall.
Currants, Figs, Prunes, and Raisins	0 7 0	Cwt.
Essence of Spruce	10 0 0	£100
Ether	1 5 0	Gall.
Fruits (dried)	0 7 0	Cwt.
Malt	1 1 0	Quarter.
Naphtha, purified	0 10 6	Gall.
Pickles in Vinegar	0 0 1	,,
Plate of Gold— (*free if hallmed*)	0 17 0	oz. Troy
,, Silver, gilt or not—*do.* ...	0 1 6	,,

	Duty. £ s. d.	Per
Soap (transparent)	0 0 3	lb.
Spirits, not sweetened, foreign	0 10 5	Gall.
,, perfumed, *do.*	0 16 6	,,
,, sweetened or not, from British possessions	0 10 5	,,
,, Rum, if from country where made	0 10 5	,,
,, Tafia from French Colonies	0 10 5	,,
Tea	5 16 6	lb.
Tobacco, unmanufactured, containing at least 10 per cent of moisture	2 3 0 and 5 per cent	,,
,, under 10 per cent do...	0 3 6	lb.
,, Cigars	0 5 0	,,
,, Cavendish and Negrohead ...	0 4 6	,,
,, Snuff containing more than 18 p. cent. of moisture	0 3 9	,,
,, Do. not more than 13 p. cent.	0 4 6	,,
,, other manufactured Tobacco and Cigarettes	0 4 0	,,
Varnish, spirit	0 13 0	Gall.
Vinegar	0 0 3	,,
Wine, containing less than 26° of proof spirit	0 1 0	,,
,, *do.* 42° *do.*	0 2 6	,,
,, for every degree beyond 42°	0 0 3	,,

Passengers are allowed duty free, 1 pint of drinkable Spirit, ½ pint of liqueur or perfumed Spirit (eau de Cologne, etc.), and ½ lb. of Cigars or unmanufactured Tobacco. The following are **prohibited**.—False Money, Extracts of Coffee, Chicory, Tea, Malt or Tobacco, Tobacco Stalks stripped of the leaf and Tobacco Stalks. Foreign Copyright Books reprinted abroad. **Articles with marks or names imitating those of British Manufacturers. NOTE.—No Export Duties are levied in the United Kingdom.**

Continental Weights with their English Value.

France Belgium Italy Spain Portugal	1 Gramme = 15·433 Grains. 10 Grammes = ¼ oz. 15 Grammes = ½ oz., nearly. 1 Kilogramme = 2 1-5th lbs. English. 10 Kilogrammes = 22 lbs. English.
Holland	1 Pont = 2 1-5th lbs. English. 10 Pond = 22 lbs. English.
Germany	2 Pfund 1 Kilogram = 2 1-5th English lbs. 1 Centner = 110 pfunds = 113½ Eng. lbs.
Prussia Saxony Denmark and Norway Switzerland	1 Pfund or Pund = 1 1-5th lb. English. 10 Punds = 12 lbs. English.
Sweden	1 Skalpund = 15 ounces English. 100 Skalpunds = 93 lbs. English.
Würtemberg	1 Pfund = 1·03 lb. English. 100 Pfunds = 103 lbs. English.
Russia	1 Punt = 14½ ounces English. 100 Punts = 90½ lbs. English.
Austria	1 Pfund = 1¼ lb. English. 100 Pfunds = 123½ lbs. English.
Turkey	1 Oke = 2 4-5th lbs. English. 1 Rottolo = 1¼ lb. English. 100 Okes = 283½ lbs. English. 100 Rotolos = 125 lbs. English.

MEASURES OF DISTANCES ON THE CONTINENTAL ROADS AND RAILWAYS.

France Belgium Italy Spain Portugal	1 Kilometre. = 1093·633 yards, or nearly 5 furlongs. (A Mètre, the basis of all French measures = 3·281 feet = 3 feet 3½ in.) 1 Eng. Mile = 1·631 Kilomètre.
Holland	1 Mijl (myl) = 10·93 633 yds., or 5 furlongs. 1 English Mile = 1·6093 Mijl.
Denmark	1 Danish Meile = 4·682 English Miles.
Norway	1 Eng. Mile = 0·213 = less than ¼ Dan. Meile. 1 Norwegian Mijl (myl) = 7·021 Eng. Miles. 1 Eng. Mile = 0·142 = 1-7th Nor. Mijl (myl).
Sweden	1 Swedish Meile = 6·644 Eng. Miles. 1 Eng. Mile = 0·151 = less than 1-6th Swed M
Prussia	1 Prussian Meile = 4·661 English Miles 1 Eng. Mile = about 1-5th Prussian M
Saxony	1 Saxon Meile = 4·66 English Miles. 1 English Mile = about 1-5th Saxon Mi
Würtemberg.	1 Würtemberg Meile = 4·698 English Mi 1 Eng. Mile = about 1-5th Würtemberg M
Austria	1 Austrian Meile = 4·4 English Miles. 1 Eng. Mile = about 1-4th Austrian Mi
Switzerl'nd	1 Schweizerstunde = 2·982 English M 1 Eng. Mile = over 1-3rd Schweizerst
Russia	1 Verst = ·663, or 2-3ds English Mile. 1 English Mile = 1·508 = over 1½ Versts
Turkey	1 Berri = 1·038 English Mile. About 25 English Miles = 24 Berri

Continental Foot—In Spain, 11·13 inches. Holland and Saxony, 11·14. Bavaria, 11·67. Sweden, 11·9. Denmark, 12·32. Prussia (fuse), 12·36. Austria, 12·5. France (pied), 12·8. Portugal, 12·9 inches

1 Degree = 60 geographical miles = 69 1-6th English statute miles = 9·85 Norway miles 10·41 Swedish miles = 14·77 Danish miles = 15 German miles = 20 Holland are = 23·15 Swiss stunden = 104·3 Russian versts = 11 French Kilomètres.

From the "*Merchant's Handbook.*" London: Stanford.

For differences of Time between London and Continental places, see page iv.

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AN ALPHABETICAL LIST OF THE RAILWAYS ON THE CONTINENT,

With the NAMES of the PRINCIPAL PLACES on each LINE.

*** For intermediate STATIONS consult the Index, p. xvi to xl.

For the convenience of English Travellers, Minor Stations not thought to be of importance to them are omitted from the Time Tables.

WAAP 30 Sept 1939 31 May 1950

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Differences of Time between LONDON (or Greenwich) and principal places in Europe.

	H. M.		H. M.	
Amsterdam (Holland)	0 20	earlier	Hamburg (Germany)	0 40 earlier
Alexandria (Egypt)	1 58	earlier	Helsingfors (Russian Finland)	1 40 earlier
Athens (Greece)	1 35	earlier	Lisbon (Portugal)	0 36½ later
Berlin (Prussia)	0 53½	earlier	Madrid (Spain)	0 14½ later
Brindisi (Italy)	1 12	earlier	Moscow (Russia)	2 30 earlier
Brussels (Belgium)	0 17½	earlier	Munich	0 46½ earlier
Christiania (Norway)	0 48	earlier	Odessa (Russia)	2 11 earlier
Cologne (Germany)	0 28	earlier	Paris (France)	0 9½ earlier
Constantinople (Turkey)	1 56	earlier	Prague	0 56 earlier
Copenhagen (Denmark)	0 50	earlier	St. Petersburg (Russia)	2 1 earlier
Dublin (Ireland)	0 25½	later	Smyrna (Turkey)	1 49 earlier
Edinburgh (Scotland)	0 12½	later	Rome (Italy)	0 50 earlier
Geneva (Switzerland)	0 24½	earlier	Stockholm (Sweden)	1 12 earlier
Gotha (Germany)	0 48	earlier	Vienna (Austria)	1 5½ earlier

Thus, when it is Noon or 12 o'Clock at London, it is 11.24 a.m. at Lisbon; 11.35 a.m. at Dublin; 11.45 a.m. at Madrid; but at Paris, it is 12.9 p.m.; Brussels, 12.18 p.m.; Amsterdam, 12.20 p.m.; and so on, for all places earlier. At New York, at the same moment, it is only 7.4 a.m. The differences are at the rate of 1 hour for every 15 deg. long.; or 4 min. for 1 deg.; and 4 sec. for 1 minute.

NEW OPENINGS FOR MAY.

Belgium.—Lichtervelde to Thielt.
France.—Velu to Rocourt.
Spain.—Marchena to Ecija. Seville to Huevla.
Majorca.—Inca to Manacor. Empalme to La Puebla.

The Summer Service will probably be inaugurated by the 15th May, in all parts of the Continent.

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INDEX OF TOWNS, &c.,

SHOWING THE PRINCIPAL RAILWAY STATIONS UPON THE CONTINENT OF EUROPE.

NOTE.—For convenience of reference, the Guide is divided into two parts, viz., Tabular and Descriptive. In the following Index the Traveller will find no difficulty in ascertaining which portion is referred to, by recollecting that the Tables end at page **302**, and the Descriptive matter begins at page **349**, consequently all below **302** refer to the Time Tables, all above **348** to the Descriptions.

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TO TRAVELLERS.

The best thanks of the Editor will be given to any Traveller who may do him the favour to point o inaccuracies in this Work, or furnish any information which will be useful to Travellers general—addressed "W. J. ADAMS & SONS, 59, FLEET STREET, LONDON, E.C." With th view, a few leaves of writing-paper, for stray remarks, are introduced at the end of t Special Edition. Please write only on *one* side of the sheet, if possible; and note the *articl page*, and *date* of the CONTINENTAL GUIDE referred to. All *names of Places and Persons* shou be written very distinctly.

To Correspondents.—The Editor begs to acknowledge with many thanks the receipt communications from J. S. (London); Dr. B. (London); E. C. (Paddington); G. A. W. (London H. S. (London); Col. P. (Brighton); C. N. (Paris); Dr. M. (Mentone); M. F. (Culoz); Dr. R. E (Cologne); Rev. C. de C. (Aachen); Dr. W. (Geneva); L. H. (Pisa); Messrs. C. W. & Co., (Messina). The SPECIAL EDITION of the CONTINENTAL GUIDE contains additional information, together wi Thirty one Maps, price 3s. 6d. (per post, 4s.)

NOTICE.—*The Time Tables of Railways, Steamers, List of Hotels, &c., contained in the monthl issues of the* **Continental Guide** *are compiled with as much care as circumstances will permit but it must be distinctly understood that the Publishers do not hold themselves in any degr responsible for inaccuracies.*

The Tables are based on the latest information as **supplied by the respective authorities at the time of going to press**; *but inasmuch as changes are frequently taking place abroad often in the middle of the month, Travellers are advised to* **compare the Tables here given with the Local Tables** *to be seen in the Hotels, at every possible opportunity. We shall b obliged by any special information as to changing carriages and Railway Stations at Junctions; in order t note them in the Tables.*

I.—TRAVELLING ON THE CONTINENT.

Beneficial effects of change of climate.

"There must certainly be something more than mere fancy in the sudden improvement which man "experience in their feelings and general state of health by leaving England for a tour on the Cont "nent. I would say to the dyspeptic and the bilious, to those who labour under hypochondriac "diseases and a sorry state of the digestive organs—embark for the Continent (and pray Heaven tha "you may be sick in crossing the Channel), and take a journey along the banks of the Rhine b "Steamer, which, with its soothing and diverting effects, I would not hesitate in my capacity of physi "cian to recommend amongst the most powerful auxiliaries for the cure of bad stomachs and th "blues."—*Dr. Granville.*

Health Resorts.—For an Account of Foreign Health Resorts, see Dr. Lee's Works: "Th Baths of France, Switzerland, Nice, and its Climate. The South of France, &c." W. J. Adam and Sons, 59, Fleet Street.

Foreign Tours.—Tourists will obtain the most reliable and valuable information from Mr. F. Y. EDWARDS, whose name we mention with great confidence, his experience enabling him t map out Continental tours to all parts, with such accuracy and minuteness, as must tend considerably to the comfort of travellers, and practically remove all the difficulties which beset foreign travel Detailed particulars relative to tours (personally conducted if desired) providing hotels, fares expenses, foreign moneys, objects of interest, &c., can be obtained at a small charge. A written appointment is necessary to ensure an interview with Mr. F. Y. EDWARDS, addressing the

Anglo-American, Eastern and Continental Travelling Agency [established 1872.] 37, Norfolk Street, Strand, London, W.C. Ocean passages to all parts of the world are secured on receipt of draft at the lowest rate of passage money without any charge whatever to intending travellers, and full preliminary particulars supplied to enquirers on receipt of stamp.

Messrs. Cook and Son's Agency.—At the Chief office, Ludgate Circus, or their branch offices, at home and abroad, particulars may be obtained of Continental Tours and Excursions, by single, return, and circular tickets, or by International Travelling Tickets; including Coupon tickets for board and lodging for one or more passengers, or for parties personally conducted if required. The Routes comprise the chief towns and resorts in England, and on the Continent, the East, the United States and Canada; also trips round the World, or by Steamers of the various Companies to all parts of the globe.

Bradshaw's Diary and Traveller's Companion.—An improved Edition: compris ing Tables for recording particulars of journeys, routes, fares, travelling expenses, luggage, hotels places visited, engagements, jottings or log of land and sea tours, &c, Railway Stations and Stree Plans of London and Paris; together with miscellaneous information calculated to be of use to al Travellers and Tourists. Price 2/6; to be had at Messrs. W. H. SMITH's bookstalls at all Railway Stations and of the Publishers, 59, Fleet Street, London, and Albert Square, Manchester.

Couriers.—Families, Ladies, or Gentlemen, requiring a Courier and Travelling Servant, may hear of experienced persons, on application (per letter or otherwise) to W. J. ADAMS & SONS, 59, Fleet Street, London (E. C.), who will forward the address of a Courier, or insure personal attendance on Travellers at their own residence in London or engage them if preferred.

Soap.—Travellers should provide themselves with this article (which can be had of W. J. Adams, 59, Fleet Street) beforehand; otherwise they will find it to be a serious item in their bills, soap being a rare article in Continental Hotels; it is always charged about 75 cents. A **Portable Bath** is a useful thing; as in many places baths are either very small, or else unknown.

Dress.—The following ought to be sufficient:—A plain morning coat of black cloth, with grey or tweed trousers, and light vest; six shirts; the same number of pairs of socks; two neck and six pocket handkerchiefs; one pair of boots off, another on, (elastic kid dress-boots pack best;) and a pair of slippers. The following outfit for **Pedestrians** is recommended:—Strong tweed coat and waistcoat. Flannel trousers Canvas gaiters. Double soled boots. One Flannel shirt on; one off. One pair of *Kid* shoes, *which pack quite flat without cutting*. Half-a-dozen white collars. One pair woollen or lambs wool socks on; one pair in knapsack. One pair tweed trousers. Two pair cotton socks. One pair of slippers. One neck tie. Portable dressing case to hold comb, razor, and tooth brush. Light waterproof coat which strap on outside of knapsack

Shoes or Laced Boots.—These should be double-soled, with three rows of hob-nails; but without iron heels, which are dangerous, and liable to slip in walking over rocks. They should be well greased outside; and loose leather soles inside are good.

Knapsacks, Railway Rugs, Waterproof Coats.—Tourists should be provided with a Macintosh Knapsack, which is lighter than any that can be bought abroad; also a Rug for Night Travelling, and a Waterproof Coat. These can be obtained from W. J. Adams & Sons, 59, Fleet St.

Portmanteaus are better purchased in England than anywhere else.

Polyglot Washing Books can be obtained of W. J. Adams & Sons, 59, Fleet-street; price 1s. each; post free, 1s. 1d. Family Washing Books, price 1s. 6d. Washing can be done at any of the Hotels during the night. In ordering these books, state the language required, and if for a lady or gentleman.

Field and Opera Glasses, Telescopes, &c., can be had of W. J. Adams & Sons, 59, Fleet-street.

Purses.—A stout leathern purse or canvas bag, to hold silver crown pieces, dollars, etc.; besides one or two leather straps, to keep together small parcels, will be found very useful.

Writing-case.—Portable writing and dressing-cases are better procured in England.

Umbrella.—A strong one, to serve as a walking-stick, is the best.

Lucifers.—Never travel without wax-lights in a metal case.

Measuring Tape.—A wheel tape (about 6 yards) will be found useful.

Door Fasteners.—These are useful to travellers to ensure privacy in Continental hotels. W. J. Adams, & Sons 59, Fleet Street, has always a stock of excellent door and window fasteners.

The Traveller's Reminder.—1. CLOTHES.—Coat, Trousers, Waistcoat, Great Coat, Flannels, Drawers, Shirts, Night Shirts, Socks. Handkerchiefs, Collars, Cuffs, Boots, Slippers, Rug and Cap. 2. TOILET.—Hair Brush, Comb, Looking Glass, Clothes Brush, Nail Brush, Tooth Brush, Tooth Powder, Pomade, Soap, Scent, Smelling Salts, Studs, Ties, Gloves, Sponge. 3. STATIONERY.—Writing Case (fitted), Labels, Note Book, Pencils, Maps, Books, Knives, Scissors, Washing Book, Needles, Thread, String, Pins. 4. NICK NACKS.—Snuff, Cigars and Case, Matches, Corkscrew, Gimblets, Hat Guards, Pills, Sling Strap, Spectacles, Binocular, Pocket Compass, Flask, Umbrella.

Passports.—A Foreign Office passport, the price of which is now reduced to 2s., can be obtained through W. J. Adams & Sons, 59, Fleet Street. For particulars, see pp. xlviii to li. N.B.—Always carry your Passport in your pocket, folded in a case with your name on it. It is valuable under all circumstances abroad, as a means of identification.

Landing on the Continent.—No sooner does the steamboat reach port, than the traveller finds himself mobbed by the porters and *employés* of the different Hotels; showers of cards will be poured on him, and the prices charged bawled out. To avoid all this, let him determine on his Hotel *beforehand*, and name it at once, when the agent will immediately step forward, and take the new arrival under his protection to the Hotel. It is advisable not to ask Cabmen at a Station about Hotels, as they may possibly drive you to the wrong one.

Custom-house Regulations.—Passengers on landing, are not permitted to take more than one small bag with them on shore. The Custom-House Porters, who are responsible for the luggage convey direct from the vessel to the Custom-House, to which the owner, to save personal attendance, should send the Hotel Commissionaire afterwards with the keys. The Commissionaire will also obtain the necessary official signature of the police to the traveller's passport. The landlord of the inn is responsible for his honesty. When passing your own luggage you will find that at no time are courtesy and good-humour better repaid than during its examination. Never be in a hurry; collect your packages and open them one by one yourself, lock one before the next is "visited." The officers are only doing their duty, and can make that duty very disagreeable in return for any hauteur or want of courtesy. Always "declare" any article you believe liable to duty, and remember that every Custom House Officer abroad can search your person if he chooses.

CAUTION.—All articles such as wearing apparel, not having being worn, must be declared at the Custom-house. Travellers not conforming to this regulation, will incur not only the confiscation of the articles not declared, but also the payment of a fine. Silks, lace, and other foreign

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goods, packed with articles of apparel, or otherwise concealed, are, as well as the articles in which they may be placed, liable to seizure; and travellers are warned that the seizure is strictly enforced unless the examining officer is informed of the articles being in the package and the goods duly declared previously to its being opened. For British Tariff, see p. ii.

Hotel Key.—Always lock your door on leaving your room, and if going for a walk, hang the key on the number of your room, on the key board. The Landlord is then (*and deservedly*) responsible for the safety of your room; while visitors learn more easily that you are out. When the key is the only handle to the door, take care not to leave the room without it. To ensure being called in proper time, mark the hour against the number of your room on the slate or board.

Fees to Waiters.—In most cases the "*Service*" is added to the bill; otherwise one franc, (or about that amount in other money,) per head (adults), per day, is liberal.

Children.—Children travel free (if accompanied by an adult) up to the age of three years, throughout the greater part of the Continent. In Austria and Switzerland children travel free up to two years, but are generally allowed to pass without payment for a year longer. In England, Norway, and Sweden, children between the ages of three and twelve, pay half price; in Austria and Switzerland, between the ages of two and ten, they pay half-price. In Prussia, two children under the age of ten travel with one ticket; a single child paying full fare in 3rd class, travels in 2nd class, or paying 2nd class fare travels in 1st class. In Belgium, three-quarter fare from three to eight years of age; and in France, half fare for those between three and seven. As a rule, children travelling at half price are allowed less free luggage than adults; in France they have a free allowance of only 20 kilos. (44lbs instead of 30 kilos. (66lb.) It is always advisable to shew the child who is to travel either gratis or at reduced price to the booking-clerk; and in France it is usual to stamp "ENFANT" upon the ticket of the adult who accompanies the child, to save disputes as to age at the end of the journey

Coaches and Diligences.—Notwithstanding the development of the Railway system on the Continent, which has left scarcely one town of any importance unprovided with Railway communication, travellers still find it convenient to avail themselves of public conveyances. They are still numerous in mountain districts; especially in Switzerland, the Tyrol, the Highlands of Bavaria, the Black Forest, Western Austria, &c. Fares are generally low, and the carriages often really comfortable, though not invariably good in all parts. In Spain the coaches mostly are comfortable, but the fares enormously high, often 4d. per English mile. Throughout the German Empire (except Würtemberg and Bavaria, where the rate is *less* by two-fifths), the uniform fare by Diligence and Post-coach is now 10pf. per kilomèter, or 1½d. per Eng. mile. In Austria, fares vary from 1d. to 2½d. per Eng. mile; and coaches are in general expensive, slow, and tedious. In Belgium and France, fares are also reasonable, seldom exceeding 8 centimes per kilomètre (1½d. a mile). In Switzerland the coaches are invariably comfortable, and their speed is such as to satisfy most travellers. The fixed rate is 6b centimes per Stunden (2d. per Eng. mile); and 1 fr. (3d. per mile) for the same distance over the Alpine Passes, which are traversed by sledges during Winter. The coupé is 5 c. (¾d.) per Eng. mile dearer; but this is only found on the larger diligences, and is an exception to the rule. Children under 10 and over 3 half price. About 44lb. of luggage are carried free of charge; and return tickets are sometime issued at a small reduction.

Luggage.—Free allowance on English lines, 112 Eng. lbs.; on the Continent in English lbs.:—

Germany	50 lbs. to all classes.	Russia	55 lbs. to all classes.
Austria	55 lbs. do.	Spain	66 lbs. do.
France	66 lbs. do.	Sweden	66 lbs. do.

On P. & O. Steamers 336lbs.; on Indian Rails 60lbs.; on American Rails and Steamers 250lbs.; on Pacific Mail Steamers 336lbs.

Excess Luggage.—The following will help to give some idea of the charge for Excess luggage. (See Foreign Weights, page II.)

Austria	60 lbs. cost ⅓ of 3rd class maximum fare.	France	62 lbs ⅓ of 3rd class maximum fare.
Bavaria	50 lbs. do.	Würtemberg	40 lbs. do.

The charges for luggage in Belgium and Italy are very high; no allowance is made. No allowance, in Holland or Switzerland.

NOTE.—A receipt for luggage must be procured before starting (even if there be no charge made, and no excess weight), and without this receipt the luggage will not be given up.

Luggage should be astimited in amount, as light, and as portable as possible. For a gentleman a short and deep portmanteau, strengthened to resist the pressure of heavier packages, will be most convenient. The name and place of destination should be distinctly written on the cover. In case parties cannot travel without carrying with them a large quantity of baggage, it may be better to send it on in transit per Luggage Train; as by this mode a saving may sometimes (though not always) be effected. As a rule, however, never part with your luggage. Baggage registered to be sent on *en transit*, cannot, it must be remembered, be got at by the owner till it has reached its destination, though it may be conveyed by the same train with himself.

Passengers with through Tickets can register their Luggage by all through services between London and Paris, (*via* Dover and Calais, Folkestone and Boulogne, and Newhaven and Dieppe); also between London, Brussels, and Cologne, and many of the principal cities of the Continent, (*via* Dover and Calais). Unless the Baggage by the Mail Trains is registered, it may be detained at the Landing Port for the following Train.

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Travellers taking through tickets from Calais to Stations on the Rhine beyond Cologne, need not register their luggage beyond Cologne, as all luggage, without exception is examined there. Luggage unlocked is refused on some German Lines. At the same time, locking is not always a protection abroad.

Porterage of Luggage.—Travellers will save much trouble and many over charges by asking the proprietor of the hotel to which they go, to settle with the porter for luggage.

Fiacres, Vigilantes, and Cabs.—The Driver always expects a few sous for himself. *(pour boire.)* Pay this with your fare, and so appear to know the custom and thus avoid extortion.

Railway Carriages.—These have (as in England) much improved of late, even on the Continent, which has always left us far behind in this respect. As a rule, it may be said, that the carriages are much more comfortable in the North than in the South of Europe, and that, with few exceptions, throughout the whole of Germany and the greater part of German-Switzerland, the 2nd class carriages are something better than 2nd class in England. The 2nd and 3rd class in Belgium, France, and Italy, are now very much more spacious, comfortable and clean, than formerly. The difference between 1st and 2nd class carriages on the Continent generally is perhaps quite equal to the difference in the fare. On many of the French Express trains, and on nearly all trains in Baden, Würtemberg, and some other parts of Germany, wagons containing water-closets are attached.

Sleeping Carriages.—The Mann Boudoir Sleeping Car, having beds, lavatories, water-closets, and other appointments rendering travelling more comfortable, will be found on many Continental Railways, at a moderate extra charge.

During the five or six winter months, the carriages (1, 2, and 3 class, without exception) are well heated with iron stoves throughout the greater part of Northern Europe, Germany, and Switzerland. When not heated with stoves, foot-warmers are provided; but in Belgium and in France (as elsewhere in the South of Europe) these are only found in 1st class carriages, and are always provided and changed when required, free of any charge whatever. Those who object to **Smoking**, can almost always procure a carriage in which smoking is strictly forbidden. Except in Germany, smoking is only allowed on sufferance, and those who object have only to insist upon their right; those who cannot make known their wishes from their ignorance of the language have only to point to the notice generally attached to the non-smoking carriages; which hint proves for the most part sufficient. As a rule, Ladies have no difficulty in procuring a 'ladies' compartment; indeed carriages are generally reserved for them on all through-trains, on most lines on the Continent.

Railway Fares.—These can easily be ascertained without difficulty, a fare-table being nearly always attached to the booking-office. In Belgium, Germany, Switzerland and Italy, the fare is legibly printed on the tickets, which is a great guarantee to the inexperienced traveller against fraud on the part of the booking-clerk. The fares on the Continent are very much lower than in England, being the lowest in Belgium, Bavaria, Baden, Würtemberg, South Italy, Norway, Sweden, and North Germany. In Austria, the fares by the slow trains (Goods with Passengers) are little more than half the ordinary fares. In Belgium, the fares are often only one-third those charged in the United Kingdom; and in the other countries mentioned, are very far below our own. Considering the comfort and convenience, the 2nd class carriages in Central Europe are far cheaper and more to be recommended than the 1st and 3rd classes; the 1st being very much dearer than the 2nd. without corresponding advantage, and the 3rd. little cheaper than the 2nd. and far inferior in every respect.

Return Tickets.—Almost universal abroad, and issued upon terms far more liberal than any granted by our English lines. As a rule, they are only available for the day on which they are issued; but in Germany they are often available for from two to five days, and in France on some lines for two days, or from Saturday to Monday. Whenever Return Tickets are issued, they are issued to 3rd class passengers. They are issued in Baden, Bavaria, Denmark, Holland, and Würtemberg, at a fare and a half for the double journey (i.e. a reduction of 25 per cent. off the double fare); in Belgium and Switzerland, at a reduction of 20 per cent., or at the rate of 1 3-5th fare; in Saxony generally at a fare and 1-3rd; in North Germany at a rate varying from a fare and 1-7th to a fare and 3-5ths. In Austria, return tickets are not yet general, but are sometimes issued. In France the rates are as follows—on the Nord Railway 1¼ fares (1 7-10 fare for 3rd class); on the Ouest Line 1½ to 1¾ fare (though occasionally lower); on the Paris, Lyons, and Mediterranean Line, 1½ to 1¾ fare (issued only on special occasions and to large towns); on the Est, 1½ fare (except out of Paris, which is 1¼ fare and more; on the Orleans and Southern (Midi) Lines, return tickets are only issued to and from a few stations. In Italy, Return Tickets (1 day only), are issued at an average rate of a fare and two-thirds. Return Tickets are not always available by Express trains; inquiry should be made.

Railway Time (Differences of).—See page iv., which gives the Times of the respective countries; as, Paris time for France; Brussels time for Belgium; and so on. The traveller going about should set his watch to local Railway time in order to keep even with the Tables.

Telegraphic Communication.—Throughout the whole of Belgium and Switzerland, the tariff for inland messages is fixed at 50 centimes (5d.) English travellers in Switzerland, are advised in the height of the season to telegraph beforehand for bed-rooms at the fashionable hotels along the beaten track. In most countries the local rates are low.

Switzerland and Mountainous Districts.—Pocket Aneroid Barometers for measuring heights with great accuracy are kept for sale by W. J. Adams & Sons, 59, Fleet Street. Travellers, ascending mountains, should be provided with a frock of oiled silk, as the best protection

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against the weather. A belt round the waist and a mountain-pole, are also of service. The best restorative is tea. Provisions should be conveyed in a knapsack or haversack, of which the Guide will take charge, and the contents of which he will expect to share. The traveller should never lose sight of his Guide, especially near glaciers. Persons subject to giddiness, should not ascend heights.

Travellers visiting the glacier passes will find great comfort from Glycerine, applied to the face before starting; and a small bottle should be carried in the pocket, from which the lips may be anointed from time to time, to prevent the excoriation from which some persons suffer. It is also efficacious as a cure, but prevention is better. Price & Co.'s Glycerine is the best, and may be had of W. J. Adams & Sons, 59, Fleet Street. See Swiss Section of this *Guide*.

Cholera—Mosquito Bites.—Water—A simple remedy for Cholera and Dysentery, used in Syria by the natives, is powdered charcoal (made from burnt bread); a teaspoonful of which, in a cup of sugarless coffee, is a good daily dose. For *Ant, Insect*, or *Mosquito Bites*, bathing the parts in milk and vinegar is a good corrective. Or, dissolve carbonate of soda in a teaspoonful of water; warm over a candle, and apply. Or, touch the bite with strong spirits of ammonia; a phial of which for the waistcoat pocket may be had of most Chemists abroad, for 1 fr. or 1 m. Arnica is good for sprains. To clear water, use a little alum powder, or a few peach stones. Where water is suspected, take common wine, tea, coffee, soda-water, or some other mineral water.

Picture Galleries.—See Miss Kate Thompson's "Hand book to the Picture Galleries of Europe," for lists of the best Paintings in every collection of importance.

Fees at Churches, Galleries, &c.—One franc, or about that value, is enough for a party, except in cases where the Galleries are not usually shown to travellers; or, 50 centimes is sufficient for a party of two. In Churches, no fees are necessary, except or special services.

Language.—Every traveller should, if possible, make himself acquainted with the language of the country, before he goes to travel in it; even a very slight knowledge of it will often be found useful. To know the language is to have a double purse. The French language will suffice for Belgium, the Rhine and its vicinity, Switzerland, Piedmont, and the chief towns of Northern Italy. It is not generally known in the German States, nor in the provincial towns of Italy, nor in the Tyrol. In most of the Continental Hotels the manager or some of the waiters speak English. Parties employing an interpreter, should be particular in their arrangement with him as to amount of remuneration. For Vocabulary of common words and phrases see Special Edition of this *Guide*.

Expenses—Money.—Unless the expenditure be very lavish, 20s. per day for each individual ought to cover all expenses; except for long railway journeys. Pedestrian excursions in remote situations can hardly exceed 8s. per day, exclusive of Guides when necessary. The chief expense arises from locomotion. The above amount will be very probably near the mark when the tourist journeys 70 or 80 miles a-day; if only 40 or 50 miles, the expenses, then, are not likely to be more than 15s. per day. Bank of England notes will be found the most economical and safe mode of carrying Money on the Continent to meet expenses. For particulars, see page lii. At the Railroad Stations you are liable to be cheated by sovereigns being reckoned as Napoleons. English sovereigns ought to be taken at all the hotels at their current value.

INTERNATIONAL SLEEPING CAR COMPANY.

From PARIS to		Hours of departure	Fares.	RETURN JOURNEY.	Hours of departure
Vienna	... ...	8 55 p.m.	25 francs	Vienna	6 30 p.m.
Munich	... ...	—	15 ,,	Munich	6 15 a.m.
Strasbourg	... ...	—	10 ,,	Strasbourg	5 25 p.m.
Metz	... ...	7 50 ,,	12 ,,	Metz	12 0 a.m.
Frankfort	... ...	—	16 ,,	Frankfort	4 45 p.m.
Cologne	... ...	8 0 ,,	10 ,,	Cologne	10 30 ,,
Bordeaux	... ...	8 15 ,,	24 ,,	Bordeaux	6 30 ,,
Marseilles	... ...	7 15 ,,	36 ,,	Marseilles	4 30 ,,
Mentone	... ...	—	46 ,,	Mentone	9 29 a.m.
Modane	... ...	8 40 ,,	30 ,,	Modane	12 43 p.m.

General Agency—1, Rue Scribe, Paris.

Barometer.—The weather glass and rainfall, in France, are measured by the Millimètre: 1-1000th of a Mètre = 4-100ths or an Inch. Thus, 724 Millimètre- correspond to 28½ inches; 736½ Mlls. to 29 inches; 749½ Mills to 29½ inches 762 Mills to 30 inches; 775 Mills. to 30½ inches. One Centimètre = 10 Millimètres = 4-10ths of an Inch; or 2½ Cs. = 1 Inch. An inch is the diameter of a halfpenny, or the width of the right-hand Table, p. xlvi.

Weights and Measures.—See p. ii. (facing title) and p. 350 (France). For **Money**, see p. iii. A Penny weighs ½ oz. or 10 grammes; a halfpenny, ¼ oz.; and the two together are rather more than ½oz., the standard weight for letters to the Continent. A Penny is 1-10th foot in diameter; A French centime or cent. weighs a gramme; its diameter equals a centimètre; and 100 cents in a row equal a mètre.—For comparison, remember that the Mean Temp. of London is 38° (Jan.) to 64° (July); and the Rainfall, 25-6 inches. Deaths are about 24 per 1,000.

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THERMOMETERS: Réaumur.	Centigrade	Fahrenh't.	
80°	100°	212°	WATER BOILS (bar. at 30 inch.)
76	95	203	
72	90	194	
68	85	185	
64	80	176	
62½	78¼	173	Alcohol boils.
60	75	167	
56	70	158	
52	65	149	
48	60	140	
44	55	131	
42	52	127	Tallow melts.
40	50	122	
36	45	113–3	Fever heat (or 107° F. average).
32	40	104	
29	37	98	Blood heat.
28	35	95	
24	30	86	
20	25	77	
19	24	75	Summer heat.
16	20	68	
12	15	59	
10	12	55	Temperate.
8	10	50	Temp. of spring water and mean temp. of air.
1½	2	35	
0	0	32	WATER FREEZES.
— 4	— 5	22	
— 5½	— 7	20	Wine freezes.
— 8	—10	14	
—10	—12½	10	
—12	—15	5	
—14	—18	0	ZERO Fahr.
—16	—20	— 4	
—19	—24	—10	
—20	—25	—13	
—24	—30	—20	

TABLE OF KILOMETRES AND MILES.

Kils.	Mls.	Mls.	Kils.
1 =	0·621	1 =	1·609
2 =	1·242	2 =	3·219
3 =	1·863	3 =	4·828
4 =	2·484	4 =	6·437
5 =	3·105	5 =	8·047
6 =	3·726	6 =	9·660
7 =	4·347	7 =	11·27
8 =	4·968	8 =	12·87
9 =	5·589	9 =	14·48
10 =	6·21	10 =	16·09
11 =	6·831	11 =	17·70
12 =	7·453	12 =	19·31
13 =	8·074	13 =	20·92
14 =	8·695	14 =	22·53
15 =	9·316	15 =	24·15
16 =	9·937	16 =	25·76
17 =	10·558	17 =	27·37
18 =	11·179	18 =	28·98
19 =	11·800	19 =	30·59
20 =	12·421	20 =	32·20
30 =	18·63	30 =	48·28
40 =	24·84	40 =	64·37
50 =	31·05	50 =	80·47
60 =	37·26	60 =	96·56
70 =	43·47	70 =	112·65
80 =	49·68	80 =	128·75
90 =	55·89	90 =	144·84
100 =	62·06	100 =	160·93
200 =	124·3	200 =	321·86
300 =	186·3	300 =	482·79
400 =	248·4	400 =	643·72
500 =	310·5	500 =	804·66
600 =	372·6	600 =	965·59
700 =	434·7	700 =	1126·52
800 =	496·8	800 =	1287·45
900 =	558·9	900 =	1448·38
1000 =	620·1	1000 =	1609·31

TABLE OF METRES, YARDS, AND FEET.

mètres	yards	feet
1 =	1·09 =	3·281
2 =	2·18 =	6·562
3 =	3·27 =	9·843
4 =	4·36 =	13·124
5 =	5·45 =	16·405
6 =	6·54 =	19·685
7 =	7·63	22·966
8 =	8·72	26·247
9 =	9·81 =	29·527
10 =	10·93 =	32·809
20 =	21·87 =	65·618
30 =	32·81 =	98·427
40 =	43·74 =	131 236
50 =	54·68 =	164·045
60 =	65·616 =	196·84
70 =	76·58 =	229·66
80 =	87·49 =	262·47
90 =	98·42 =	295·28
100 =	109·36 =	328·09
200 =	218·72 =	656·18
300 =	328·08 =	984·27
400 =	437·44 =	1312·36
500 =	546·80 =	1640·45
600 =	656·16 =	1968·54
700 =	765·52 =	22·6 63
800 =	874·88 =	2624·72
900 =	984·24 =	2952·81
1000 =	1093·63 =	3280·9
8000 =	5 miles.	

(this width = 1 inch = 2½ Centimètres.)

Thermometer Table.—Réaumur's thermometer is generally used in Germany, and the Centigrade (or Celsius) in France; either, especially Centigrade, is simpler than our Fahrenheit. To convert degrees of Réaumur into Fahrenheit—if above freezing-point, multiply by 2¼ and add 32°; if below, multiply by 2¼, and subtract from 32°. Thus, for 17° R. (above), and 8° R. (below) 17° R × 2¼ = 38¼°; add 32° = 70¼° F. of heat. 8° R × 2¼ = 18°; sub. 18° from 32° = 14° F. of cold.

To convert degrees of Centigrade into those of Fahrenheit, multiply by 1 four-fifths, and add 32° if above freezing-point; or subtract if below it.

The table annexed will enable the traveller to equalise at a glance the degrees of Réaumur and Centigrade with those of Fahrenheit.

Kilomètre and Mètre Tables (as above).

All distances on Railways in France, Spain, Belgium, Switzerland, Germany, and Italy, are now measured by the *Kilomètre* (kilometer, chilometro, &c.) equal to 1000 mètres. One mètre = 1·094 English yard = 3·281 feet = 39·37 inches = 1 1-10th yard nearly. Hence, to turn mètres into yards, add 1-10th; to turn yards into mètres, subtract 1-11th. Hence, again, 10 mètres = 32·81 feet; 100 mètres = 328·1 feet; 1000 mètres (or kilomètre) = 3,281 feet, or 5 furlongs nearly. Hence, a kilomètre = 5-8ths of a mile, nearly; or 8 miles = 10 kiloms.; or 10 miles = 16 kiloms., nearly.

In using these Tables, remember that 8 kiloms. (for example) being 1·863 miles, 30 kiloms. will be 18·63 miles; 300 will be 186·3; and so on. Hence, to turn 366 kiloms. (for instance) into miles, say 300 = 186·3; 60 = 37·3; and 6 = 3·7; total, 227·3 miles.

Sunday Services Abroad.—Notices of these are inserted from information sent to the Editor; and changes in the names of Chaplains and Ministers, or in the times, &c., should be notified as soon as possible. CHURCH OF ENGLAND SERVICES are mostly supplied by two London Societies—the *Society for the Propagation of the Gospel in Foreign Parts* (19 Delahay Street, Westminster, S.W.), founded 1701; and the *Colonial and Continental Church Society* (9 Serjeants' Inn, Fleet Street, E.C.), founded 1851. A few Embassy and Consular Chaplains are still appointed or partly supported by the Foreign Office. All Foreign Chaplains are licensed by the Bishop of London or the Bishop of Gibraltar; the latter having the superintendence over most of those on the islands and shores of the Mediterranean. There are above forty Continental Chaplains nominated by the Society for the Propagation of the Gospel; with whom it is a rule that the Holy Communion is celebrated every Sunday, and the offertory is devoted to the maintenance of the Chaplaincy. About 115 Chaplains (one-third being permanent) are nominated by the Colonial and Continental Church Society, to minister to residents and travellers on the Continent, at places where artisans, miners, &c., are settled, and where invalids resort in winter or travellers in summer. These places will be found in the *Guide*.

The Mission Stations of the *Vaudois, Valdese*, or *Waldensian Church, in Italy*, are given from a list furnished by the Secretary, at the Office, 118 Pall Mall, S.W. For further particulars see Foreign Evangelization Society's "Guide to Evangelical Work on the Continent," J. Nisbet & Co.

Practical Information for Travellers in France.

Residents Abroad.—Persons intending to live in a foreign country should be careful to make themselves acquainted with its laws (often more stringent than English laws), so far as they affect the payment of taxes, hire of apartments, houses, and servants; births, marriages, and deaths; making of wills, succession of property; sport, and other points.

TRAVELLERS CARRYING FIRE ARMS.—In answer to numerous correspondents, we are enabled to state, that Travellers (especially British and American) are allowed to take with them, as part of their personal luggage, one sporting gun, one sporting rifle, and one revolver or pistol, providing the last is not under 15 centimètres, or 6 inches in length, on declaring the same to be *their private property*; but military weapons, cartridges or gunpowder, are strictly prohibited, without previous permission of the Minister of War at Paris.

IN TAKING FURNISHED APARTMENTS, the stranger should have a written agreement with an inventory, signed by both parties, containing a precise account of the furniture, even to a plate. He should stipulate therein that the landlord pays the furniture tax; otherwise the tenant will have to pay, even if the furniture be the property of the landlord. SUMMER VISITORS are not subject to the payment of taxes; personal and furniture taxes are levied only on foreigners who are residents at the time the annual lists are revised. RENTING HOUSES.—All rent is paid in advance quarterly, but if a house is rented for a term, the tenant cannot remove his goods therefrom until he has paid the entire rent to the landlord, of the whole term. A TENANT must answer for the effect of fire in his rooms, unless he can show that the fire was occasioned by accident. SERVANTS hired by the day are paid by the day. If hired by the year they are paid monthly, and entitled to 8 days' warning. When a servant gives warning, the 8 days are not payable unless the master requires his services.

DOGS.—The owners have to pay a tax of 12 francs each per annum

NOTE.—It is customary abroad to touch or remove the hat when entering an office or shop, or when addressing a gentleman in the streets or elsewhere.

II.—POSTAL REGULATIONS.

Letters.—It is always safest to direct letters (paid) to the care of a Banker or even an Hotel; as Letters and parcels addressed "Poste Restante" are apt to get lost. Travellers on the Continent are advised to see that their letters for India, &c., are stamped.

Postage.—In the General Postal Union (Class A) comprising all Europe, Egypt, Persia Canada, and the United States, the postage on Letters from England to any country in the Union is 2½d., under ½oz.; post Cards are 1d.; Newspapers 1d. per 4oz.; Books, ½d. per 2oz. The return postage is the same, as nearly as the money and weights of the country will allow. For example, Letters from France are 25 cents. for 15 grammes; Post Cards are 10 cents; Newspapers are 5 cents for 50 grammes. Within the Union, Prepayment by postage stamps of the country from which the Letter is sent, is compulsory. If a Letter be insufficiently prepaid, the extra charge is 2½d per ½oz. English Stamps, &c., can be used only in the United Kingdom; in Germany, German Stamps must be used; and so on. For Registered Letters, 4d. extra is charged. **Newspapers** must be paid for at the rate of 1d. per 4oz., as above-mentioned (not ½d. as for inland postage), and must be posted within 8 days, otherwise they are not sent. Newspapers are not allowed to be sent through the post, in Russia. For English and other European Colonies outside the above Union, and for India, see *Postal Guide* (Class B.). Post Cards are not forwarded to India.

Money Orders.—Can be obtained between England and the following Countries:—Belgium, Denmark, France, Germany, Italy, Netherlands, and Dutch Settlements, Norway, Switzerland, and for Egypt, India, United States and the Colonies, at a commission of 9d. up to £2: 1s. 6d. to £5; 2s. 3d. to £7; 3s. to £10. See *Postal Guide*. For equivalent amounts see Money Table, p. lii.

Poste Restante.—Letters for the Continent should be addressed very legibly, particularly the *Christian* and *Surname*, which latter should be UNDERLINED, omitting "Esquire," "Bart." or other title; which Officers of Foreign Post Offices are apt to take for a name. As they often find great difficulty in reading English writing, and especially in the pronunciation of English names, persons applying for letters should present their *Cards* with their names written plainly.

Foreign and Ship Letter Mails made up in London.—Letters for the Foreign Mails are received at St. Martin's-le-Grand up to 6 o'clock; from 6 till 7.0, on payment of 1d. extra; up to 7.15, 2d. extra; up to 7.30, 3d. extra; up to 7.45, 6d. extra. N.B.—Letters for posting found among passengers' baggage at the French or English Custom-houses, subject the sender and bearer to the risk of penal consequences.

Printed Papers.—A distinction is now made between foreign Book packets, Patterns, and Commercial papers. In Class A, the charge for Patterns is 1d. for 2oz.; for Commercial papers, 2½d. for 4oz.; Books being ½d. for 2oz., as above mentioned. If the usual regulations be not strictly observed, or if the whole postage be not paid in advance the packets will either be detained, or forwarded charged as unpaid letters.

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Indian Parcel Post.—Weekly, for India and Ceylon, conducted by the Peninsular and Oriental Company, 122, Leadenhall Street, London, at the rate of 1s. per lb; or 6d. per lb. for Books. Parcels not to exceed 2 feet by 1 foot; nor 80 lbs. weight for India, or 25 lbs. for Ceylon.

Telegrams—sent by the Submarine, Eastern, Great Northern, Indo-European, Anglo-American, and other Companies. From 1st April, 1880, the lowest rates from the United Kingdom to the principal countries in Europe are as follows, *for each word:*—Austria 4½d.; Belgium 2d.; Denmark 4d.; France 2½d.; Germany 4d.; Greece 7½d.; Holland 3d.; Hungary 5d.; Italy 5d.; Norway 4d.; Portugal 6½d.; Roumania 5d.; Russia in Europe 9½d.; Spain 6d.; Sweden 5½d.; Switzerland 4d.; Turkey in Europe 8d. To certain other places, viz.:—Aden 3s. 9d.; Australia 10s. 8d. to 10s. 10d.; Brazil 9s to 16s. 2d.; Canada 3s.; Cape 8s 9d. to 9s. 3d.; Ceylon 4s. 9d.; Chili 21s. 4d.; China 8s. 4d.; Cuba 5s. 1d. to 6s. 3d.; Cyprus 1s. 0½d.; Egypt 1s. 7d. to 2s.; India 4s. 3d. (British Burmah 4s. 6d.); Japan 9s. 3d.; Java 6s. 10d.; Madeira 1s. 7d; Mauritius—to Aden, thence by post; New Zealand—to South Australia, thence onward; Panama 11s. 8d. to 12s. 6d.; Penang 5s. 5d.; Persia 1s. 7d. to 3s. 9d.; Peru 27s. to 27s. 5d.; Singapore 6s. 3d.; United States 3s. to 3s. 10d.; West Indies 8s. 7d. to 17s. 1d.—See *Postal Guide* for furthur particulars.

III.—INFORMATION RESPECTING PASSPORTS.

Travellers or Visitors to any part of Europe who desire to avoid delay, trouble, or unnecessary expense, can obtain their Passports through the agency of our London Publishers, W. J. ADAMS & SONS, 59, FLEET-STREET, E.C., who will see that every thing necessary is done in procuring the proper *visa* for a journey to or through any Country on the Continent; in which case it will be necessary to forward them the Letter of Application, or apprize them by letter or otherwise, that such Letter of recommendation, or Certificate of Identity has been duly forwarded to the Foreign Office; and they will then take immediate steps to procure the Passport and the necessary *visas*, &c. *By this arrangement parties resident in the country are saved the trouble of coming to London, as it can be forwarded to them by post (en règle.)*—See page xlix.

Fee for obtaining Passport 1s. 6d.; ditto for each *visa*, 1s. 0d. Passport cases from 1s. 6d. to 6s. 0d. Name lettered in gold, 1s.—**Office Hours—9.0 a.m. to 6.0 p.m.; Saturdays, 9 a.m, to 2 p.m.**

Foreign Office Passports are granted upon the application or recommendation of any *Banker or Banking Establishment*, in any *part* of the *United Kingdom*; enclosed under Cover and SEAL of the Establishment, and directed to Her Majesty's Secretary of State for Foreign Affairs in form as follows.—

MY LORD, (Place and Date.)

We request that your Lordship will authorize the grant of a Passport for travelling on the Continent, Spain, (or elsewhere), to A. B., a British subject, (or C. D., a Naturalized British Subject (residing at accompanied by his wife, &c. (as the case may be).

We have the honour to be, my Lord,

Your most obedient Servants,

Her Majesty's Secretary of State for Foreign Affairs.

In the absence of a Banker's application or recommendation, a *Certificate of Identity* must be procured, signed by a *Mayor, Magistrate, Justice of the Peace* a *Minister of Religion, Physician, Surgeon, Solicitor*, or *Notary*; and such certificate of Identity must bear the signature of the applicant, in addition to the signature of the party giving such certificate.

MODEL FORM *of Certificate of Identity to be* written out in full, *signed and sealed by the person giving it; and also by the person in whose behalf it is granted* —

(Name of place, and day of the month)

The Undersigned, Mayor of (*Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary*, as the case may be), residing at

hereby certifies that *A. B.* (*Christian and Surname to be written at length*), *whose signature* a British subject,

is written at foot, is a naturalized British subject, and requires a passport to enable him proceed to

to travel on the Continent (*accompanied, as the case may be, by his wife,——sons,——daughters, with their a British subject,*

tutor named C. D. (*Christian and Surname to be written at length*), *a naturalized British subject governess, and maidservant* [*or servants*], *and manservant* [*or servants*], *named E. F., a British subject* [*or subjects*], *and a courier, named G. H., a naturalized British subject.*)

(Signed)

Seal. (With the usual signature.)

Signature of the above-named

NOTE.—*When the various members of a family travel together, they may be included in one Passport, but the degree of relationship should be stated: for example—Mr....., (the christian as well as surname must be given in full), travelling on the Continent, accompanied by his wife, and.....sons, and.....daughters, with*

...woman servant (if any), all British subjects. If attended by a man servant, his name in full must be stated, and he must be a British subject; if a foreigner, he must obtain a passport from his own government. Friends travelling in company, although not related, may also be included in one Passport; but in this case, each of their names and addresses should be given in the application.

Passports Abroad.—As every police official abroad is authorised to inspect a Passport it must, under all circumstances be carried about the person. To protect it from friction, it should be kept in a pocket-book, containing blank leaves to receive the *visas*, as the official signatures are termed, and the traveller's name.

Foreign Office Regulations respecting Passports:—

"1. Applications for Foreign Office passports must be made in writing, in a cover addressed to 'The Chief Clerk, Foreign Office, London,' with the word 'PASSPORT' on the cover.

"2. The charge on the issue of a Passport, whatever number of persons may be named in it, is 5s.; and if it is desired that this Passport should be sent by post, that sum must be forwarded with the application, by a Post Office order, payable at the Post Office, Charing Cross, London, to the Chief Clerk of the Foreign Office, Francis B. Alston, Esq. Postage stamps will not be received.

"3. Passports are granted only to British-born subjects, or to such foreigners as have become naturalized either by Act of Parliament or by a certificate of naturalization granted by the Secretary of State for the Home Department. A 'naturalized British subject,' will be so designated in his passport; and if his certificate be dated subsequently to the 24th of August, 1850, and previously to the 1st of August, 1858, his passport will be marked as good for one year only; or should the certificate be dated subsequently to the 1st of August, 1858, his passport will in that case be marked as good for six months only, except in cases where a license for a longer period of residence abroad has been granted by the Secretary of State for the Home Department; but this regulation will not preclude any person from obtaining at the Foreign Office, at any future time, on his producing his old passport, a fresh passport for a further limited period, without a fresh charge. A Foreign Office Passport granted to a British-born subject, or to a naturalized British subject,' who has been naturalized by Act of Parliament, or whose Certificate of Naturalization is dated previously to the 24th of August, 1850, is not limited in point of time, but is available for any time, or for any number of journeys. Aliens naturalized under the Naturalization Act, 1870, (33 Vict., c. 14), will also receive Passports unlimited in point of time, but subject to the qualification mentioned in the 7th Clause of the Act.

"4. Passports are granted to all persons either known to the Secretary of State, or recommended to him by some person who is known to him; or upon the application of any *Banking firm* established in London or in any part of the United Kingdom; or upon the production of a *Certificate of Identity*, signed by any Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary, in the United Kingdom. In certain cases a Certificate of Birth may be demanded.

"5. If the applicant for a passport be a naturalized British subject, his certificate of naturalization, with his signature subscribed to the oath printed on the third page of it, must be forwarded to the Foreign Office with the certificate of identity granted on his behalf; and his certificate of naturalization will be returned with the passport to the person who may have granted the certificate of identity, in order that such naturalized British subject may sign the passport in his presence. The Agents at the outports are not authorised to grant passports to naturalized British subjects, and such persons, if resident in London, should apply *personally* for their passports at the Foreign Office.

"6. PASSPORTS ARE ISSUED AT THE FOREIGN-OFFICE, BETWEEN 11 AND 4 ON THE DAY FOLLOWING THAT ON WHICH THE APPLICATION FOR THE PASSPORT HAS BEEN RECEIVED AT THE FOREIGN OFFICE.

"7. A Passport cannot be issued on behalf of a person *already abroad*; such person, being a British-born subject, should apply for one to the nearest British Mission or Consulate. A passport cannot be issued abroad to a naturalized British-subject except for a direct journey to England, or in the case of a Colonial naturalized subject for a journey back to the Colony where he has been naturalized. Neither can a passport granted to a naturalized British subject for a limited period be renewed by Her Majesty's Diplomatic or Consular Agents in Foreign Countries; but only at the Foreign Office.

"8. The bearer of every passport should sign his name clearly as soon as he receives it: as otherwise the *visa* may be refused, or the validity of the passport questioned abroad."

Passports are always useful and with some exceptions are always necessary abroad. They are granted for the protection of English Travellers, and in deference to the police regulations of foreign governments. They are particularly required for **Austria-Hungary, Greece, Spain and Cuba, Egypt**; and are indispensable for **Portugal, Russia, and Turkey**; the visa or *visé* (countersignature), for which must be previously obtained in England at the respective Consulates.

Austria-Hungary.—Passports are required on all the frontiers of the Empire.

France.—Travellers not provided with Passports, are expected, when required, to prove their *identity and nationality*.

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Germany.—The German *visa* is required for Travellers intending to visit Berlin; but not for other parts of Germany.

Italy.—In consequence of some arrests of unoffending British by officious Police Agents, Travellers should be careful to carry their passports about them, in order to prove their identity or nationality.

Roumania.—Every foreigner on arrival must procure a permit of residence from the nearest Prefect; giving up his passport if his stay is to exceed 30 days; or getting the permit endorsed on the passport, if for a less period. Follow the guard who takes your passport, and see that it is vised and returned to you.

Russia.—Travellers to **Russia** should not quit England without a *visa* from the Russian Consulate in London. Members of the **Medical Profession** proceeding to Russia with a view of practising there, must first obtain a diploma from St. Petersburg. **Governesses** must obtain a Certificate of Competency from the Russian Consul in London, which will be granted upon production of proper testimonials of character and ability: fee, 5s. 3d.

United States of America.—*Minister*—His Excy. Honble. J. Russell Lowell. *Secretary of Legation*, William J. Hoppin, Esq. 95, Westbourne Road; *Assistant Sec.*, E. S. Nadal, Esq. *Office of Legation*, "Members" Buildings, Victoria Street, corner of Great Chapel Street, Westminster, S.W. Office Hours, 11 to 3. Passports and Visas are granted to American citizens travelling on the Continent of Europe; but the presence of the parties is absolutely necessary, in order that they may subscribe to the oaths which the regulations of the department prescribe.

UNITED STATES CONSULATE.—General Badeau, CONSUL GENERAL; Office, Winchester House 53A, Old Broad Street, E.C. J. Nunn, Esq., VICE CONSUL-GENERAL.

UNITED STATES DISPATCH AGENT, B. F. Stevens, Esq., 4, Trafalgar Square, Charing Cross.

AMERICAN CONSULS ON THE CONTINENT OF EUROPE: AUSTRIA-HUNGARY—at Prague, Trieste, and Vienna. BELGIUM—at Antwerp, Brussels, Ghent, and Liége. BRITISH POSSESSIONS—Gibraltar and Malta. DENMARK—at Copenhagen and Elsinore. FRANCE—at Bordeaux, Boulogne, Havre, Lyons, Marseilles, Nice, Paris, and Reims. GERMANY—at Altona, Barmen, Berlin, Bremen, Breslau, Brunswick, Chemnitz, Cologne, Dresden, Frankfort-on-Main, Hamburg, Leipsic, Ludwigshafen, Mayence, Munich, Nuremberg, Sonneberg, and Stuttgart. GREECE—at Patras. ITALY—at Civitavia, Florence, Genoa, Leghorn, Messina, Milan, Naples, Palermo, Rome, Turin, Venice. NETHERLANDS—at Amsterdam, Groningen, Middelburg, and Rotterdam. PORTUGAL—at Lisbon, Oporto, Madeira, and Fayal (Azores). ROUMANIA—Bucharest. RUSSIA—at Archangel, Moscow, Odessa, and St. Petersburg. SPAIN—at Alicante, Barcelona, Bilbao, Cadiz, Carthagena, Corunna, Denia, Ivica, Malaga, Port Mahon, Santander, Seville, Valencia, and Vigo. SWEDEN AND NORWAY—at Bergen, Christiania, Gothenburg, and Stockholm. SWITZERLAND—at Bâle, Geneva, and Zurich. TURKEY—at Beyrout, Cairo (Egypt), Constantinople, Jerusalem, Smyrna. The above will be useful in many respects to British as well as American travellers; as in many towns there is an Agent accredited from the United States, where a British Consul is non-resident—in which case English and Americans will meet with equal courtesy and attention.

General Remarks.—Although British subjects are free to enter France and Belgium without Passports, and the rules about Passports have been virtually relaxed in several other Countries, nevertheless, British subjects about to visit the Continent are recommended not to omit to provide themselves with a Passport: for even in those countries where it is no longer obligatory, it is found to be convenient, as offering a ready means of identification, and particularly when letters have to be claimed at a *poste restante*. It frequently secures admission to Public Buildings, Museums, &c., when otherwise closed; and it may serve to protect the Traveller against the ignorance or caprice of local officials, who have it in their power to make themselves disagreeable when they choose. Out of the beaten track in France, foreigners appear to be regarded everywhere with suspicion.

FOREIGN AMBASSADORS and MINISTERS (styled "His Excellency.")

AMERICA (UNITED STATES OF). See above.
ARGENTINE STATES (LA PLATA).—Dr. Don M. Garcia (at Paris), *Min.*
AUSTRIA-HUNGARY.—Count Karolyi, *Amb.*, 18 Belgrave Sq.
BELGIUM.—Baron Solvyns, *Min.*, 36, Grosvenor Gardens.
BRAZIL.—Baron de Penedo, *Min.*, 32, Grosvenor Gardens.
CHILI or CHILE.—Don A. Blest Gana (at Paris) *Min.*
CHINA.—Marquis Tseng, *Min.*, 49 Portland Place West.
COLOMBIA (NEW GRANADA or PANAMA).—Gen. Camargo, *Min.*, 45, Kensington Gardens Square.
DENMARK.—Lieut-Gen. Bülow, *Min.*, 63, Wimpole st.; 12 to 2.
FRANCE.—Mons. Léon Say, *Amb.*, Albert Gate, Hyde Park.
GERMAN EMPIRE.—Count Münster, *Amb.*, 9, Carlton House Terrace.
GREECE.—M. J. Gennadius, *Chargé d'Affaires*, 64, Pall Mall.
GUATEMALA (CENTRAL AMER.).—Senor Don Crisanto Medina, *Min.*, 21, Bedford Square.
HOLLAND. See NETHERLANDS.
ITALY.—Count Robilant, *Amb.*, 35, Queen's Gate.
JAPAN.—Mori Arinori, *Min.*, 9, Kensington Park Gardens, S.W.
LIBERIA.—Hon. E. Blyden, *Min.*, 12, Cavendish Road, St. John's Wood.
NETHERLANDS (HOLLAND).—Count de Bylandt, *Min.*, 40, Grosvenor Gardens.
PERSIA.—Prince Nasrni Malcolm Khan, *Min.*, 90, Holland Park, W.
PERU.—Senor Don C. Pividal, *Min.*, 30, York Street, Portman Square.
PORTUGAL.—Senhor M. d'Antas, *Min.*, 12, Gloucester Place, Portman Square.
RUSSIA.—Prince Lobanoff-Rostofsky, *Amb.*, Chesham House, Belgrave Sq.
SAN SALVADOR.—Don J. M. T. Calvado, *Min.*
SIAM.—Phya Bas Karawongse, *Min.*
SPAIN.—Marquis de Casa Laiglesia, *Min.*, 12, Queen's Gate Pl.
SWEDEN & NORWAY.—Count Piper, *Min.*, 46, Charles Street, Berkeley Square.
TURKEY & EGYPT.—Musurus Pacha, *Amb.*, 1, Bryanston Square, W.
VENEZUELA STATES.—Senor Don J. de Rojas, *Min.*, 34, Gloucester Place, Portman Square.

LIST OF FOREIGN PASSPORT OFFICES,

CONSULS-GENERAL, CONSULS, and VICE-CONSULS; with particulars concerning Passports and Visas.

American (United States).—See opposite page. *Visa*, 10s.

Argentine States.—Don Carlos y Capdevila, *C.*, 10, Craven Street, Strand.

Austria-Hungary.—Baron A. de Rothschild, *C. Gen.* Chevalier De Kraft, *Asst. C.G.*, at the Embassy. Dr. Orthiel, *V. C.*, 29, St. Swithin's Lane, 12 to 2. *Passport* required; *Visa* unnecessary.

Belgium.—J. G. Wich, Esq., *C.*, 11, Bury Court, St. Mary Axe; J. Hondret, Esq., *V. C.*, 18, Basinghall Street; 12 to 4. *No Passport* required.

Bolivia.—Don Luis Quintilas y Sovane, *C. Gen.*, 11, Billiter Square, E.C. *Visa* necessary; *fee* 4s.

Brazil.—José L. C. de Salles, Esq. *C. Gen.*, 6, Great Winchester Street Buildings, E.C. *Visa*, 4s. 6d.

Chili.—T. K. Weir, Esq., *C.*, 52, Gresham House, Old Broad Street; 11 to 3. *Visa*, 2s. 6d.

Colombia.—A. M. Pradilla, Esq., *C. Gen.* J. T. Hart, Esq., *V. C.*, 3, St. Helen's Place, E.C.

Costa Rica.—J. A. Le Lasheur, Esq., *C. Gen.*, 117, Leadenhall Street.

Denmark.—A. Westenholz, Esq., K.D., *C. Gen.*, 42, Great Tower Street; 10 to 4.

Ecuador (Guayaquil).—A. Gonzales, Esq., *C. Gen.*, 34, Old Broad Street.

France.—A. Lenglet, Esq., *C. Gen.*, 38, Finsbury Circus; 11 to 4. *Passport* partially abolished. *Visa*, 8s.

German Empire.—Dr. Von Bojanowski, *C. Gen.*, 5, Bloomfield Street, E.C. *Passport* partially required; *Visa*, 1s. 6d.

Greece.—M. Spartalis, Esq., *C. Gen.*, Gresham House, Old Broad Street; 12 to 6. *Passport* and *Visa* required; *Visa*, 2s 6d.

Guatemala.—G. F. Kelly, Esq., *C. Gen.*

Haiti or Hayti.—E. Erdmann, Esq., *C.*, 7, Mincing Lane.

Hawaii.—M. Hopkins, Esq., *C. Gen.*, St. Michael's Buildings, Gracechurch Street.

Holland (Netherlands).—J. W. May, Esq., *Chan. & C. Gen.*, 17, Finsbury Circus. *Passport* unnecessary.

Honduras.—G. Rathbone, Esq., *C. Gen.*, 5, Lothbury, E.C.

Italy.—Baron E. Heath, *C. Gen.*, 31, Old Jewry. *Visa* not required; *Visa* 4s.

Japan.—Minami Timorse, 64, Bishopsgate Street. *Passport* required.

Liberia.—E. Sutherland, Esq., *C. Gen.*, 37, Tower Chambers.

Mexico.—Don Carlos Schaeffer, *C. Gen.*, 32, Fenchurch Street. *Visa* necessary.

Morocco.—

Nicaragua.—J. L. Hart, Esq., *C.*, 3, St. Helen's Place.

Orange Free State.—P. Van der Byl, Esq., *C. Gen.*

Paraguay (Asuncion).—

Persia.—Col. J. Ellis, *C. Gen.*, 51, Portland Place.

Peru.—Don M. de la Quintana, *C.*, 21, Gower Street, N.W. *Visa* necessary; 4s.

Portugal.—Viscount Dupret, *C. Gen.*, 10, St. Mary Axe. *Passport* required. *Visa*, 5s. 7d.

Roumania.—

Russia.—Alex. de Berg, Esq., *C. Gen.*, Great Winchester Street. *Passport absolutely* requires. *Visa*, 1s. 8d.

San Domingo.—M. Ventura, *C. Gen.*, 18, Coleman Street.

San Salvador.—L. Campbell, Esq., *C.*, Jeffrey's Square.

Servia.—

Siam.—D. K. Mason, Esq., *C. Gen.*, Great Winchester Street Buildings.

Spain.—Don T. Millas, *C. Gen.*, 21, Billiter Street. *Passport* required. *Visa*, 4s. 2d.

Sweden and Norway.—O. Richter, Esq., *C. Gen.*, 34, Great Winchester Street. *Passport* not required.

Switzerland.—H. Verrier, Esq., *Agent and C. Gen.*, Gresham House, Old Broad Street.

Turkey and Egypt.—M. P. Gadban, Esq., Ethelburga House, 70-1, Bishopsgate Street. *Passport* and *Visa* absolutely required. *Visa* gratis.

Uruguay (Monte Video).—W. Cranwell, Esq., *C. Gen.*, 4, Finsbury Street.

Venezuela.—F. Hemming, Esq., *C.*, 47, Moorgate Street. *Passport* required; *Visa* unnecessary.

Zanzibar.—

IV.—FOREIGN MONEY—LETTERS OF CREDIT.

Circular Notes of small denomination are now issued (£10, £20) for the convenience of the traveller, payable at all the principal cities and towns on the Continent of Europe, and the United States and Canada, as well as Scotland and Ireland, Madeira, &c. They are issued by most of the principal London bankers and form a very safe and convenient kind of Letters of Credit. The arrangements for cashing them in the various countries through which the traveller may have to pass are very simple and efficient. A letter indicating the names of the various correspondents abroad, accompanies them, which must be produced on presenting a note for payment; and we should advise tourists as a precaution to keep the letter always separate from the notes. The Cheque Bank, at 124, Cannon Street, and 20, Cockspur Street, will be found extremely convenient to Continental Travellers, as their Cheques may be filled up for amounts from £1 and upwards, and are payable at any Bankers in the principal Continental cities.

Drafts and Letters of Credit Payable in Foreign Money, may be had on the principal towns abroad, from Foreign Bankers in London, these are subject to no deduction for exchange or commission, the sums payable being fixed on this side: they only require a foreign bill stamp according to the law of the country where they are made payable.

The best money for travellers proceeding to Germany are 20 Mark Gold Pieces, or Mark Notes, which now circulate throughout the German Empire. Prussian marks are the best silver coins. The traveller should be always provided with small change in the legal current coin of the country through which he passes, as every exchange entails a consequent loss. English Money and Bank Notes can be exchanged in the principal Continental Cities; but it is better to be provided with Foreign Currency before leaving for the Continent; especially as half-sovereigns, etc, are sometimes refused abroad, or changed under value.

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Coins abroad, subject to variations according to the fluctuations in the rates of exchange. Corrected monthly by Messrs. A. MEYSER & CO., 21, Cornhill, London, E.C., from whom drafts and letters of credit on the principal towns abroad may be obtained.

Description of Coin.	Value in ENGLISH Sovs. £	s.	d.	UNITED STATES. Doll.	Cts.	FRANCE, BELGIUM, SWITZL'D. Frs.	Cts.	GERMAN Empire. M.	Pf.	HOLLAND. Gl.	Ct.	AUSTRIAN Paper. Fls.	kr.	ITALIAN Paper. Lire	Cts.
GOLD.															
English Sovereign	1	0	0	4	83	25	20	20	35	12	5	11	80	27	50
Twenty Franc Piece	0	15	10	3	82	20	0	16	11	9	54	9	35	21	96
German 20 Mark Piece	0	19	8	4	76	24	79	20	0	11	85	11	60	26	65
Dutch 10 Florins	0	16	7	4	0	20	90	16	87	10	0	9	78	23	04
Half Imperial (Russian)	0	16	3	3	92	20	50	16	53	9	80	9	60	22	57
Twenty Kroner (Swedish, Norwegian and Danish)	1	1	9	5	25	27	40	22	13	13	10	12	83	29	78
Alfonso (5 dolls. Spanish)	0	19	8	4	76	24	79	20	0	11	85	9	35	27	04
Eagle (5 dolls. U. S.)	1	0	6	5	0	25	82	20	86	12	35	12	10	28	18
SILVER.															
English Shilling	0	1	0	0	24	1	25	1	02	0	60	0	59	1	30
Five Franc Piece	0	3	11½	0	95	5	0	4	02	2	37½	2	34	5	55
One Franc Piece	0	0	9½	0	19	1	0	0	80	0	47½	0	47	1	10
Thaler=3 Marks	0	2	11	0	70	3	68	3	0	1	76	1	72	3	75
One Mark	0	0	11½	0	24	1	24	1	0	0	59	0	57	1	25
One Florin (Dutch)	0	1	8	0	40	2	10	1	70	1	0	0	98	2	30
One Kroner (Danish, Swedish, and Norwegian)	0	1	1½	0	27	1	40	1	13	0	66	0	65	1	50
One Dollar (Spanish)	0	3	11	0	94	4	94	3	98	2	35	2	31	5	50
One Peseta (Spanish)	0	0	9½	0	19	0	98	0	78	0	46	0	46	1	07
One Dollar (U. S.)	0	4	1	1	0	5	15	4	16	2	46	2	41	5	75

A CONCISE TABLE OF FOREIGN MONEYS,

REDUCED FROM ENGLISH INTO THE CURRENCY OF OTHER COUNTRIES AT PAR,

Except for Depreciated Currencies, when the calculation is at the exchange of the day.

England. £	s.	d.	France, Belgium, Switzerland. Frs.	Cts.	Germany. Mks.	Pfg.	Holland. Gl.	Cts.	United States. Dols.	Cts.	Russia, in Notes. Rb.	Kp.	Austria, in Notes. fl.	Kr.	Italy, in Notes. Lire.	Cts.
0	0	0½	0	052	0	04	0	2·50	0	01	0	02	0	02·5	0	6
0	0	1	0	104	0	08	0	05	0	02	0	04	0	·049	0	11
0	0	2	0	208	0	17	0	10	0	04	0	8	0	09·8	0	22
0	0	3	0	312	0	25	0	15	0	06·25	0	12·1	0	14·75	0	34
0	0	4	0	416	0	33	0	20	0	08·3	0	16	0	19·6	0	46
0	0	5	0	52	0	42	0	25	0	10·4	0	20	0	24·5	0	57
0	0	6	0	625	0	50	0	30	0	12·50	0	24·3	0	29·5	0	68
0	0	7	0	729	0	58	0	35	0	14·5	0	28	0	34·3	0	80
0	0	8	0	833	0	67	0	40	0	16·6	0	33	0	39·3	0	91
0	0	9	0	937	0	75	0	45	0	18·7	0	36·4	0	44·25	1	02
0	0	10	1	04	0	84	0	50	0	20·8	0	40	0	49·15	1	14
0	0	11	1	18	0	92	0	55	0	23	0	44	0	54	1	25
0	1	0	1	25	1	0	0	60	0	25	0	48·7	0	59	1	37
0	2	0	2	50	2	0	1	20	0	5	0	97·5	1	18	2	74
0	3	0	3	75	3	0	1	80	0	75	1	46·2	1	77	4	11
0	4	0	5	0	4	0	2	40	1	0	1	95	2	36	5	48
0	5	0	6	25	5	0	3	0	1	25	2	43·75	2	95	6	88
0	6	0	7	50	6	0	3	60	1	50	2	92·2	3	54	8	25
0	7	0	8	75	7	0	4	20	1	75	3	41	4	13	9	62
0	8	0	10	0	8	0	4	80	2	0	3	90	4	72	10	98
0	9	0	11	25	9	0	5	40	2	25	4	38·7	5	31	12	36
0	10	0	12	50	10	0	6	0	2	50	4	87·5	5	90	13	75
0	11	0	13	75	11	0	6	60	2	75	5	36·2	6	49	15	12
0	12	0	15	0	12	0	7	20	3	0	5	85	7	8	16	50
0	13	0	16	25	13	0	7	80	3	25	6	33·7	7	67	17	87
0	14	0	17	50	14	0	8	40	3	50	6	82·4	8	26	19	25
0	15	0	18	75	15	0	9	0	3	75	7	31·25	8	85	20	62
0	16	0	20	0	16	0	9	60	4	0	7	80	9	44	22	0
0	17	0	21	25	17	0	10	20	4	25	8	28·7	10	03	23	37
0	18	0	22	50	18	0	10	80	4	50	8	77·5	10	62	24	75
0	19	0	23	75	19	0	11	40	4	75	9	26·2	11	21	26	12
1	0	0	25	0	20	0	12	0	5	0	9	75	11	80	27	50
2	0	0	50	0	40	0	24	0	10	0	19	50	23	60	55	0
3	0	0	75	0	60	0	36	0	15	0	29	25	35	40	82	50
4	0	0	100	0	80	0	48	0	20	0	39	0	47	20	110	0
5	0	0	125	0	100	0	60	0	25	0	48	75	59	0	137	50
6	0	0	150	0	120	0	72	0	30	0	58	50	70	80	165	0
7	0	0	175	0	140	0	84	0	35	0	68	25	82	60	192	50
8	0	0	200	0	160	0	96	0	40	0	78	0	94	40	220	0
9	0	0	225	0	180	0	108	0	45	0	87	75	106	20	247	50
10	0	0	250	0	200	0	120	0	50	0	97	50	118	0	275	0

EXPLANATION OF THE CURRENCIES OF THE VARIOUS COUNTRIES.

Austria, Italy, and Russia.—The Paper Currencies are continually subject to important fluctuations.

In **France, Belgium, Switzerland and Italy,** 1 franc=100 centimes. **Germany,** 1 mark=100 pfenning. **Holland,** 1 florin or gu'den=100 cents. **Norway, Sweden and Denmark,** 1 kroner=100 ore. **United States,** 1 dollar=100 cents. **Spain,** 1 peseta=100 centavos. **Austria,** 1 florin=100 kreuzer. **Portugal,** 1 milreis=1000 reis. **Greece,** 1 drachma=100 leptas. **Turkey,** 1 piastre=40 paras. **Russia,** 1 rouble=100 kopecks.

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Part I. THE MOST DIREOT ROUTES [Part

From LONDON to the principal Cities and Localities in Europe; with Fares, means of Conveyance, and time of Journey.

Note.—At the pages referred to in the Routes will be found *full particulars* of departure and arrival of Conveyances

For BATHS and WATERING PLACES see page 9.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

No.	From LONDON to	(Refer to p. 299 for Stations in London; to p. 304 for Steamer Routes.) * The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Tim D.
1	Aix-la-Chapelle or Aachen ...(Germ.)	a *Via Harwich* [Gt. East. Rail.] *Antwerp*, and *Herbesthal*.—See Advert. inside cover	1 19 1	1 4 11	0 1
	aa ,,	*Via* Harwich, Antwerp, and Maestricht	1 16 5	1 3 4	2
	b ,,	*Via* Calais or Ostend. See Advt. p. 686, or p. 688	2 18 0	2 2 0	...
2	Antwerp.....(Belg.)	a Steamers direct from St. Katherine's wharf, see Alpha. List.	1 4 0	0 16 0	0 1
	b ,,	*Via Ostend*, Str. from St. Katherine's wharf, see Alph. List; Rl. to Ghent, p. 78, where change for Antwerp, via Malines, pp. 86, 82.	1 1 6	0 16 5	0 1
	c ,,	*Via Calais*, Rl. to Dover, p. 686, or p. 688; Str. to Calais, see Alph. List; Rl. via Blandain, p. 80, Brussels to Antwerp, p. 82.	2 12 0	1 18 6	0 1
	d ,,	*Via Ostend*, Rl. to Dover, p. 688; Str. to Ostend, see Alph. List; Rl. to Ghent, p. 78, change (or Antwerp, pp. 86, 82	2 7 6	1 13 9	0 1
	e ,,	*Via Harwich* (Gt. East. Rail.), see Advt. inside cover	1 6 0	0 15 0	0 1
	f ,,	*Via* Queensboro' and Flushing	1 6 0	0 15 0	...
3	Augsburg.....(Bav.)	*Via Calais*, p. 686; Brussels and Cologne to Frankfort, pages 98, 126; thence via Heidelberg, Bruchsal, and Stuttgart: see Itinerary of Rtes. p. 459, No. 3a and b, to Augsburg	6 3 3	4 1 5	2
4	Alexandria..(Egy.)	a Select from Routes to India, No. 98	20 9 1	14 19 8	9
	b ,,	*Via Brindisi*. By the P. & O. Steamers	24 1 9	17 17 0	6
5	Athens & Piraeus (Greece)	a No. 96, Route to India, Rte. b, via Trieste, per Austrian Lloyd str., via Corfu to Piræus, see Alph. List. Rl. to Athens, p. 295	22 1 6	17 0 10	12
	b ,,	*Via* Parisand Marseilles; thence direct by Messag. Maritimes	19 0 0	13 10 0	6
6	Amsterdam .(Hol.)	a *Via Rotterdam*, Strs. direct. see Alph. List; thence per Rl., p. 114, via The Hague; or via Utrecht, p. 113	1 4 3	0 17 2	0 1
	b ,,	*Via Ostend*, p. 688, Rl. to Dover; Str. to Ostend, see Alph. List; Rail. to Antwerp, pp. 78, 86 & 82; Rail. direct *via* Dortrecht to Rotterdam, p. 103; thence to Amsterdam, as in Route a	2 4 0	2 6 0	1
	c ,,	*Via Harwich* [Gt. E. Rail] and Str. to Rotterdam, see Advt.; Rl, p. 113	1 13 6	1 0 11	0 1
	d ,,	*Via Calais*, p. 688; Brussels, p. 80; Antwerp, p. 82; Dortrecht to Rotterdam, p. 103; and thence pp. 113 or 114	2 9 6	2 12 6	0 1
	e ,,	*Via* Queensboro' and Flushing	1 13 6	1 0 11	...
7	Auvergne and Le Puy...(France)	*Via* Paris, Lyons, and St. Etienne, p. 59; or, Paris, Nevers, Clermont-Ferrand, and Langogne, p. 60	... ...	... ...	...
8	Baden-Baden(Ger)	*Via* Harwich [Gt. East. Rl], and Str. to Rotterdam. See also Part II.	4 4 5	2 19 2	1 1
	b ,,	*Via* Harwich [Gt. East. Rail], and Antwerp	4 4 9	2 17 4	...
9	Barcelona.....(Sp.)	a *Via Paris*, Marseilles, p. 48; Cette and Narbonne	9 1 0	6 9 0	0 6
	b ,,	*Via Calais and Paris*, p. 1e; Rail to Bayonne, pp. 34, 35, 45; Pamplouna, Saragossa and Barcelona, pp. 268, 270	10 1 6	7 11 3	3
	c ,,	*Via* Paris, p. 34, to Bordeaux and Narbonne, p. 43, thence direct	... ...	... ...	1 1
	d ,,	*Via* Paris and Toulouse, p. 44 thence direct, as in c	... ...	... ...	...
10	Bâle .....(Switz.)	a *Via Calais*, p. 686; Blandain, Brussels, 80; Cologne, 88 and 122; Bingen, Ingelheim, Mayence, Darmstadt, p. 126; Darmstadt to Friedrichsfeld, p. 137; thence to Bâle, p. 132	6 2 9	5 9 0	1 1
	aa ,,	*Via Ostend*, p. 690; Brussels, p. 78; Luxembourg, p. 106; Metz, Hagenau, p. 73; Strassburg, Mulhouse, & Bâle, p. 74	5 5 0	3 18 6	1
	b ,,	*Via Paris and Strassburg*, No. 134; to Strassburg & Bâle, pp. 64 & 74	6 0 6	4 9 0	1
	c ,,	*Via Paris, Troyes, and Mulhouse*, No. 134 Rtes. to Paris; see Itinerary, p. 385 for Route *via* Chaumont, Mulhouse, & Bâle, p. 68	5 11 4	4 3 3	1
	d ,,	*Via Harwich* [Gt. East. Rail], *Antwerp and Metz*	4 3 7	2 17 8	1 1
	e ,,	*Via Harwich* [Gt. East. Rail], *Rotterdam, and Heidelberg*	5 1 5	3 11 9	1 1
11	Bavarian Alps	*Via* Munich, Holzkirchen, Immerstadt, &c. p. 95. Coach to Innsbruck	... ...	... ...	...
12	Belgrade ...(Servia)	Same route as to Bucharest, as far as to Hatzasch; then Str. to Belgrade in 4 hours; 1st class, £12; 2nd class, £9. Or, steamer down from Buda-Pest	... ...	... ...	...
13	Berlin .....(Prussia)	a *Via Calais (or Ostend)*, to Cologne and Stendal	6 4 0 5 14 5	5 7 0 4 6 2	1 1
	aa ,,	*Via* Ostend, Bleyberg, Cassel	6 0 0	5 3 0	...
	b ,,	*Via Rotterdam*, No. 143, Rl. to Oberhausen, p. 114; Rl. to Berlin, p. 117	4 5 0	2 15 6	1 1
	c ,,	*Via Aix-la-Chapelle*, see No. 1; to M. Gladbach and Rahrort, pp. 160, 144; Oberhausen, Berlin, page 161	5 15 0	5 0 9	1 1
	d ,,	Str. to Hamburg, see Alph. List: Rl. thence to Berlin. p. 164	3 2 0	2 1 8	2 1
	e ,,	*Via Harwich* (Gt. E. Ry.) to *Rotterdam*, see Route 143; thence *via Emmerich, Oberhausen, and Stendal*, pp. 113, 114, 117, & 161	4 7 2	3 1 9	1 1
	,,	*Via Rotterdam and Rhéine via Salzbergen*, pp. 113, 112; *to Minden*, p. 136, see Advt.; direct routes to North Germany	4 3 8	3 1 2	1 1

GOLD AND SILVER COIN TABLE.—Showing the approximate values of the following Gold and Silver Coins abroad, subject to variations according to the fluctuations in the rates of exchange. Corrected monthly by Messrs. A. KEYSER & CO., 21, Cornhill, London, E.C., from whom drafts and letters of credit on the principal towns abroad may be obtained.

Description of Coin.	Value in ENGLISH Sovs.			UNITED STATES.		FRANCE, BELGIUM, SWITZL'D.		GERMAN Empire.		HOLLAND.		AUSTRIAN Paper.		ITALIAN Paper.
GOLD.	£	s.	d.	Doll.	Cts.	Frs.	Cts.	M.	Pf.	Gl.	Ct.	Fls.	kr.	Lire Cts.
English Sovereign	1	0	0	4	83	25	20	20	35	12	5	11	80	27 50
Twenty Franc Piece	0	15	10	3	82	20	0	16	11	9	54	9	35	21 96
German 20 Mark Piece	0	19	8	4	76	24	79	20	0	11	85	11	60	26 65
Dutch 10 Florins	0	16	7	4	0	20	90	16	87	10	0	9	78	23 04
Half Imperial (Russian)	0	16	3	3	92	20	50	16	53	9	80	9	60	22 57
Twenty Kroner (Swedish, Norwegian and Danish)	1	1	9	5	25	27	40	22	13	13	10	12	83	29 78
Alfonso (5 dolls. Spanish)	0	19	8	4	76	24	79	20	0	11	85	9	35	27 04
Eagle (5 dolls. U. S.)	1	0	6	5	0	25	82	20	86	12	35	12	10	28 18
SILVER.														
English Shilling	0	1	0	0	24	1	25	1	02	0	60	0	59	1 30
Five Franc Piece	0	3	11½	0	95	5	0	4	02	2	37½	2	34	5 55
One Franc Piece	0	0	9½	0	19	1	0	0	80	0	47½	0	47	1 10
Thaler=3 Marks	0	2	11	0	70	3	68	3	0	1	76	1	72	3 75
One Mark	0	0	11½	0	24	1	24	1	0	0	59	0	57	1 25
One Florin (Dutch)	0	1	8	0	40	2	10	1	70	1	0	0	98	2 30
One Kroner (Danish, Swedish, and Norwegian)	0	1	1½	0	27	1	40	1	13	0	66	0	65	1 50
One Dollar (Spanish)	0	3	11	0	94	4	94	3	98	2	35	2	31	5 50
One Peseta (Spanish)	0	0	9½	0	19	0	98	0	78	0	46	0	46	1 07
One Dollar (U. S.)	0	4	1	1	0	5	15	4	16	2	46	2	41	5 75

A CONCISE TABLE OF FOREIGN MONEYS,

REDUCED FROM ENGLISH INTO THE CURRENCY OF OTHER COUNTRIES AT PAR,

Except for Depreciated Currencies, when the calculation is at the exchange of the day.

England.			France, Belgium, Switzerland.		Germany.		Holland.		United States.		Russia, in Notes.		Austria, in Notes.		Italy, in Notes.	
£	s.	d.	Frs.	Cts.	Mks.	Pfg.	Gl.	Cts.	Dols.	Cts.	Rb.	Kp.	Fl.	Kr.	Lire.	Cts.
0	0	0½	0	052	0	04	0	2·50	0	01	0	02	0	02·5	0	6
0	0	1	0	104	0	08	0	05	0	02	0	04	0	·049	0	11
0	0	2	0	208	0	17	0	10	0	04	0	8	0	09·8	0	22
0	0	3	0	312	0	25	0	15	0	06·25	0	12·1	0	14 75	0	34
0	0	4	0	416	0	33	0	20	0	08·3	0	16	0	19·6	0	46
0	0	5	0	52	0	42	0	25	0	10·4	0	20	0	24·5	0	57
0	0	6	0	625	0	50	0	30	0	12·50	0	24·3	0	29·5	0	68
0	0	7	0	729	0	58	0	35	0	14·5	0	28	0	34·3	0	80
0	0	8	0	833	0	67	0	40	0	16·6	0	33	0	39·3	0	91
0	0	9	0	937	0	75	0	45	0	18·7	0	36·4	0	44·25	1	02
0	0	10	1	04	0	84	0	50	0	20·8	0	40	0	49·15	1	14
0	0	11	1	18	0	92	0	55	0	23	0	44	0	54	1	25
0	1	0	1	25	1	0	0	60	0	25	0	48·7	0	59	1	37
0	2	0	2	50	2	0	1	20	0	5	0	97·5	1	18	2	74
0	3	0	3	75	3	0	1	80	0	75	1	46·2	1	77	4	11
0	4	0	5	0	4	0	2	40	1	0	1	95	2	36	5	48
0	5	0	6	25	5	0	3	0	1	25	2	43·75	2	95	6	88
0	6	0	7	50	6	0	3	60	1	50	2	92·2	3	54	8	25
0	7	0	8	75	7	0	4	20	1	75	3	41	4	13	9	62
0	8	0	10	0	8	0	4	80	2	0	3	90	4	72	10	96
0	9	0	11	25	9	0	5	40	2	25	4	38·7	5	31	12	38
0	10	0	12	50	10	0	6	0	2	50	4	87·5	5	90	13	75
0	11	0	13	75	11	0	6	60	2	75	5	36·2	6	49	15	12
0	12	0	15	0	12	0	7	20	3	0	5	85	7	8	16	50
0	13	0	16	25	13	0	7	80	3	25	6	33·7	7	67	17	87
0	14	0	17	50	14	0	8	40	3	50	6	82·4	8	26	19	25
0	15	0	18	75	15	0	9	0	3	75	7	31·25	8	85	20	62
0	16	0	20	0	16	0	9	60	4	0	7	80	9	44	22	0
0	17	0	21	25	17	0	10	20	4	25	8	29·7	10	03	23	37
0	18	0	22	50	18	0	10	80	4	50	8	77·5	10	62	24	75
0	19	0	23	75	19	0	11	40	4	75	9	26·2	11	21	26	12
1	0	0	25	0	20	0	12	0	5	0	9	75	11	80	27	50
2	0	0	50	0	40	0	24	0	10	0	19	50	23	60	55	0
3	0	0	75	0	60	0	36	0	15	0	29	25	35	40	82	50
4	0	0	100	0	80	0	48	0	20	0	39	0	47	20	110	0
5	0	0	125	0	100	0	60	0	25	0	48	75	59	0	137	50
6	0	0	150	0	120	0	72	0	30	0	58	50	70	80	165	0
7	0	0	175	0	140	0	84	0	35	0	68	25	82	60	192	50
8	0	0	200	0	160	0	96	0	40	0	78	0	94	40	220	0
9	0	0	225	0	180	0	108	0	45	0	87	75	106	20	247	50
10	0	0	250	0	200	0	120	0	50	0	97	50	118	0	275	0

EXPLANATION OF THE CURRENCIES OF THE VARIOUS COUNTRIES.

Austria, Italy, and Russia.—The Paper Currencies are continually subject to important fluctuations.

In France, Belgium, Switzerland and Italy, 1 franc=100 centimes. Germany, 1 mark=100 pfennig. Holland, 1 florin or gulden=100 cents. Norway, Sweden and Denmark, 1 kroner=100 ore. United States, 1 dollar=100 cents. Spain, 1 peseta=100 centavos. Austria, 1 florin=100 kreuzer. Portugal, 1 milreis=1000 reis. Greece, 1 drachma=100 lepta. Turkey, 1 piastre=40 paras. Russia, 1 rouble=100 kopecks.

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THE MOST DIRECT ROUTES

From LONDON to the principal Cities and Localities in Europe; with Fares, means of Conveyance, and time of Journey.

Note.—At the pages referred to in the Routes will be found *full particulars* of departure and arrival of Conveyances.

For BATHS and WATERING PLACES see page 9.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

No.	* From LONDON to	(Refer to p. 299 for Stations in London; to p. 304 for Steamer Routes.) * The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Time. D. H.
1	Aix-la-Chapelle or Aachen ...(Germ.)	a *Via Harwich* [Gt. East. Rail.] *Antwerp*, and *Herbesthal*.—See Advert. inside cover	1 19 1	1 4 11	0 20½
	an ,,	*Via* Harwich, Antwerp, and Maestricht	1 16 8	1 3 4	2 0
	b ,,	*Via* Calais or Ostend. See Advt. p. 686, or p. 688	2 18 0	2 2 0	...
2	Antwerp.....(Belg.)	a steamers direct from St. Katherine's wharf, see Alpha. List	1 4 0	0 16 0	0 20
	b ,,	*Via Ostend*, Str. from St. Katherine's wharf, see Alph. List; Rl. to Ghent, p. 78, where change for Antwerp, via Malines, pp. 86, 82	1 1 6	0 16 5	0 16½
	c ,,	*Via Calais*, Rl. to Dover, p. 686, or p. 688; Str. to Calais, see Alph. List; Rl. via Blandain, p. 60, Brussels to Antwerp, p. 82	2 12 0	1 16 6	0 10½
	d ,,	*Via Ostend*, Rl. to Dover, p. 686; Str. to Ostend, see Alph. List; Rl. to Ghent, p. 78, change for Antwerp, pp. 86, 82	2 7 6	1 13 9	0 10½
	e ,,	*Via Harwich* (Gt. East. Rail.), see Advt. inside cover	1 6 0	0 15 0	0 15
	f ,,	*Via* Queensboro' and Flushing	1 6 0	0 15 0	...
3	Augsburg.....(Bav.)	*Via Calais*, p. 686; Brussels and Cologne to Frankfort, pages 88, 136; thence via Heidelberg, Bruchsal, and Stuttgart; see Itinerary of Rtes. p. 405, No. 3a and b, to Augsburg	6 3 3	4 1 5	2 0
4	Alexandria..(Egy.)	e dialect from Routes to India, No. 98	20 9 1	14 19 8	9 0
	b ,,	*Via Brindisi*. By the P. & O. Steamers	34 1 9	17 17 0	4 0
5	Athens & Piræus (Greece)	a No. 98, Route to India, Rte. b, via Trieste, per Austrian Lloyd str., via Corfu to Piræus, see Alph. List. Rl. to Athens, p. 295	22 1 6	17 0 10	12 0
	b ,,	*Via* Paris and Marseilles; thence direct by Messag. Maritimes	19 0 0	13 10 0	6 0
6	Amsterdam .(Hol.)	a *Via Rotterdam*, Strs. direct see Alph. List; thence per Rl., p. 114, via The Hague; or via Utrecht, p. 113	1 4 3	0 17 3	0 21
	b ,,	*Via Ostend*, p. 686, Rl. to Dover; Str. to Ostend, see Alph. List; Rail. to Antwerp, pp. 78, 86 & 82; Rail. direct *via* Dortrecht to Rotterdam, p. 103; thence to Amsterdam, as in Route a	2 4 0	2 6 0	1 2
	c ,,	*Via Harwich* [Gt. E. Rail] and Str. to Rotterdam, see Advt.; Rl, p. 113	1 13 6	1 0 11	0 15½
	d ,,	*Via Calais*, p. 688; Brussels, p. 80; Antwerp, p. 82; Dortrecht to Rotterdam, p. 103; and thence pp. 113 or 114	2 9 6	2 12 6	0 16½
	e ,,	*Via* Queensboro' and Flushing	1 13 6	1 0 11	...
7	Auvergne and Le Puy...(France)	*Via* Paris, Lyons, and St. Etienne, p. 59; or, Paris, Nevers, Clermont-Ferrand, and Langogne, p. 60	... ...	... ...	...
8	Baden-Baden (Ger)	*Via* Harwich [Gt. East. Rl], and Str. to Rotterdam. See also Part II.	4 4 5	2 19 2	1 10
	b ,,	*Via* Harwich [Gt. East. Rail], and Antwerp	4 4 9	2 17 4	...
9	Barcelona.....(Sp.)	a *Via Paris*, Marseilles, p. 48; Cette and Narbonne	9 1 0	6 6 0	0 60
	b ,,	*Via Calais and Paris*, p. 14; Rail to Bayonne, pp. 34, 35, 48; Pampeluna, Saragossa, and Barcelona, pp. 365, 370	10 1 6	7 11 3	3 0
	c ,,	*Via* Paris, p. 34, to Bordeaux and Narbonne, p. 43, thence direct	... ...	... ...	1 12
	d ,,	*Via* Paris and Toulouse, p. 49 thence direct, as in c	... ...	... ...	...
10	Bâle .....(Switz.)	a *Via Calais*, p. 686; Blandain, Brussels, 80; Cologne, 88 and 123; Bingen, Ingelheim, Mayence, Darmstadt, p. 136; Darmstadt to Friedrichsfeld, p. 137; thence to Bâle, p. 132	6 2 9	5 9 0	1 20
	aa ,,	*Via Ostend*, p. 690; Brussels, p. 78; Luxembourg, p. 106; Metz, Hagenau, p. 73; Strassburg, Mulhouse, & Bâle, p. 74	5 5 0	3 18 6	1 2
	b ,,	*Via Paris and Strassburg*, No. 134; to Strassburg & Bâle, pp. 64 & 74	6 0 6	4 9 0	1 6
	c ,,	*Via Paris, Troyes, and Mulhouse*, No. 134 Rtes. to Paris; see Itinerary. p. 385 for Route *via* Chaumont, Mulhouse, & Bâle, p. 68	5 11 4	4 2 3	1 2
	d ,,	*Via Harwich* [Gt. East. Rail], *Antwerp and Metz*	4 3 7	2 17 8	1 17
	e ,,	*Via Harwich* [Gt. East. Rail], *Rotterdam, and Heidelberg*	5 1 8	3 11 9	1 10
11	Bavarian Alps	*Via* Munich, Holzkirchen, Imrenstadt, &c. p. 95. Coach to Innsbruck Same route as to Bucharest, as far as to Raisach; then Str. to Belgrade in 6 hours; 1st class, £12; 2nd class, £9. Or, steamer down from Buda-Pest	... ...	... ...	...
12	Berlin .....(Prussia)	a *Via Calais (or Ostend)*, to Cologne and Stendal	6 4 0	5 7 0	...
	aa ,,	*Via* Ostend, Bleyberg, Cassel	5 14 5	4 6 2	1 12
	b ,,	*Via Rotterdam*, No. 143, Rl. to Oberhausen, p. 114; Rl. to Berlin, p. 117	6 0 0	5 3 0	...
	c ,,	*Via Aix-la-Chapelle*, see No. 1; to M. Gladbach and Rahrort, pp. 140, 144; Oberhausen, Berlin, page 161	4 5 0	2 15 6	1 10
	d ,,	Str. to Hamburg, see Alph. List; Rl. thence to Berlin, p. 164	5 15 0	5 0 9	1 18
	e ,,	*Via Harwich* (Gt. E. Ry.) to *Rotterdam*, see Route 143; thence *via Emmerich, Oberhausen, and Stendal*, pp. 113, 114, 117, & 161	3 2 0	2 1 8	2 12
	ee ,,	*Via Rotterdam and Rheine via Salzbergen*, pp. 113, 112; to *Minden*, p. 158, see Adv.; direct routes to North Germany	4 7 2	3 1 2	1 11
			4 2 8	3 1 2	1 14

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* From LONDON to		† The Homeward bound Traveller must reverse the Routes	Approximate Fares. 1 class. £ s. d.	Approximate Fares. 2 class £ s. d.	Time. D.	Time. H.
6	"	*Via* Aix-la-Chapelle, Deutz, Dusseldorf, Elberfeld and Holsminden, pp. 140, 142.	... ...	... ...	1	2
b	"	*Via Quarnbers' and Phulking*	4 7 0	3 2 0	...	...
Bavarian Forest		*Via* Cham, Straubing, Deggendorf, or Passau, Rl. p. 232-3.	... ...	... ...	...	...
Bayonne...(France)		*Via Paris* No. 134, Rl. to Orleans and Bordeaux. pp. 34, 37; Rl. to Bayonne, p. 45.	6 6 11	4 15 8	2	6
Berne, & Bernese Oberland (Switz.)		*Via* Bâle, Olten, Berne and Interlaken, p. 241	... ...	... ...	...	...
Beyrout and Damascus (Syria)		a Steamer *via* Marseilles; omnibus to Damascus	29 4 0	20 9 2	...	...
b	"	Moss Steamer from Liverpool	25 0 0	... ...	...	...
Bingen		*Via* Harwich and Rotterdam	3 0 6	2 1 10	0	23½
Black Forest		*Via* Carlsruhe, Baden-Baden, Offenburg, to Villingen, p. 135	... ...	... ...	...	...
Bologna ...(Italy)		See Brindisi.				
Bombay		a *Via* Calais, Paris, Brindisi, Alexandria, Suez	75 1 0	40 15 0	...	...
b	"	*Via* Antwerp or Rotterdam and the Brenner	71 0 6	38 12 6	...	...
Bonn ...(Germany)		a *Via Harwich* [Gt. East Rl.], *Rotterdam, and Cleve.* – See Adv. inside cover, and p. 126	3 11 0	1 14 8	0	21
b	"	*Via* Calais and Cologne	3 10 0	2 14 0	...	...
Bordeaux (France)		To Paris (*via* Calais); Rl. to Bordeaux, pp. 34, 37	5 17 0	4 8 0	1	1
Bordighera (Italy)		*Via* Marseilles, Nice, Mentone, p. 257	... ...	... ...	...	...
Bremen (Germany)		*Via Harwich* [Gt East Rail] *Rotterdam, Emmerich, and Munster.*—See Advertisement inside cover	3 3 5	2 4 6	1	2
Brenner Pass, or Brennero (Aust.)		a *Via* Ostend Cologne, Munich and Innsbruck, p. 205	4 18 0	4 10 0	...	...
Brest (France)		*Via* Paris, Le Mans, Rennes, St. Brieuc, p. 28	... ...	... ...	...	...
Brindisi (Italy		a *Via* Paris, Dijon, Mâcon, Chambéry, Mt. Cenis Tunnel, Turin, Alessandria, Modena, Bologna, Ancona, p. 264, Sleeping Car extra	12 1 0	8 15 0	...	...
b	"	*Via* Brussels, Cologne, Mayence, Wurzburg, Munich, Innsbruck Brenner Pass, Verona, Mantua, Modena, Bologna, Ancona, p. 264	13 3 0	10 10 0	...	...
c	"	*Via* Harwich, Rotterdam, Munich, and the Brenner	13 5 1	8 15 2	...	...
d	"	*Via* Newhaven, Dieppe, and Rouen	10 16 1	7 15 1	...	...
29 Brussels (Belgium,		a *Via Calais*, Rl. to Dover p. 686; Str. to Calais, Rail. to Lille and Brussels, see p. 80	2 10 6	1 17 6	0	10½
b	"	*Via Ostend*, Rl. to Dover, Str. to Ostend, see Alph. List; Rl. to Ghent, Alost, and Brussels, see p. 78	2 6 6	1 13 0	0	10½
c	"	*Via Ostend*, Str. direct from London to Ostend, see Alph. List; Rl. to Ghent, Alost and Brussels, p. 78	1 3 1	0 17 11	0	14
d	"	*Via Antwerp*, Str. direct from London, see Alphab. list; Rail to Malines and Brussels, p. 83	1 5 0	0 18 0	0	19
e	"	*Via Harwich* [Gt. East Rail] and *Antwerp*, see Advt. inside cover	1 9 7	0 17 9	0	16½
30 Boulogne (France)		a By South Eastern Rl. to Folkestone, Str. to Boulogne, p. 685	1 10 9	1 2 6	0	4
b		Steamer direct from St. Katherine's Wharf, see Alphab. list	0 19 0	0 14 0	0	12
c		*Via Calais*, see No. 35 —The Mail Route	1 10 9	1 2 6	...	...
31 Brunswick ...(Ger.)		a *Via Calais and Brussels* to Cologne p. 686; see Itinerary, p. 423, for Rte thence to Brunswick	5 12 0	3 18 10	1	4
b	"	*Via Rotterdam*, No. 147; Rl. to Oberhausen 114, to Minden, p. 117, Rl. to Brunswick, p. 148	3 19 0	2 15 1	1	6
bb	"	*Via Salzbergen*, Rhcine, and Minden; the most direct route to N. Germany pp. 112, 148. Through Tickets at Rotterdam	... ...	... ...	...	...
c	"	*Via Hamburg*, Str. direct from London, p. 318; thence per Rl. to Lehrte, p. 157; from Lehrte to Brunswick p. 158	2 16 9	1 17 6	1	22
d	"	*Via Harwich* [Gt. East. Rail], *Rotterdam*, and *Emmerich*; or *Rotterdam* and *Salzbergen*; see Advt. inside cover	3 9 9	2 8 10	1	9
32 Bucharest (Roum.)		a Rl. to Vienna, Buda-Pest, and Basiasch, p. 214; Strs. on the Danube to Giurgevo p. 306; Rl. to Bucharest, p. 298-299	15 0 0	11 15 0	4	4
b	"	Rl. to Vienna, Buda-Pest, Arad, to Karl-burg, pp 222, 212, or 238; by rail to Hermannstadt, Kronstadt, p. 234, post to Bucharest	... ...	... ...	...	...
c	"	Rl. direct via Cracow, Lemberg, Czernowitz, Roman, Braila, pp. 217, 293, 299	... ...	... ...	...	...
33 Buda-Pest ...(Hun.)		*Via Vienna*, No. 186; Rl. p. 214, to Buda-Pest, or Str. down Danube	... ...	... ...	...	...
34 Cadiz .....(Spain)		a *Via* Madrid, Alcazar, Cordova, Seville, p. 274	... ...	... ...	...	...
b	"	By Hall's Steamers direct	10 0 0	... ...	...	...
35 Calais.....(France)		a *Via Dover*, Rl., to Dover, from Charing Cross, or Cannon St., p 685; or from Ludgate or Victoria Sts., p. 688; Str. to Calais	1 10 6	1 2 6	0	5
b	"	Steamer direct from St. Katherine's Wharf, see Alphab. list	... ...	... ...	...	...
36 Cairo, the Pyramids & the Nile		*Via* Alexandria and Cairo, by Cook's Agency, London	... ...	... ...	...	...
37 Candia.....(Turkey)		Austrian Lloyd's Steamers, *via* Trieste	... ...	... ...	...	...
38 Cape		By Steamer direct, see p. 318	... ...	... ...	...	...
39 Caucasus and Mt. Elburz... (Russia)		a *Via* Moscow, Grlasi, Rostof, Vladikavkas, p. 290, Coach to Tiflis	... ...	... ...	...	...
b	"	*Via* Cracow, Lemberg, Brusils (or Balta), Charkov, Rostof, &c.	... ...	... ...	...	...
c	"	Str. Odessa to Poti, see Alphab. List. Rail to Tiflis, p. 290	... ...	... ...	...	...

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Itinerary of Through Routes from London—*Continued.*

No.	*From LONDON to	*The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class.	2 class.	Time.
			£ s. d.	£ s. d.	D. H.
40	Chamouny (Fr Sav)	a *Via Paris*, No. 138; Rl. to Macon, p. 48; Geneva, p. 54; Dil. thence	6 19 n	5 0 n	1 20
	ab ,,	*Via* Dieppe and Paris	5 10 0	4 6 0	...
	b ,,	*Via* Calais and Paris	6 17 0	5 7 0	...
	bb ,,	... Basle, No. 10, thence per Itinerary, p. 489, to Geneva; and Dil.	6 15 0	5 5 6	2 0
41	Cherbourg	*Via* Steamer from Southampton (L. & S. W. Rl.); s eAlph. List	... ...	... ...	...
42	Chur (or Coire) & the Splugen (Swi).	a *Via* Bâle, thence by Rail (18s. and 13s.) *via* Zürich	... ...	... ...	...
	b ,,	*Via* Wesep, Sargans, p. 343 and p. 348	... ...	... ...	...
43	Coblenz	a *Via* Calais and Cologne	3 16 0	2 18 0	...
		b *Via* Ostend and Cologne	3 14 0	2 12 6	...
	Coblenz, Ehrenbreitstein, & the Moselle (Ger)	c *Via Harwich, Rotterdam, and Cleve.*—See Advert. inside cover	2 15 11	1 18 2	0 23
44	Cognac (France)	*Via* Paris, Tours, Poitiers, Angoulême, pp. 35 and 47	... ...	... ...	...
45	Col di Tenda Pass (Italy)	*Via* Turin, and Cuneo or Coni, (from which to Baths of Valdieri, 25 m). Coach to Limone and the Col 10 m.; thence to Nice	... ...	... ...	...
46	Cologne or Koeln (Prussia.)	a *Via Calais*, Rl. to Dover, p. 686; Str. to Calais, see Alphab. list; to Lille, Brussels Herbesthal	3 10 9	2 12 6	0 19½
	a ,,	*Via* Ostend and Herbesthal, see p 78 and 86	3 6 9	2 8 0	0 19½
	c ,,	*Via Ostend direct*, Str. direct from London, see Alphab. list; Rl. via Ghent, Alost, Brussels, p. 78; thence Rl. p. 48	1 18 10	1 9 6	1 0
	d ,,	*Via Antwerp*, Str. dir. from London, see Alphab list; Rl. to Malines, p. 85; Louvain, p. 86; Verviers (ch. car.) p. 90	2 2 3	1 11 8	1 0
	e ,,	*Via Rotterdam*, No. 143; Rl. to Utrecht, Emmerich, (Exam. of Baggage and Passport.) p 113; Oberhausen, p. 114; to Cologne, p. 118	3 17 4	1 7 4	0 23
	f ,,	*Via Harwich* (Gt. East. Rail), and *Rotterdam*, see Advt. inside cover	2 8 8	1 12 10½	0 20
	g ,,	*Via Harwich* (Gt. East. Rail), *and Antwerp*, see Advert. inside cover	2 8 6	1 13 4	0 22
	h ,,	*Via Queenboro' and Flushing* See p. 111	2 8 6	1 12 10	...
47	Como (Italy)	a *Via Bâle*, by Rl. to Lucerne, p. 341 & 320; Str. to Flueleu, p. 352; Dil. to Biasca, p. 312; Rl. and Dil. to Como, p. 240-1	7 17 7	6 1 4	...
	b ,,	*Via* Dieppe, Paris, Turin, Milan	6 15 0	4 19 0	...
48	Constantinople & the Dardanelles (Turkey)	a *Via Cologne*, No. 46; Rl. to Aschaffenburg, p. 126 and 196; Passage to Vienna, p. 210; Trieste, p. 211; thence by Str. (Austr'n Lloyd's	25 10 0	20 0 0	13 0
	aa ,,	*Via Berlin, Breslau, Odessa*—102 hours—approx. fares,—and—	... ...	... ...	...
	b ,,	*Via Paris*, No. 138; rail to Marseilles, pp. 48 & 50; Str. (Messageries Maritimes), p. 705, to Constantinople	23 7 6	17 13 6	8 0
	c ,,	*Via Cologne, Darmstadt, Passau, Linz, Vienna, and Buda-Pest*, see above; to Basiasch p. 214; Str. to Rustchuk, Rl. to Varna, p. 293, and Str. to Constantinople (Austrian Lloyd's)	20 17 6	15 15 0	10 0
	d ,,	*Via Paris, Strassburg, Munich, Vienna, Rustschuk*, by Rl; Rustasch to Rustchuk, by Str., Rustchuk to Varna, by Rl, and by Str. as above. Five Days' Journey, from Tuesday eve to Mon. eve.	... ...	... ...	...
	e ,,	*Via* Dieppe, Paris Turin, Venice Trieste, and Str.	23 15 0	16 13 0	...
	f ,,	*Via* Dieppe, Marseilles, thence by Steamer	21 19 0	15 5 0	...
	g ,,	*By* Moss Steamer from Liverpool	17 0 0	... ...	...
49	Copenhagen (Den.)	a *Via* Os end, Cologne, No. 46; Rl. to Hamburg by Minden, p. 117, 158; Rl. to Altona p. 164; to Kiel, p. 168; Str. Kiel to Korsor, thence Rl. p. 280	6 14 0	... ...	4 0
	b ,,	*Via Harwich, Rotterdam*, No. 147; Rl. Rotterdam to Oberhausen, pp. 114, 117, 118; Rl. to Kiel, see a	4 17 3	3 17 0	4 0
	c ,,	*Via Hamburg*, Str. direct from London, see p. 318; Rail via Altona to Kiel p. 168; Steamer from Kiel to Korsor; Rl. p. 280	3 1 0	2 2 0	...
	d ,,	*Via Fredericia and Nyborg*, see pages 278, 279 and 280	... ...	... ...	...
50	Corsica & Ajaccio	Steamer from Marseilles, see Alph. List.	... ...	... ...	...
51	Christiania (Nor)	a *Via Cologne*, No. 46; Rl. to Hamburg by Minden, pp. 117, 158 and 156; Altona to Kiel, p. 168; Str. to Christiania, p. 314	8 5 11	5 18 8	...
	b ,,	*Via Rotterdam*, No. 147; Rl. to Oberhausen, pp. 113 and 114; Rl. to Hanover pp. 117, 158; Rl. to Hamburg, p. 156; Rl. Altona to Kiel, p. 168; Steamer to Christiania, p. 314	5 7 6	3 16 9	4 0
	c ,,	Str. from London to Hamburg direct, see Alphab. list; Rl. Hamburg or Altona to Kiel, p. 168; Str. to Christiania, p. 314	4 14 4	3 5 8	4 0
	d ,,	Direct by Wilson's Steamers weekly see Alphab list	4 0 0	2 13 4	2 4
52	Coublence (Baden)	*Via* Harwich (Great Eastern Rail) Rotterdam, and Cologne	5 8 9	3 17 5	...
	b ,,	*Via* Harwich, Antwerp, and Cologne, see Advt. inside cover	5 8 2½	3 15 10	...
	c ,,	*Via Bale*, No. 10; Rl. to Schaffhausen and Constance, p. 195, 196	6 5 9	4 1 9	2 12
	d ,,	*Via Frankfort*, No. 77; Rl. to Stuttgart, Ulm, Friederichshafen, p. 137, 192, 193	7 1 10	5 16 7	2 1
53	Corfu	*Via* Dieppe, Paris, Trieste; and Str.	14 9 0	11 1 8	...
54	Cracow & the Carpathians (Aust.)	*Via* Berlin, Cottbus, Gorlitz Liegnitz, Breslau, pp. 184 and 206	... ...	... ...	...
55	Crefeld	*Via* Harwich, Rotterdam and Cleve	2 4 2	1 9 6	0 17

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Itinerary of Through Routes from London—*Continued.*

	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	Approximate Fares. 2 class. £ s. d.	Time d. H.
46	Cyprus...(England)	a *Via Trieste*, No. 181, Rtes. to Vienna, Rl. to Trieste, p. 211. (Austrian Lloyd Str. dep. Friday at noon, reach Alexandria following Wednesday at 5 p.m., dep. Friday forenoon, arr. at Larnaka Tuesday afternoon=9 days and 1½ day stoppage at Alexandria) see p. 678.	... ...	... ...	14 16
	b ,,	*Via Liverpool*, Direct by Papayanni & Co.'s Steamers	... ...	... ...	...
47	Damascus (Turk'y)	Select from routes to Jerusalem—all allow you to stop at Beyrout. From thence to Damascus by coach, 20 francs; returning in time for next steamer. Same Ticket will do, but it is best not to book further than Beyrout. Fare about £2 less than to Jerusalem.	31 0 0	22 0 0	...
48	Dantzic ...(Prussia)	*Via Cologne*, No. 46; Rail to Berlin, pp. 117, 156, 161; Rail from Berlin to Dantzic, p. 178	8 18 5	7 6 10	...
49	Danube, The(Ger.)	Rail to Cologne, Darmstadt, Donauworth; on the Danube. £6 and £4 4s.; 40 hours. Steamers thence to the Black Sea, at Galats, in 8 days. Living included	14 0 0	9 0 0	...
50	Darmstadt (Hesse)	*Via* Harwich [Great Eastern Rail] Rotterdam, and Cologne	3 8 9	2 7 8	1 1
	b ,,	*Via* Cologne, Coblenz, Mayence (or Mains), p. 126	... ...	... ...	...
51	Dieppe .....(France)	*Via Brighton and Newhaven* by rail; str. to Dieppe, page 683	1 3 0	0 16 0	0 10
52	Dresden ...(Saxony)	a *Via* Calais, Cologne, and Brunswick	6 11 0	5 12 0	1 18
	b ,,	See No. 147, Rte. to *Rotterdam*; thence Rl. to Oberhausen & Dresden	5 0 2	3 9 0	1 5½
	bb ,,	*Via Salzbergen*, Rheine, and Minden; most direct route to North Germany p. 158. Through Tickets at Rotterdam	... ...	... ...	...
	c ,,	*Via* Ostend, Bleyberg, Aix-la-Chapelle	6 7 3	5 6 0	1 18
	d ,,	*Via Harwich*, [Gt. East. Rail], *Rotterdam*, see Advt., inside cover	4 19 8	3 10 8	1 0½
53	Dronthelm (Nor.)	Steamer from Hull, see Alphab. List	... ...	... ...	...
54	Dolomite Region	*Via* Innsbruck, Brixen, Franzensfeste, Brunneck, pp. 205 and 236	... ...	... ...	...
55	Dusseldorf (Prus.)	a *Via Rotterdam*, Str. direct, see Alph. List; thence per Rl. p. 120 & 140	2 7 0	1 11 11	1 2
	b ,,	*Via Rotterdam*, Str. direct, see Alph. List; thence per Str.	1 10 8	0 19 3	1 6
	c ,,	*Via Ostend, Aix-la-Chapelle*, No. 1 & p. 88; via Ruhrort, p. 140	3 10 6	2 12 6	0 22
	d ,,	*Via Harwich* and *Rotterdam*, see Advt. inside cover	2 8 0	1 12 6	0 16
	e ,,	*Via Queenboro' and Flushing*	2 6 4	1 10 4	...
	f ,,	*Via* Calais and Bleyberg	3 11 0	2 13 0	...
56	Elberfeld, Essen, and Wipperthal (Rhine)	{ *Via* Harwich, [Great Eastern Rail] Rotterdam, and Venlo { *Via* Cologne, Dusseldorf, pp. 141-9 { *Via* Harwich, [Great Eastern Rail] Antwerp, and Aix-la-Chapelle.	2 8 0	1 11 8	0 21 ... ...
57	Elba and Porto Ferrajo ...(Italy)	Steamer from Leghorn, see Alphab. List	... ...	... ...	...
58	Elsinore (Denma'k)	*Via* Copenhagen, p. 279	... ...	... ...	...
59	Emmerich (Hol.)	*Via* Harwich [Great Eastern Rail] and Rotterdam	1 19 10	1 5 10	0 17
70	Ems .....(Germany)	*Via Harwich*, [Gt. East. Rl.], *and Rotterdam*.—See Advt. inside cover.	2 18 5	1 19 10	1 0
71	Epernay ...(France)	*Via* Paris, Meaux, Château Thierry, Varennes, p. 64	... ...	... ...	...
72	Essen .....(Germ.)	Via Flushing, Venlo, etc	2 7 9	1 19 3	...
	,,	*Via* Harwich and Rotterdam	2 6 4	1 11 3	0 20
73	Fichtelgebirge Mt	From Bayreuth or Eger, p. 199	... ...	... ...	...
74	Florence .....(Italy)	a *Via Paris*, No. 138, rail to Marseilles, pp. 48, 50; str. to Leghorn, see Alph. List; Rl. to Florence, p. 261	11 5 0	8 6 11	3 6
	b ,,	*Via Paris*, No. 138; rl. to Macon, p. 48; Culoz, & Modane, p. 54; Mt. Cenis Tunnel to Turin, p. 250; Pistoja, and Florence, p. 250	9 6 0	6 16 0	1 10½
	bb ,,	*Via* Harwich, Rotterdam, and the Brenner	9 9 6	6 16 3	...
	c ,,	*Via The Rhine and Basle*, No. 10; rl. to Lucerne, pp. 241, 239; Str. to Flueln, p. 232; Dil. over St. Gothard to Biasca, Rl. to Bellinzona; Lake str. and rail to Milan; rail to Genoa, p. 256; Str. to Leghorn, see Alph. List; Rl. to Florence, p. 261	9 5 0	7 5 0	3 5
	d ,,	*Via* Harwich, to Cologne, Munich, the Brenner, and Modena	9 8 0	6 16 0	...
	e ,,	*Via* Dieppe, Paris, Turin, Pisa	7 15 0	5 13 0	...
75	Flushing.....(Hol.)	*Via Queenborough*—Rail from Victoria, Holborn Viaduct or Ludgate Hill, daily (except Sunday), p. 324; Str. to Flushing, p. 325	1 6 0	0 16 0	0 13
76	Franconian Switzerland (Bavaria)	From Forchheim, Bamberg, or Bayreuth, p. 199	... ...	... ...	...
77	Frankfort-on-the-Main .....(Prus.)	a *Via Calais*, p. 698; Brussels, Cologne, see No. 46; then as per Cologne Itinerary, p. 433, to Frankfort	4 10 0	4 6 0	1 6
	b ,,	*Via Paris*, No. 138; then by Paris Itinerary, p. 385, to Frankfort	5 19 11	4 5 10	1 12
	c ,,	*Via Harwich, Rotterdam, Emmerich, or Cleve*.—Advt. inside cover	3 8 0	2 7 6	1 2
	d ,,	*Via Queenboro' and Flushing*	3 8 0	2 7 6	...
78	Freiburg. & Black Forest (Baden)	a *Via* Harwich [Gt. East. Rl.], Rotterdam, and Cologne	4 16 5	3 8 5	1 8
	b	*Via* Calais, Cologne, Heidelberg	5 18 0	5 6 0	...
79	Gemmi Pass and Leukerbad(Swit)	See Leuk, Part II.	... ...	... ...	...
80	Geneva .....(Swits.)	a *Via* Boulogne and Paris, No. 138; thence per Rl. Exp. to Macon, p. 48; Amberieu, Culoz, and Geneva, p. 54	5 18 0	4 9 0	1 10
	b ,,	*Via Ostend, Cologne, Bale*, No. 10; Bâle Itinerary p. 489, to Geneva	7 0 a	4 18 5	2 6
	d ,,	*Via* Dieppe, Paris	4 15 0	3 11 0	...
	e ,,	*Via* Calais, Paris	6 2 0	4 19 0	...

Itinerary of Through Routes from London—*Continued.*

No.	From LONDON to	The Homeward bound Traveller must reverse the Route.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Time. D. H.
81	Genoa .....(Italy)	*Via Paris*, No. 138; Rl. to Marseilles, pp. 48 & 50; Str. Genoa. p. 320	8 13 0	6 13 0	2 13
	b ,,	*Via Basle*, No. 10, then Bâle Itinerary, p. 489, to Arona and Genoa ...	7 14 6	5 14 8	3 0
	c ,,	*Via* Dieppe, Paris, Turin; p. 250	6 11 0	4 16 0	...
	d ,,	*Via* Calais, Paris, etc.	7 16 0	5 15 0	...
	e ,,	*Via* Dieppe, Paris, Marseilles, Nice	7 19 0	5 18 0	...
	f ,,	*Via* Calais, etc.	9 6 0	6 19 0	...
82	Ghent	*Via* Harwich [Great Eastern Rail], and Antwerp	1 10 0	0 18 9	0 16
83	Gibraltar (Medit'n)	a Madrid to Cadiz; thence by Str. Or, P. & O. Str. from Southampton Hall to Str. from London; or Moss Str. from Liverpool	9 0 0	5 10 0	5 0
	b ,,		8 0 0	... ...	...
84	Grenoble & Grand Chartreuse (Fr.)	*Via* Dijon, Rives, Grenoble, p. 58; thence by Coach (13 m.) Or, Rail to Voiron, and Coach *vis* S. Laurent du Pont.	... ...	... ...	...
85	Hamburg	*Via* Harwich [Great Eastern Rail], and Rotterdam	1 13 2	1 0 11	0 15
86	Hague (The) and Scheveningen (H'l.	a *Via Calais*, p. 696, Brussels, p. 80, Antwerp, p. 82, Dordrecht, and Rotterdam, p. 103; Rl. to the Hague, p. 114. Tram to Scheveningen	3 1 8	2 8 4	0 20
	b ,,	*Via Rotterdam* direct, Str. see Alphab. List; Rail, p. 114	1 2 1	0 16 9	0 20
	c ,,	*Via Harwich* [Gt. Eas. Rail], and Rotterdam, see Advt. inside cover	1 8 11	0 17 6	0 13½
87	Hammerfest and North Cape (Nor)	Str. in Summer from Bergen to Hammerfest. Thence to the North Cape, 60 m.	... ...	... ...	...
88	Hamburg (German)	a *Via Ostend & Cologne*, No. 46; then *via* Munster to Hamburg ...	5 9 0	4 18 0	1 8
	b ,,	By Steamer direct from St. Katherine's Wharf, see Alph. List	2 5 0	1 9 0	1 16
	c ,,	*Via Rotterdam*, No. 147; rl. to Emmerich and Oberhausen, pp. 113 114; to Hamburg, pp. 117, 118	3 18 3	2 15 7	1 10
	d ,,	*Via Harwich* [Gt. Eas. Rail], and *Rotterdam*, see Advt., inside cover...	3 14 5	2 12 4	1 5
89	Hanover .... (Germ)	a *Via Ostend & Cologne*, No. 46; then by Cologne Itinerary p. 423 .	4 17 0	4 9 0	1 3
	b ,,	*Via Rotterdam*, No. 147; then as above	3 6 6	2 2 9	1 2
	c ,,	*Via Hamburg* Str., see Alphab. List; Rl. to Hanover, p. 157	... ...	... ...	...
	d ,,	*Via Harwich*, [Great Eastern Rail], *Rotterdam*, *Salzbergen*, *Minden*, the most direct route to North Germany; or *via Harwich*, *Rotterdam* and *Emmerich*, see Advt., inside cover.	3 4 0	2 4 9	0 23
90	Havre .....(France)	a *Via Southampton*, Rail; Str. thence to Havre, Str. see Alph. List ...	1 2 6	0 17 0	0 14
	b ,,	By Steamer direct from St. Katherine's Wharf, see Alphab. List	0 13 0	0 9 0	0 24
91	Harz, or Hartz, (The) .. (Germany)	a *Via Cologne*, No. 46; Rl. to *Kreiensen* Junction, p. 154, 162	4 17 0	3 9 0	1 8
		b Str. to Hamburg, p. 318; Rl. Hanover, p. 157; Rl. to Brunswick, p. 158; to Harzburg, p. 149	3 7 0	1 8 0	2 5
92	Heidelberg (Baden)	a *Via* Brussels, Luxemburg, Treves, Saarbrück, Neunkirchen, Ludwigshafen, Mannheim. See pp. 106-7, 125, 139, 135 and 132.	... ...	... ...	...
	a a ,,	*Via* Calais, Cologne	4 17 0	4 10 0	...
	b ,,	*Via Harwich*, [Gt.E. Rl], *Rotterdam*, *Emmerich*, *Cleve*.—Advt. inside cov	3 15 0	2 19 5	1 3½
93	Heligoland (N. Sea)	Steamer from Hamburg, Geestemünde, &c., in the season.	... ...	... ...	...
94	Homburg ...(Prus.)	*Via Harwich*, [Gt.E. Rl], *Rotterdam*, *Emmerich*, *Cleve*.—Advt. inside cov	3 10 4	2 9 0	1 5½
95	Hong-Kong (China)	*Via Suez*, No. 171; Str. to Galle, Penang, Singapore, Hong Kong ...	43 0 0	37 0 0	48 0
96	Iceland & Mount Hecla (Denmark)	Str. in summer from Copenhagen, Leith, and the Faroe Islands, calling at Westmannoe Islands, exclusive of prov.	5 0 0	4 0 0	10 0
97	Ilmenau	*Via* Harwich [Gt. East. Rail], and Antwerp, see Advt. inside cover...	1 17 10	1 4 0	...
98	India (Suez) (Overl'd)	a *Via* Brindisi and P. & O. Steamer	... ...	... ...	...
	a a ,,	*Via Paris*, No. 138; rail to Marseilles, pp. 48 & 50; Str. Messageries. Marit. to Alexandria, p. 320; Rail to Suez, p. 294	16 6 6	27 3 0	10 7
	b ,,	*Via Trieste*; select from No. 46, to Cologne; then by Cologne Itinerary, p. 424, to Vienna; Rail to Trieste, p. 211; Steamer, Austrian Lloyd's Co., to Alexandria, p. 328; Rail to Suez, p. 294	40 11 7	29 15 0	9 8
	c ,,	Rail to Southampton; P. & O. Steamer to Suez, &c.	68 0 0	37 0 0	...
	d (Bombay)	to Bombay)	68 0 0	37 0 0	29 0
	e (Madras)	to Madras } See Bradshaw's *Overland Guide*	68 0 0	37 0 0	24 0
	f (Calcutta)	to Calcutta)	68 0 0	37 0 0	38 0
99	Interlaken (Switz.)	a *Via Bale*, No. 10; Rl. to Berne, Thun, p. 241; Str. to Interlaken, p. 331	6 15 0	5 0 0	1 20
	b ,,	*Via* Dieppe, Paris, Neuchatel	4 16 0	3 12 0	...
	c ,,	*Via* Calais, etc.	6 3 0	4 13 0	...
100	Jerusalem ...(Turk.)	a *Via Paris*, No. 138; Rl. to Marseilles, pp. 48 & 50; Stmr. Messageries Marit. to Smyrna, p. 715, thence per Syrian line to Jaffa; thence per horse, 90 francs to Jerusalem; 13 days (quickest route)	33 17 0	25 0 0	13 8
	b ,,	*Via Trieste*, to Cologne, No. 46; by Itinerary, p. 423, to Trieste; per Str., (Austrian Lloyds), to Smyrna, (accelerated line,) and Jaffa ..	32 16 0	24 16 0	...
	c ,,	*Via* Danube Route to Constantinople; thence per Austrian Lloyd or French Str. to Jaffa. At the return journey in May or June, a stop can be made at Beyrout for Damascus	29 10 0	20 6 0	...
101	Jaffa .....(Syria)	See Jerusalem, above	... ...	... ...	...
102	Kiel ..... (Prussia)	*Via Rotterdam* and *Hamburg*, No. 94; Rl. to Kiel, p. 168	3 10 0	2 9 9	1 11
103	Leiden	*Via* Harwich [Gt. East. Rl], and Rotterdam, see Advt. inside cover...	1 10 8	0 18 11	0 14½
104	Leipsic ...(Germany)	a *Via* Calais, Cologne, and Brunswick	5 19 0	5 4 0	1 11
	b ,,	*Via Rotterdam*; Rl. to Oberhausen, p. 118; Rl. to Hamm, p. 117; to Cassel, p. 151, 172; to Wolmar, Leipsic, p. 170.....	5 0 Rl	3 8 ?	...

Itinerary of Through Routes from London - *Continued.*

* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class £ d.	Time. D H.
c ...(Germany)	*Via Harwich*, [Gt. Eastern Rail], *Rotterdam*, and *Salsbergen* or *Emmerich*, see Advertisement, inside cover	4 7 11	3 1 10½	1 8
d ,,	*Via* Ostend, Bleyberg, Cassel	5 15 0	5 0 0	...
Liége .....(Belgium)	*Via* Calais, Lille, Brussels	2 17 0	2 5 0	...
b ,,	*Via* Antwerp Malines, Louvain	... ...	... ...	...
c ,,	*Via Harwich* [Gt. Eastern Rail] *and Antwerp.*—See Advert., inside cover	1 14 8	1 1 6	0 19½
Leghorn .....(Italy)	a *Via France*, Rtes. to Paris, No. 138; Rl. to Marseilles, pp. 48 & 50; Str. to Leghorn, see Alphab. List	9 8 4	5 19 6	3 0
b ,,	*Via France*, Rtes. to Paris, No. 138; Rl. to Mâcon, p. 48; Culoz, Modane, p. 54; through Tunnel, p. 260; to Turin, Alessandria, Pistoima, Bologna, Pistoja, Pisa, p. 258; to Leghorn, p. 261	9 4 0	6 16 0	2 4½
c ,,	*Via Switzerland*, to Bâle, No. 10; by Bâle Itinerary of p. 489, to Milan, viz. Rl. to Lucerne; Str. to Flueelen p. 328; Dil. over St. Gothard to Biasca, thence to Milan; Rail to Genoa; Str. to Leghorn, p. 311	8 5 0	6 3 0	3 2
Lisbon ...(Portugal)	a *Via France*, Rtes. to Paris, No. 138; Rl. to Irun, pp. 34, 36, 45; to Madrid, p. 268; to Lisbon, *via* Badajoz, pp 275, & 276	14 8 3	10 18 3	3 12
b ,,	*Via Southampton*: per Royal Mail Comp. Str; see Alph. List	8 0 0	... ...	3 6
c ,,	Mail Line of Steamers from London	8 0 ...	... ...	...
Lausanne (Switz.)	a *Via Calais, Cologne, and Bale*, Rtes. No. 10; then by Bâle Itinerary, p. 489, to Lausanne	6 15 10	... ...	...
b ,,	*Via Paris*, No. 138, Rte. to Lausanne (via Mulhouse)	6 11 11	5 19 1	2 16
c ,,	*Via* Dieppe, Paris, Pontarlier	4 4 0	3 2 0	...
d ,,	*Via* Ostend, Luxemburg	5 10 0	4 0 0	...
Lokerre	*Via* Harwich [Great Eastern Rail], and Antwerp	1 8 8	0 16 11	...
Lucerne and the Rigi .....(Switz)	a Select from No. 10 to Bâle; and then from No. 37 Routes from Bâle, page 489; Bâle, Zürich, and Zug, p. 229	6 7 0	4 11 1	2 4
b ,,	Select No. 80 to Geneva; then Routes from Geneva, p. 495	... ...	... ...	...
c ,,	*Via* Ostend, Luxembourg, Bale	5 10 0	4 0 0	...
Ludwig shafen.....	*Via* Harwich, [Gt. Eas. Rl] Rotterdam, & Cologne, see Advt. inside cover	3 12 4	2 10 3	1 3
Lyons .....(France)	a *Via* Calais, Paris No. 138, Rtes.; Rl. thence to Lyons, p. 48	5 6 9	3 18 3	1 0
b ,,	*Via* Dieppe, Paris, Macon	4 3 0	3 0 0	...
Madeira...(Atlantic)	*Via Liverpool*; thence per African Packet Str. Co., see Alph. List.	17 10 4	13 5 0	...
Madrid.....(Spain)	a *Via* Dieppe, Paris, No. 138; rl. to Bayonne, pp. 34, 36, 45; rl. to Irun, p. 270; rl. to Madrid, p. 270	9 1 0	6 16 ...	2 0
b ,,	*Via* Calais, Paris, etc.	10 8 0	7 17 0	...
Magdeburg...(Ger.)	a *Via Harwich*, [Great Eastern Rail], *Rotterdam, and Salsbergen, or Emmerich.*—See advertisement inside cover	3 18 0	2 15 0	1 2
b ,,	*Via Quernboro', Flushing, and Venlo*	3 18 0	2 15 0	...
Malaga.....(Spain)	a *Via Paris*, No. 138; to Marseilles, pp. 48, 50; Str. to Barcelona; to Malaga, p. 320	12 5 0	8 13 6	7 0
b ,,	*Via Madrid and Cordova*, select from No. 138, Routes to Paris; thence as in No. 114 to Madrid; by Rl. direct, see pp. 277, 275	... ...	... ...	...
Malta, Island of... (Mediterranean)	a *Via Paris & Marseilles*, see Nos. 138 & 119; Str. to Malta direct	16 5 0	9 5 0	5 0
c ,,	b *Via Marseilles and Messina*	15 12 0	10 16 0	...
Mannheim ...(Ger.)	Per Peninsular and Oriental Steam Navigation Company's Steamers from Southampton, every Thursday at 2 p.m.	15 0 0	9 0 0	9 0
Marseilles (France)	*Via Harwich*, [Gt. Eas. Rl] *Rotterdam, or Cleve.*—See Adv. inside cover	3 12 4	2 10 3	1 4½
b ,,	*Via Boulogne and Paris*, No. 134; Rl. to Marseilles, pp. 48 & 50	7 1 3	5 7 0	1 6
Matterhorn ..(Swit	By Messageries Maritime str. direct from Victoria Docks, see Alph. list	... ...	... ...	...
Mayence or Mainz	*Via* Zermatt, No. 192	... ...	... ...	...
b ,,	a *Via Calais & Cologne*, No. 46; then Itinerary, p. 423, for Mayence	4 6 0	3 18 0	1 3
c ,,	*Via Harwich*, [Great Eastern Rail] *Rotterdam, Emmerich, or Cleve*	3 4 2	2 4 4	1 1
d ,,	*Via Harwich*, [Gt. Eas. R.] *Antwerp, & Herbesthal.*—See Adv. inside cover	3 3 8	2 2 10	1 11
Messina & Mount Etna.....(Sicily,	a *Via* Bologna, Ancona, Foggia, Bari, Tarranto, Reggio, opposite Messina, pp. 265-9. Messina to Catania and Caltanisetta, p. 267	... ...	... ...	...
b ,,	Str. from Naples (39a.), Palermo, or Malta, see Alph. List	... ...	... ...	...
Metz .....(Germany)	a *Via Harwich*, [Great Eastern Rail] *Antwerp.*—See Advt. inside cover	3 12 10	1 15 2	1 2
b ,,	*Via* Calais, Lille, Valenciennes, Hirson, Sedan, Thionville, p. 15	... ...	... ...	...
c ,,	*Via* Ostend, Brussels, Luxemburg, Thionville, p. 73	3 19 0	2 12 0	...
d ,,	Paris, Chalons, Verdun, p. 67	... ...	... ...	...
Milan.....(Italy)	*Via* Boulogne, or Calais, Paris, Mont Cenis Tunnel	7 14 0	5 14 0	1 14
a a ,,	*Via* Dieppe, Paris, etc.	6 7 0	4 13 0	...
b ,,	*Via* Routes to Basle, No 10; then Basle Itinerary, p. 490, for Milan	7 1 0	5 10 0	3 8
,,	*Via Trieste*, Routes to Cologne, No. 46; then to Vienna, and Trieste, p. 211: Steamer to Venice, p. 338; Rl. to Milan, p. 253	14 0 0	11 0 0	3 12
d ,,	*Via* Harwich, Rotterdam, and the Brenner	8 17 8	6 8 0	...
Minorca and Port Mahon.....(Spain)	Steamer from Barcelona or Valencia, see Alph. List	... ...	... ...	...
Monaco (str. Nice.)	a *Via* Calais, Paris	8 9 0	6 7 0	...
Mont Blanc	*Via* Martigny and Chamouny, p. 245; or, *via* Turin and Aosta	... ...	... ...	...
b ,,	*Via* Geneva, No. 80; Dil. to Chamouny, p. 342	... ...	... ...	...
Mont Cenis (France) or Fremte Cenis. (Italy)	*Via* Chambéry, Modane, Lans-le-bourg, over the Pass, down to Susa, p. 53, p. 256	... ...	... ...	...

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Itinerary of Through Routes from London.—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class	2 class	Time.
129	Moscow ... Russia)	*Via Berlin*, see No. 13; Rl. to Warsaw pp. 189 and 291; to Brest, p. 291, to Smolensk and Moscow, p. 246	£ s. d. 16 0 0	£ s. d. 14 0 0	D H. 5 0
	b ,,	*Via Berlin Wilna, Minsk* (change Station), then by Rl. direct to Moscow, p. 289	17 5 0	... ...	3 14½
130	Moselle (The; (Ger.)	*Via* Coblenz or Treves, No. 43 and No. 180; thence by Rail or Steamer	... ...	... ...	...
131	Munich (Bavaria)	*a Via Calais & Paris*; see Routes from Paris, p. 365	7 17 0	5 19 0	2 12
	a ,,	*Via* Calais, Cologne	6 14 0	5 18 0	...
	b ,,	*Via Harwich*, [Great Eastern Rail] *Rotterdam, and Emmerich, or Cleve.*—See Advt inside cover	5 12 2	3 19 16	1 12
132	Naples ..... (Italy)	*a Via Paris*, No. 134; Rl. to Marseilles pp. 48. 50; Str. to Naples p. 321	10 19 0	8 8 0	4 9
	b ,,	*b to Switzerland*, Route to Bâle No. 19; then by Bâle Itinerary, p. 189, for Rte. to Milan; Rl. to Genoa, p. 256; Str. to Naples, see Alph. list	11 10 0	9 7 0	5 12
	c ,,	*Via Trieste*, Routes to Cologne, No. 46; then by Cologne Itinerary, p. 423, for Vienna, No. 21; Rl. to Trieste, p. 211; Str. to Venice, p. 338; thence Rl. *via* Florence or Rome to Naples	16 0 0	13 0 0	6 0
	d ,,	*Via Mont Cenis Tunnel*; leave Charing Cross, p. 685; Paris to Modane, p. 54; Turin, Bologna, p. 250; Foggia p. 264; Naples, p. 266	2 4 0	8 16 0	2 13
	e ,,	*Via Harwich*, Rotterdam, and the Brenner	12 7 3	6 16 1	...
133	New York	See Steamer List from London, page 319	15 15 0	... ...	...
134	Nile (The)	Ft. Cairo, No. 36. Cook's Agency	... ...	... ...	...
135	Nuremberg (Ger.)	*Via* Harwich [Great Eastern Rail], Rotterdam and Cologne	6 13 11	5 6 8	1 9
	b ,,	*Via* Harwich [Great Eastern Rail], Antwerp, and Cologne	4 13 6	3 4 6	...
	c ,,	*Via* Brussels, Cologne, Mayence, Aschaffenburg, Wurzburg, p. 195..	5 17 0	3 3 0	...
136	Odessa and The Crimea (Russia)	*a Via Constantinople*, No. 48, thence per Str.	30 0 0	20 0 0	16 0
	b ,,	*Via The Danube*, No. 52, Routes to Linz; Steamer down the Danube	18 0 0	13 0 0	14 0
	c ,,	*By* direct Rl. *via Berlin and Breslau, Cracow, Lemberg, &c.*, pp. 217, 291	... ...	... ...	...
	d ,,	London to Vienna; thence by Rl. or Str. of Danube Navigation Co. to Basiasch; thence by Str. to Czernavoda; Rl. to Kustendjie, and Str. of Austrian Lloyds to Odessa, See No. 186	22 0 0	17 0 0	5 0
137	Ostend ...(Belgium)	*a* Rail to Dover; Str. to Ostend p. 318	1 17 9	1 6 9	0 9
	b ,,	Steamer direct from St. Katherine's Wharf p. 319	0 18 0	0 14 0	0 18
138	Paris ..... (France)	*a* By Rail to Dover, from London Bridge, Victoria, or Ludgate Station; Str. to Calais, p. 310; Rl. to Paris, pp. 13, 19	3 0 0	2 5 0	0 10
	b ,,	*Via Boulogne, per South Eastern and Northern of France Railways*, Rl. to Folkestone; Str. to Boulogne, p. 308; Rl. to Abbeville, Amiens, Paris, p. 18	2 16 0	2 2 0	0 10
		NOTE.—Unless the traveller books through to Paris, he cannot leave Boulogne by tide[illegible] trains, but he must wait for the next ordinary Train			
	c ,,	*Via Calais per Str direct from London Bridge*, see Alphab. List; Rl. to Amiens, Paris, p. 18	1 17 [illegible]	1 4 0	0 14
	d ,,	*Via Boulogne*, Str. direct, see list; Rl. to Abbeville, Amiens, Paris p. 18	1 13 10	1 5 1	0 14
	e ,,	*Via Dieppe, per South Coast Railway Co.*, Rl. to Newhaven; Str. to Dieppe, see Alphab. List; Rl. to Rouen and Paris, p. 24	1 13 0	1 4 0	0 16
	f ,,	*Via Havre, per South Western Rl. Co.*, Rl. to Southampton; Str. to Le Havre, see Alphab. List; Rl. to Rouen & Paris, p. 24	1 8 0	1 0 0	0 16
	g ,,	Steamer direct from London to Havre, see Alphab. List; Paris, p. 24	1 11 6	1 1 0	1 6
	h ,,	*Via Harwich, Antwerp, & Brussels.* By Gt. E. Rl. Co., Ret. Tick issued	3 7 10	3 1 0	...
139	Palermo.....(Sicily)	a See No. 132, Routes to Naples; thence by Str. as Alphab. List	13 10 0	10 16 0	4
	b ,,	*Via Dieppe*, Paris, and Marseilles, and Str.	11 3 0	7 17 0	...
140	Pesth .....(Hungary)	See Buda-Pest	... ...	... ...	...
141	Petit Torres and Cagliari (I. of Sar.)	Str. from Marseilles Genoa, Palermo, or Tunis, see Alph. List	... ...	... ...	...
142	Prague.....(Austria)	*Via* Harwich, Rotterdam, Saltbergen or Emmerich, and Berlin	6 3 11	4 6 7	...
	b ,,	*Via Cologne*, No 46; Rl. via Dresden or Berlin, p. 424	7 17 4	6 9 3	2 10
143	Pyrenees.....	See No. 22, and Part II.	... ...	... ...	...
144	Rome.....(Italy)	*a Via Boulogne* or Calais, Paris, and Tunnel	10 16 6	7 18 0	...
	a ,,	*Via Dieppe*, to Paris, No. 138; Rl. to Modane & Tunnel, p. 54; Rl. to Turin and Florence, p. 250, and Rome p. 260	9 16 0	7 10 0	2 10
	b ,,	*Via Ostend*, Routes to Paris, No. 138; Rail to Marseilles, pp. 48 & 50; to Ventimille, p. 55; to Genoa and Pisa, p. 257; to Florence, p. 258; *viâ* Arezzo, p. 260; *or viâ* Orbetello to Rome, p. 261	12 15 0	9 6 11	6
	c ,,	*Via France*, Routes to Paris, No. 138; Rl. to Macon, Amberieu, Culoz, Modane, pp. 48 & 54; Mont Cenis to Turin, p. 250; Genoa, 256; Str. to Civita Vecchia, see Alphab. List; Rl. to Rome, p. 261	10 15 0	7 17 0	4
	d ,,	*Via Harwich*, Rotterdam, and the Brenner	10 19 11	7 17 5	...

NOTE (to Paris).—The FARES *via* Paris or Cologne to places beyond are calculated at the rates of the direct through Fares by express Trains; but we give the Fares by other Routes as well, for the Traveller to select from.

The Through Ticket may afford some convenience to a traveller going direct to his destination; but to persons making a rambling or discursive tour on the Continent, "fancy led," they are an inconvenience; for a Tourist on possession of such a ticket is no longer free—the ticket, and not his will, must be his guide; he cannot deviate from the route it indicates.

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No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Time. D. H.
145	**Rhine, The**...(Ger.)	a *Via Cologne*, Routes, No. 46; ascend Rhine per Str., p. 330; or by Rail to Bonn, Remagen, Coblenz, Bingen, Mayence, &c., pp. 122, 126	... ...	... ...	1 6
	b ,,	*Via Paris*, Routes, No. 138; then refer to Itinerary under that place, p. 383 for Rts. to Frankfort & the Rhine ...	... ...	... ...	1 4
	c ,,	*Via Routes to Rotterdam*, No. 146; ascend the Rhine per Str., p. 328; or per rail, to Cologne, pp. 113, 118, & 116	... ...	... ...	1 12
146	**Rigi or Righi**	*Via* Lucerne, Vitznau, and Zug, pp. 239-40	... ...	... ...	...
147	**Rotterdam** ...(Hol.)	a Routes, No. 2, to Antwerp; Rl. to Rotterdam p. 103	.. ...	... ...	...
	b ,,	*Via Harwich* [Gt. Eas. Rl.] and *Rotterdam*, see Advt., inside cover ...	1 6 0	0 15 0	0 13
	c ,,	*Via* Queenboro' and Flushing ...	1 6 0	0 15 0	0 13
148	**Rouen**	*Via* Newhaven, Dieppe ...	1 8 0	1 0 0	...
149	**Sadowa & Koniggrätz** .....(Austria)	*Via* Dresden, Bautzen, Zittau, Reichenberg, Josephstadt, Königgratz, p. 228 ...	1 6 0	0 15 0	...
	b ,,	Dresden, Aussig, Prague, Pardubitz, Königgrätz. ...	... ...	... ...	...
150	**Salzburg & Salzkammergut**(Aus)	*Via* Munich, Rosenheim, p. 210, 218; or see Ischl, No. 238 ...	... ...	... ...	...
151	**Saxon Switz'land**	*Via* Dresden, see No. 62 ...	... ...	... ...	...
152	**Schaffhausen** (Sw)	*Via* Harwich [Gt. Eas. Rail], Rotterdam, Cologne, and Freiburg ...	5 8 9	3 17 5	...
	b ,,	*Via* Harwich [Gt. Eas. Rail], Antwerp, Cologne, and Freiburg ...	5 8 4	3 15 10	...
	c ,,	*Via* Bâle, Waldshut, p. 132 ...	4 18 0	3 14 0	...
	d ,,	By road, Freiburg-in-Breisgau and the Black Forest ...	... ...	... ...	...
153	**Sebastopol & the Crimea**...(Russia)	*Via* Odessa, No. 136 ...	... ...	... ...	...
154	**Sedan**.....(France)	a *Via* Brussels. Namur, Givet, Charleville, Sedan, pp. 106, 94, 73 ...	... ...	... ...	...
	b ,,	*Via* Calais. Lille, Douai, Givet, &c., pp. 12, 14, 15, 99 ...	... ...	... ...	...
	c ,,	*Via* Paris, Epernay, Reims, Charleville, p. 15 ...	... ...	... ...	...
155	**Seville**.....(Spain)	*Via* Madrid, Alcazer, Cordova, p. 274. Or, Rail from Cadiz p. 274 ...	... ...	... ...	...
156	**Simplon Pass** ..... (Switzld. & Italy.)	*Via* Lausanne, Martigny, Sierre, Loeche, Brieg, p. 246. Coach. p. 336, over the Pass, down to Domo d'Ossola, Arona, and Lake Maggiore; Rail to Milan ...	... ...	... ...	...
157	**Smyrna and the Seven Churches**	Str. from London, Marseilles, or Trieste, see Alph. List ...	... ...	... ...	...
158	**Stettin**..... (Prussia)	a *Via Cologne*, No. 46; see Itinerary thence, p. 423, for Berlin; Rl. to Stettin, p. 178 ...	6 12 0	5 5 0	1 16
	b ,,	*Via* Rotterdam, No. 147; by Oberhausen, pp. 113, 118, 117; to Brunswick, p. 158; to Berlin, p. 154; to Stettin, p. 178 ...	... ...	... ...	...
159	**Stockholm**...(Swe.)	a *Via Stettin*, see No. 158; per Str. to Stockholm (Summer) ...	7 10 0	6 0 0	2 10
	b ,,	London to Stockholm in 3½ days, *via* Wilson Steamers from Hull to Gothenburg, see Alph. List; and Rail to Stockholm, *via* Falkoeping, pp. 284 and 283. ...	... ...	... ...	3 12
160	**St. Bernard Grt. Pass**(Swit. & Italy)	Rail to Martigny, p. 247. Thence 28 m. to the Pass, which is 19m. from Aosta, on the Italian side ...	... ...	... ...	...
161	**St. Gall or Gallen**	*Via* Zurich, Winterthur, p. 244; or, *via* Singen and Constance, No. 52.	... ...	... ...	...
162	**St. Gothard (or Gotthard) Pass** (Switzerland)	*Via* Bale, Lucerne, p. 239. Steamer to Fluelen; Coach to Andermatt, and over the Pass down to Airolo, and Biasca; Rail, &c., to Bellinzona, Como, and Milan ...	... ...	... ...	...
163	**St. Malo and Brittany**.....(France)	a *Via* Paris, Le Mans, Rennes, &c., p. 28 ...	... ...	... ...	...
	b ,,	Str. from Southampton, *via* Guernsey, Jersey, or Cherbourg, see Alph. List ...	... ...	... ...	...
164	**St. Nicholas**	*Via* Harwich [Great Eastern Rail] and Antwerp ...	1 7 8	0 16 3	0 19
165	**St. Petersburg**— (Russia)	a *Via Ostend* and *Cologne*, No. 46; see Cologne Itinerary, p. 423, for Route to Berlin: to Custrin, p. 180, and Eydtkuhnen p. 180; Rail to St. Petersburg p. 287 ...	13 9 3	10 14 0	4 0
	b ,,	*Via Rotterdam*, No. 147: Rail to Hanover, Berlin, Wilna, p. 287, &c.	12 6 0	9 5 0	6 0
	c ,,	Steam to Hamburg; Rail to Lubeck; Steamer thence to St. Petersburg. No examination of Luggage until arrival there. Expense (exclusive of provision) ...	6 15 0	4 10 0	6 0
	d ,,	London to Stockholm, No. 159. Steamer to St. Petersburg, *via* Abo and Helsingfors: rail or boat. By Steamer to Helsinglors and Rail to St. Petersburg. £4; time, 5½ or 6 days. ...	... ...	... ...	6 0
	e ,,	*Via Harwich*, [Great Eastern Rail], *Rotterdam, Salzbergen, and Berlin, or Emmerich, Stendal, and Berlin.*—See Advert. inside cover ...	12 6 5	9 5 2	4 0
166	**Spa**	*Via* Harwich [Great Eastern Rail] and Antwerp ...	1 17 1	1 3 5	...
167	**Splügen and Bernardhin Passes**	Dil. from Chur, p. 340 ...	... ...	... ...	...
168	**Stelvio or Stilfser Joch** .....(Tyrol)	From Innsbruck, by Coach on the Innthal road, to Landeck, Malserhaide, Glarus, down the Pass, to Bormio (near the Wormser Joch); thence to Tirano and Lake Como ...	... ...	... ...	...

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Itinerary of Through Routes from London—*Continued.*

No.	From LONDON to	The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class.			2 class.			Time.	
			£	s.	d.	£	s.	d.	D.	M.
169	Strassburg ...(Ger.)	a *Via* Boulogne, Paris	5	6	3	4	0	0	...	
	b ,,	*Via Harwich*, [Gt. Eas. Rl]. *Antwerp, and Metz.*—See Adv. Inside cover	3	8	11	2	6	11	1	3½
	c ,,	*Via* Harwich, Rotterdam, Cologne, and Wiessenburg or Lauterburg	4	6	9	3	1	2	1	6
170	Stuttgart ...(Wurt.)	a *Via Frankfort*. No. 77; *viâ* Heidelberg p. 137; Bruchsal, p. 133; Stuttgart p. 192	5	4	6	4	14	6	2	0
	b ,,	*Via* Harwich, [Gt. Eas. Rl], Rotterdam, Cleve, Cologne, and Bruchsal	4	8	11	3	1	1	1	7
	c ,,	*Via Rotterdam*, Cleve, Cologne, and Bruchsal	4	8	1	3	19	11	...	
171	Suez Canal and Port Said (Egypt)	Pen. & Orient. & other Steamers from London, Liverpool, Southampton, Marseilles, Genoa, Trieste, Alexandria, to Port Said, &c; by Canal to Ismailia and Suez. See Alph. List	20 22	0 0	0 0	12 14	0 0	0 0	13 14	0 0
172	Swabian Alps & Tubingen (Wurt)	*Via* Stuttgart, Reutlingen, p. 193	...	...	...	...	...	...	...	
173	Sydney	See Steamer List from London, p. 318	...	...	...	...	...	...	...	
174	Syra.....(Greece)	Steamers from Liverpool, Marseilles, Trieste, Athens; see Alph. List	...	...	...	...	...	...	...	
175	Syria(Turk'y in Asia)	Strs. from Marseilles, Trieste, Constantinople, &c. to Jaffa, for Jerusalem, Acre, Beyrout (for Damascus), Alexandretta (for Antioch), see Alph. List	...	...	...	...	...	...	...	
176	Thuringia...(Germ.)	*Via* Cologne, Giessen, Fulda, Eisenach, Gotha, Erfurt, p. 170. Thence by Coach (p. 346). to the Inselberg, Schneekopf, &c., and to Ilmenau, Liebenstein, Rudolstadt, and other centres. Eisenach to Coburg by Rail, p. 169	...	...	...	...	...	...	...	
177	Tiflis .....(Russia)	*Via* Str. and Rail; see No. 39	...	...	...	...	...	...	...	
178	Torre & the Vaudois (Valdesi) Country ...(Italy)	*Via* Turin to Pinerolo, p. 252. Thence to La Tour or Torre Pellice (or Luserna) (9 m.), under Mont Genèvre and Monte Viso	...	...	...	...	...	...	...	
179	Tours.....(France)	*Via Paris*, No. 138; Rl. past Orleans to Tours, p. 34; or *viâ* Vendôme, direct to Tours, p. 37	4	2	6	2	19	3	0	19
180	Treves or Trier & The Moselle(Ger.)	*Via* Rail from Luxemburg, p. 73, or from Coblenz. Str. from Coblenz, Rte No. 43	...	...	...	...	...	...	...	
181	Trieste ...(Austria)	*Via Vienna*, No. 189; Rl. to Trieste p. 211	10	11	0	7	13	5	5	16
	b ,,	*Via* Harwich, Rotterdam, or Antwerp and the Brenner	9	16	4	7	2	2	...	
182	Tunis .....(Africa)	*Via* Genoa and Steamer	12	3	0	8	17	0	...	
183	Turin ..... (Italy)	*Via Boulogne or Calais to Paris and Mt. Cenis Tunnel.* Baggage examined at Culoz, pp. 48, 54, 250	6	19	0	5	4	0	1	11
184	Tyrol .....(Austria)	Part II. and p. 484	...	...	...	...	...	...	...	
185	Utrecht.....Holland)	*Via Harwich and Rotterdam* [Gt. Eas. Rl]; or Queenboro' and Flushing [L. C. D. Rail.]	1	11	9	0	19	7	...	
186	Venice .....(Italy)	a *Via* Boulogne or Calais to Paris, No. 138; rail. to Modane, p. 54; Turin, p. 250; to Venice, p. 256	9	0	6	6	12	6	3	13
	b ,,	*Via Switzerland*, No. 10, to Bâle; thence by Bâle Itinerary to Milan, p. 490, No. 29; Rl. to Venice, p. 256	9	7	7	7	0	0	4	0
	c ,,	*Via Trieste*, No. 181; thence by Rl., p. 253; or by Steamer, p. 326	13	8	7	9	7	11	4	12
	d ,,	*Via* Harwich, Rotterdam, and the Brenner	8	14	8	6	5	10	...	
187	Venlo .....(Belgium)	*Via* Queenboro' and Flushing	2	0	9	1	6	6	...	
188	Vienna.....(Austria)	a *Via Ostend and Cologne*, No. 46; thence by Munich and Passau	8	9	3	7	3	0	3	2
	b ,,	*Via Calais & Paris*; thence as per Itinerary to Vienna, p. 384, No. 51.	10	8	8	8	8	6	3	8
	c ,,	*Via Hamburg*, Steamer direct, No. 86; rl. to Berlin, p. 164; Vienna, p. 204 or p. 236	6	9	5	4	5	6	3	16
	d ,,	*Via* Calais, Brussels, p. 80; Cologne, p. 88; Bonn, Mayence, p. 122; Darmstadt, p. 126; Wurzburg, Nürnberg, p. 196; Regensburg, Passau, p. 203; and Linz, p. 210; in 60 hours. Mixed Ticket, 1st cl. to Cologne and 2nd cl. thence to Vienna, is £7 3s. 6d.	8	11	3	7	3	6	2	2
	e ,,	*Via Harwich* [Gt. E. Rl.], *Rotterdam, Emmerich, Cologne, Passau*; or *Rotterdam, Cleve, Cologne, Passau.*—See Advt. inside cover	7	10	9	5	9	11	2	13
	f ,,	*Via Harwich* [Gt. E. Rl.], *Rotterdam, Emmerich, Cologne and Munich*; or *Rotterdam, Cleve, Cologne, Munich.*—See Advt. inside cover	8	0	9	5	16	3	2	4
	g	*Via Harwich* [Gt. E. Rl.], *Antwerp, Cologne, Passau.*—See Advt. inside cover	7	10	4	5	7	4	2	11
	h ,,	*Via Harwich* [Gt. E. Rl.] *Antwerp, Cologne, Munich.*—See Advt. inside cover	8	0	4	5	14	9	2	4
189	Warsaw ...(Poland)	*Via Breslau*, No. 13; Rl. to Breslau, p. 163; Kattowitz, p. 184; Warsaw, p. 291	9	16	0	6	11	0	2	0
190	Waterloo .....(Bel.)	By direct No. 29, to Brussels: Mail Coach thence to Waterloo; or by Rail direct, p. 90. See page 405	2	7	10	1	16	8	0	16
191	Wiesbaden .. (Ger.)	*Via Harwich* [Gt. E. Rl.], *Rotterdam, Emmerich, Coblenz*; or *Rotterdam, Emmerich, Troisdorf; Rotterdam, Cleve, Coblenz.*—See Adv. in cover	3	5	4	2	4	9	1	4½
192	Zermatt.....(Switz.)	*Via* Martigny to Sierre, Visp, or Viège, p. 346; thence to Stalden, St. Niklaus, and Zermatt, 26 m. Here are the Matterhorn or Mont Cervin, Monte Rosa, the Riffelberg, Görner Grat, Cima de Jasi, and Pass of St. Théodule (to Châtillon and Aosta)	...	...	...	...	...	...	...	
193	Zurich .....(Switz.)	a *Via Basle*, No. 10: Rl. *viâ* Schaffhausen & Winterthur, pp. 133 & 345	6	7	9	5	11	3	2	2
	b ,,	*Via* Ostend, Luxemburg, Bâle, etc.	5	9	3	4	0	0	...	

Part II.] GENERAL TABLE OF SKELETON THROUGH ROUTES [Part II.

From LONDON to the principal Baths and Watering Places on the Continent.

Indicating the most direct Routes to each; the Fares; means of Conveyance; and time on the Journey; with the properties and qualities of the Mineral Waters.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

No.	From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Time. D. H.
194	**Aix-la-Chapelle or Aachen** (Prus.)	Hot sulphur springs, and saline and chalybeate waters; the first for curing diseases of the skin, rheumatism, gout, &c.; the second for digestive disorders. *See Route*, No. 1.	1 19 1	1 4 11	0 20½
195	**Aix**, (in Provence, Fr.	Warm, mineral waters of no repute. *Rte*, No. 138. Rtes. to Paris Rl. to Marseilles, pp. 48, 50; Rognac Sta. to Aix, p. 59	6 17 0	5 4 0	1 16
196	**Aix-les-Bains** ...Fr. Savoy)	Mineral springs, warm and sulphurous, good for the digestive organs. *Rte*. No. 138, Rtes. to Paris; Rl. to Macon, p. 48; Rl. to Amberieu and Culoz, and to Aix, p. 54	5 16 0	4 5 3	1 12
197	**Alexandersbad** .. (Prussia.)	Saline waters, with carbonic acid gas; tonic and strengthening; taken after the water of Carlsbad. *Rte* No. 77. Rtes. to Frankfort Rl. to Bamberg, p. 182; to Neuenmarkt, p. 198; Rl. to Bayreuth. p. 194.; Dil. to Alexandersbad	6 16 0	4 17 0	2 5
198	**Alexisbad** ...(Germ.)	In the Harz; *via* Ballenstedt, p 166, or Quedlinburg	... ...	... ...	...
199	**Algiers** (Fr. Africa)	*Via* Calais, Paris, and Marseilles; thence by Steamer; See Alph. List	10 10 0	7 13 0	...
200	**Alvaneu**.....(Switz.)	From Chur (No. 42) by Coach	... ...	... ...	...
201	**Amphion**(Fr. Savoy	Near Evian, on the S. side of Lake of Geneva. By Coach to Thonon, or by Steamer, p. 332	... ...	... ...	...
202	**Arcachon** (France)	*Via* Bordeaux, No 23; Rl. p. 44	... ...	... ...	...
203	**Baden-Baden** .... (Duchy of Baden	Hot saline chalybeate waters, for digestive disorders. Most fashionable and delightful of German watering places. See Part I.			
	a „	*Rte*. No. 46, Rtes. to Cologne; then as per Cologne Itinerary, p. 423 to Baden-Baden, No. 33	5 2 6	4 13 0	1 2
	b „	*Rtes*. No. 138, Rtes. to Paris; then as per Paris Itinerary, p. 353, via Strassburg	5 18 0	4 0 0	1 16
204	**Baden**.....(Switz.)	Warm sulphur waters for baths, in rheumatism, gout, &c. *Rtes*. No. 10, Rtes. to Bâle; Rl. to Olten, p. 21; to Aarau, p. 24; on to Baden. p. 245	6 4 3	5 12 3	2 0
205	**Baden** .....(Austria)	Warm sulphur springs, impregnated with carbonic acid gas; good for skin diseases, gout, or rheumatism. *Rte*, No. 188. Rtes. to Vienna; Rl. to Baden stat., p. 215	9 0 5	6 10 0	1 ½
206	**Badenweiler**..... (Baden)	Warm alkaline and bath. Freiburg in-Brisgau to Müllheim, p. 132, and by Coach, p. 346	... ...	... ...	...
207	**Bad Oeynhausen** (Prussia)	Hot saline waters, containing carbonic acid, carbonate of lime, &c.; good in stiff joints, crippled limbs from gout or rheumatism; also digestive disorders. *Rte*. No. 46 Rtes. to Cologne; thence per Rl. p. 117	5 0 0	3 11 0	1 6
208	**Bagneres de Bigorre** ...(Pyrenees)	Warm springs, saline, sulphurous and chalybeate, aperient and tonic. The Salut is very efficacious in rheumatism, gout, &c. *Rtes*. No. 138, Rtes. to Paris; Rl. to Bordeaux, p. 34, 36; to Morceux, Tarbes, and Bagnères de Bigorre, pp.. 45 & 44; or *via* Dax and Pau. pp. 44, 45	7 1 6	5 5 9	2 0
209	**Bagneres de Luchon** ...(Pyrenees)	Sulphurous, saline, and ferruginous; good for rheumatic complaints, paralysis, and cutaneous disorders. *Rte*., as for Bagnères-de-Bigorre, above, as far as Tarbes; thence by Rl. *via* Montrejeau. p. 45	7 3 0	5 9 0	2 0
210	**Bagnoles-Orne** .. (France)	Tepid sulphurous springs, very efficacious in scrofula, ulcers, wounds, paralysis, rheumatism, affections of the skin and throat, and indigestion. Also strong chalybeate waters, for weak constitutions and delicate females. *Rte*. Rl. and Str., London to Havre; Str. to Honfleur; Rl. to La Ferté Macé (see p. 72), from whence a diligence to Bagnoles in 20 minutes	3 10 0	2 10 0	2 0
211	**Barèges** (Pyrenees)	To Pau, as No. 203; rail to Lourdes and Pierrefitte, p. 45; on by 'bus at 10.30 a.m., or Mail car at 10.0 a.m. Return 'bus from Barèges at 12.30 p.m.; Mail car at 1.0 p. m.	... ...	... ...	...
212	**Baume-les-Dames** ...(France)	Sulphur springs at Gaillon. Rl. *via* Besançon and Baume-les-Dames, p. 52	... ...	... ...	...
213	**Biarritz** (near Bayonne, France)	Sea-bathing. *Rte*. No. 15, Rtes. to Bayonne; Rl. to Biarritz. page 45	5 11 0	4 2 0	2 5
214	**Bilin** .....(Austria)	Alkaline, aperient; near Teplitz. Rl. *via* Aussig to Bilin, p. 207. Bottled for exportation.	... ...	... ...	...
215	**Bormio** or **Wormser Joch**...(Tyrol)	Hotsaline, 100°. Botzen to Glurns and the Stelvio, No. 168.	... ...	... ...	...
216	**Bourbonne-les-Bains** .....(France)	Hotsaline, 120° to 165°. Rl. *via* La Ferté-sur-Amance, or La Ferté-Bourbonne, p. 68	... ...	... ...	...

Itinerary of Through Routes from London.—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes	Approximate Fares. 1 class. £ s. d.	Approximate Fares. 2 class. £ s. d.	Time. D. H.
217	Brückenau ..... (Near Kissingen.)	Pure chalybeate waters; tonic for weak stomachs; full of carbonic acid gas, sparkling like champagne; delicious for baths. Dil. from Kissingen, No. 231	6 15 0	4 5 0	2 0
218	Cannes ..... (France)	*Vis* Calais, Paris, Marseilles, p. 57	8 4 0	6 3 0	
	b "	*Vis* Dieppe and Paris	6 17 0	5 3 0	
219	Cannstadt ..... (Würtemberg)	Mineral springs, containing carbonic acid, sulphur, salts and iron; for curing digestive disorders. *Rte.* No. 77, Rtes. to Vranksfort; Rl. via Bruchsal and Stuttgart to Cannstadt 8m. p. 138 & 196	6 8 5	4 10 6	...
	"				
220	Carlsbad (Bohemia)	Aristocratic watering place. Hot springs containing sulphate and carbonate of soda, for complaints of liver and kidneys, &c.			
	" "	*Rte.* No. 46, Rtes. to Cologne; rail to Hamm, p. 117; Warburg, p. 141; Cassel, p. 141; Eisenach, pp. 146, and 170; Lichtenfels, p. 169; and Hof, p. 197; Rail to Eger, p. 196; to Carlsbad, p. 208...	7 1 8	5 5 10	2 0
	" "	*Rte.* to Cologne, No. 46, Rail to Frankfort, by Bingerbruck, pp. 122, 126; Hof and Eger, 196; to Carlsbad, p. 208.	... ...	... ...	...
221	Casteretz (Pyre's.)	Sulphur springs, useful in the early stage of consumption, rheumatism, asthma, indigestion, diseases of the skin	7 10 0	5 15 0	2 0
	" "	*Rte.* No. 253, Rte. to Pau; train to Pierrefitte, changing at Lourdes; thence by 'bus (5 m.)	... ...	... ...	...
222	Contrexéville (Fr.)	In great repute, in France, for the cure of Gravel. Rail to Neufchâteau, p. 71; thence by carriage, p. 366.	... ...	... ...	...
223	Saxon-Plain (Swit)	Rail to Coire, No. 42; thence by coach. See p. 493.	... ...	... ...	...
224	Dax ..... (France)	Hot springs, mud baths; good for rheumatism, disease of joints, &c. Rl. *vis* Bordeaux (No. 23), p. 48	... ...	... ...	...
225	Divonne-les-Bains ..... (France)	Hydropathic Cure, about 1½ hr. from Geneva (No. 80), *vis* Gex.	... ...	... ...	...
226	Eaux-Bonnes ..... (Pyrenees)	Hot sulphur springs, beneficial in intermittent fevers, skin disease, early consumption. *Rte.* No. 253, Routes to Pau; thence Dil. 28 m.	7 2 0	6 0 0	2 4
227	Eaux-Chaudes ..... (Pyrenees)	Sulphur and other hot springs, good for rheumatism, paralysis, and derangement of the viscera. *Rte.* No 253, to Pau; and Dil. to Eaux Bonnes and Eaux Chaudes	7 6 0	6 4 0	2 6
228	Elster Bad (Saxony)	Mineral springs; near Eger, Rl. p. 189.	... ...	... ...	...
229	Ems (Near Coblenz)	Warm springs containing carbonic acid, carbonate of lime, &c., of lime, &c., good in affections of the chest, and peculiarly efficacious in female complaints. *Rte.* No. 46, Rtes. via Ostend to Cologne; by Cologne Itinerary, p. 423, to Lahnstein; Rail to Ems, p. 132 ...	3 17 0	3 14 0	1 6
230	Franzensbad (Boh.)	Baths; waters exported. Rl. *vis* Eger to Franzensbad, p. 208	... ...	... ...	...
231	Gais ..... (Switzerland)	Mineral springs; much frequented in summer for its Molkenkur, or whey cure; good for weak digestion and diseased lungs. *Rte.* No. 10, Rte. via Rhine, Rl. to Ulm, p. 361; to Aarau p. 240; Zurich, No. 10, Rte via Rhine, Rl. to Ulm, p. 361; to Aarau p. 240; Zurich, Winterthur, p. 245; to St. Gall, p. 244; Dil. to Gais	6 2 0	4 12 0	2 0
232	Gastein, or Wildbad Gastein (Tyrol)	Watering place, 3000ft. high. Munich to Salsburg; thence to Lend, p. 218; Coach to Gastein	... ...	... ...	...
233	Heilsriechsbad ..... (Nr. St. Gall, Switz.)	Mineral springs impregnated with iron and carbonic gas, beneficial in diseases of the chest. There is also a whey cure. *Rte.* No 10, Rte. to Bâle; Rl. to Aarau 213; Zürich, p. 237; St. Gall p. 244; dil. to Heinreichsbad.	6 4 0	4 14 0	2 0
234	Herkulesbad, or Mehadia (Banat of Hungary)	Rail to Basiasch, p. 214. Str. to Orsova; thence 12 m. Hot sulphur springs, up to 141° ; for gout, weak joints, &c. The Roman *Thermæ Herculis*, in a fine part of the Czarna	... ...	... ...	...
235	Homburg ..... (Near Frankfort)	Mineral springs—saline and ferruginous, and highly beneficial in restoring the digestive organs. *Rte.* No. 77, Route to Frankfort (*via* Calais); thence by rail, p. 135	4 13 0	4 5 0	1 3½
			6 7 0	4 14 0	...
236	Hyères .....(France)	*Vis* Rail to Marseilles			
237	Ischia ..... (Bay of Naples)	Hot mineral springs, much frequented both in summer and winter. Daily steamers from Naples.	12 4 0	9 0 0	2 15
238	Ischl (near Salsburg)	Saline vapour baths—sulphur springs—beneficial in diseases of the chest. Delightful & fashionable watering place. *Rte.* No. 131, Rte to Munich; Rl. to Salzburg, p. 204; by road to Ischl; or *vis* Rl. to Lambach, and Gmunden, p. 201	10 11 3	8 10 0	3 4
239	Kissingen (Bavaria)	Saline and chalybeate—tonic and aperient; or acidulous and alkaline, cooling and diuretic. All beneficial in digestive disorders. *Rte.* No. 77, routes to Frankfort; Rl. to Schweinfurt and Kissingen, page 197	6 7 9	4 11 6	1 5
240	Kreuth ...(Bavaria)	Sulphurous and mineral waters, vapour and douche baths, goat whey and medicinal herbs. Delightfully situated for health-restoring walks. *Rte.* No. 77, routes to Frankfort; to Munich, *via* Aschaffenburg, pp. 128, 196; to Holzkirchen, 6 hrs, pp. 195, 445...	8 0 0	5 10 0	2 12
241	Leuk (or Louesche) near Leukerbad (Switzerland)	a Sulphur and saline springs. Excellent for weak nerves, palsy, diseases of the skin, and many chronic complaints. *Rte.* No. 10, routes to Bâle; Rl. to Berne, Thun, p. 241; Dil. to Leukerbad, via the Gemmi Pass, p. 494	7 0 0	5 3 0	2 12
	b	Rail to Lausanne, thence to Leuk, 6m. from Leukerbad	... ...	... ...	...
242	Lippespringe (Lippe	*Vis* Paderborn (p. 115) 5 m. Warm spring, 70°	7 4 0	5 7 0	...
		a *Vis* Ostend, Paris and Marseilles, p 55.....	8 9 0	6 7 0	...

Itinerary of Through Routes from London—*Continued.*

No.	From LONDON to	The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Time. D. H.
244	Wiesbaden (Rhen Prus)	A spring near Boppard (Rl. p. 121), and the Marienberg spring ...	... ...	... ...	...
245	Nauheim...(Prussia)	*Via* Frankfort (No. 77) and Nauheim, p. 126. Warm saline.....	... ...	... ...	...
246	Niederbronn.....(Alsace)	*Via* Hagenau and Niederbronn (p. 77), 25 m. from Strassburg, in the Vosges Mts. Mineral springs.....	... ...	... ...	...
247	Lucca .....(Italy)	Hot sulphur springs; highly beneficial in cutaneous disease. *Rte.* No. 106, routes to Leghorn; Rl. to Pisa. p. 258; Rl. to Lucca p. 263	10 0 0	7 0 0	3 0
248	Madeira...(Island of)	Mild, warm climate for diseases of the chest. *Via* rl. to Liverpool, and African St. Packet Co; see Alphab. List	15 0 0	13 5 0	6 12
249	Mariembad .....(Bohemia)	Saline purgative springs, excellent in bilious complaints; & gaseous baths for disease of the joints, &c. *Rte.* No. 220, routes to Carlsbad as far as Eger; by rl., p. 213	7 2 0	5 7 0	...
250	Montpellier ...(Fr.)	An ungenial, dusty, watering place in the south of France, exposed to the dry cold Mistral winds. *Rte.* No. No. 138, routes to Paris; rl., p. 48 & 50. to Tarascon; to Montpellier. page 57.....	6 17 6	5 0 9	1 16
251	Nice .....(France)	At the foot of the Maritime Alps, on the shore of the Mediterranean: mild, beautiful climate, fine sea bathing. *Rte.* No. 136, routes to Paris, via Calais or Boulogne; to Marseilles. pp. 48, 50; rl. to Nice, p. 55	8 5 3	6 4 0	2 17
252	Niedernau ...(Würtemberg.)	*Via* Stuttgart, and Niedernau, near Rottenburg, (rl. p. 190) and the Imnau. Iron spring.....	... ...	... ...	...
253	Pau(South of France)	Soft and beautiful climate for winter; in view of the Pyrenees; best head-quarters for exploring them. *Rte.* a *Via* Dieppe and Paris to Bayonne, change at Dax; Rl. to Pau, pp., 45, 46.....	5 14 0	4 5 0	1 14
	b	*Via* Boulogne, Paris, &c	6 17 0	5 3 0	...
254	Peterstha (Baden)	*Via* Strassburg, Appenweier; thence by Coach, p. 336. Springs & baths	... ...	... ...	...
255	Pfäffers ...(Switz.)	Hot saline and sulphur springs, beneficial in stomachic debility, and for rheumatism, chronic diseases, &c. *Rte.* No. 10 route to Bâle; Rl. to Zurich and Ragatz, p. 233, 246; and per diligence.....	6 15 10	6 2 1	1 16
256	Pierrefonds .....(Near Compiegne)	Sulphur waters, beneficial in disease of the lungs. *Rte.* No. 135, routes to Paris, Creil Station rl. to Compiegne, p. 15; dil. to Pierrefonds	3 12 0	2 15 0	0 17
257	Plombières(France	Warm saline, near Luneville. Rl. *via* Allievillers (7 m), p. 66; or Remiremont (84 m.) p. 63	... ...	... ...	...
258	Pulina .....(Austria	See Sedlitz, No. 273 Bitter; good in gastric fever, piles	... ...	... ...	...
259	Puthus (I. of Rugen.	Sea bathing. *Via* Berlin and Stralsund, p. 178, thence by Str	... ...	... ...	...
260	Pyrmont [Baltic) (Westphalia)	Chalybeate springs, impregnated with carbonic acid gas; saline and acidulous, tonic and aperient; good for digestive disorders. *Rte.* No. 46, routes to Cologne; rl. to Hamm, p. 117; to Altenbeken, p. 115: to Pyrmont, p. 119	4 10 9	3 10 0	1 6
261	Ragatz..... (Switz.)	*Via* Zürich, Wessen, and Ragatz, p. 243. Supplied from Pfäffers bath	... ...	... ...	...
262	Reichenhall (Bav.)	Saline springs. *Via* Munich (or Salzburg), Freilassing, and Reichenhall, pp. 200, 209	... ...	... ...	...
263	Rigi Kaltbad and Rigi Scheideck Su	Chalybeate, about 4700 ft. above sea. Str. and rail from Lucerne and Zug; pp. 239-40	... ...	... ...	...
264	Rippoldsau (Baden	Sulphurous, aperient, and diuretic. Rl. *via* Carlsruhe & Appenweier, p. 332. In the Black Forest, nr. Peterstha (above), under the Knieble	... ...	... ...	...
265	Romerbad...(Aust.)	*Via* Vienna, Bruck, Marburg, Römerbad, p. 211. Warm springs, 97°, near Franz Joseph and Neuhaus Baths.....	... ...	... ...	...
266	Royat les Bains(F.	2 m. from Clermont Ferrand. Rl. p. 60.	... ...	... ...	...
267	Salzbrunn (Prussian Silesia)	Saline and alkaline, on the Salzbach. Rl. *via* Breslau and Freiburg, p. 167. Thence by Coach, 6 m.	... ...	... ...	...
268	Salzuagen (Germ.)	Salt springs & lakes on the Werra. Rl. *via* Eisenach, Salzungen, p. 168	... ...	... ...	...
269	San Remo	*Via* Dieppe, Paris, and Marseilles.....	7 5 0	5 8 0	...
270	Schinznach ..... (Switzerland)	Containing sulphuretted hydrogen, &c., and is beneficial in chronic scrofula, various female disorders, diseases of the joints, &c. *Rte.* No. 10, Rte. to Bâle; to Aarau, p. 241, 240; to Schinznach, p. 245	6 5 7	4 12 6	2 0
271	Schlangenbad ..... (Brunnens of Nassau)	Near some of the most beautiful scenery of the Rhine. Possess cosmetic properties in high repute. *Rte.* No. 46, rtes. to Cologne by Cologne Itinerary, p. 423, to Eltville or Wiesbaden; Dil. to Schlangenbad; Dil. Wiesbaden to Schwalbach	3 7 0	2 7 0	1 6
272	Schwalbach ..... (As above)	Celebrated in Head's "Bubbles from the Brunnens." Contain iron and carbonic acid, and are highly bracing. *Rte.* as above ...	3 7 0	2 7 0	1 6
273	Sedlitz .....(Saxony)	Aperient springs, only used in Sedlitz powders. A Station between Dresden and Pirna, p. 190. Another *Sedlitz* spring is near Brux (in Austria), p. 207, near Pullna spring, not far from Carlsbad	... ...	... ...	...
274	Spa .....(Belgium)	Chalybeate waters; beneficial in digestive disorders; in nervous and uterine affections, and in liver complaints they are invaluable. *Rte.*, via Ostend, and Rl. p. 8	2 16 0	2 0 0	0 17
275	Stachelberg (Swit.)	Finely situated. Alkaline sulphur springs; strong and efficacious—more for drinking than bathing. *Rte.* No. 10, to Basle; Rl. to Zürich p. 245; to Glarus, p. 243; dil. to Stachelberg	6 0 0	5 5 0	2 0
276	St. Gervais (Fr.Sav.)	3 m. from Geneva, 17 m. from Chamouny. Sulphur springs	... ...	... ...	...
277	St. Moritz, in the Engadine (Switz.)	In the Upper Engadine, 6 to 7 ft. above sea. Powerful chalybeate waters, gaseous and sparkling, promoting digestion and imparting vigour. *Rte.* No 42 Rtes. to Coire; thence per diligence	7 3 2	6 1 6	2 13
278	St. Sauveur (Pyrenees)	In a Swiss like spot, 1500 feet above sea milder than Barèges and much used by women for spasmodic and nervous complaints *Rte.* No. 253 rts. to Pau; thence to Pierrefitte, p. 45; and by dil. (7 m.)	8 0 0	6 10 6	2 13

Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class.	Approximate Fares. 2 class.	Time.
			£ s. d.	£ s. d.	D. H.
279	**Sulzbad or Soultz-les-Bains** (Alsace	*Via* Strassburg, Molsheim and Sulz, Rl. p. 71	... ...	... ...	...
280	**Swinemünde** .... (Baltic)	A bathing place, the port of Stettin. Rl. via Stettin and Ducherow, p. 179.	... ...	... ...	...
281	**Tarasp - Schuls** – (Switzerland)	A beautiful spot in the Lower Engadine, 4000 ft. above sea; good centre for Excursions. Powerful alkaline saline spring; and fine gaseous chalybeate waters. Invigorating climate, "bracing and not raw." *Rte.* No. 10, Routes to Basle; Rl. to Aarau, p. 241; Zürich, p. 245, & Landquart, p. 243; dil. via Davos to Tarasp, 1 day.	7 6 3	5 10 8	2 6
282	**Teinach** .... (Black Forest)	Alkaline and chalybeate springs. Rail *via* Pforzheim, Calw, and Teinach, p. 192	... ...	... ...	...
283	**Teplitz** ...(Bohemia)	Hot springs of alkalo-saline waters; chiefly used for baths; taken exceedingly hot; good for stiff joints, crippled limbs, from gout or rheumatism. Rte. No. 62, to Dresden; Rail to Bodenbach, p. 190; Aussig, p. 204; Teplitz, p. 207	7 7 0	6 0 0	2 0
284 [a	**Travemünde** (Ger.	The port of Lübeck, and a bathing place in the Baltic. *Via* Rl. from Hamburg (No. 9), p. 169, coach from Lübeck, 9 m	... ...	... ...	...
284	**Trouville** (France)	By Steamer *via* Havre and Honfleur			
285	**Vichy** .....(France)	The most frequented watering-place in France; mineral springs, acidulous and alkaline; for chronic complaints of the liver and digestive organs, kidneys, urinary organs, gout, &c. *Rte*, No. 125, Routes to Paris; Rl. *via* Moulins to Vichy, p. 58	4 15 6	3 11 9	2 4
286	**Warmbrunn**— (Prussia)	Warm sulphur and alkaline springs; for gout and rheumatism. Central for excursions among the Riesengebirge or Giant mountains of Bohemia. Rte. No. 13, Route to Berlin; Rl. to Breslau, p. 183; Rl. to Frieburg, p. 187; Dil. to Warmbrunn	7 10 0	6 10 0	5 6
287	**Weissbad**...(Switz.)	Mineral springs; goat's whey cure. Route, No. 10 Rtes. to Bâle; Rl. to Aarau, p. 241; Zürich, and Winterthur, p. 245; Rl. to St. Gall, p. 244; Dil. to Appenzell and Weissbad, p. 245.	6 16 0	5 0 0	2 10
288	**Wiesbaden** (Prus.)	Hot waters, aperient and diuretic; for skin diseases, stiff joints, &c.			...
	a	*Via* Calais, Brussels, Cologne, Coblenz, p. 122; Biebrich, p. 130-1.	4 8 0	4 3 0	
	b ,,	Select from No. 138, Rtes. to Paris; see Itinerary thence, p. 384, for Frankfort; Rl. to Wiesbaden, p. 128	6 0 0	4 7 1	1 16
	c ,,	*Via* Queenboro', Flushing, Venlo, and Kempen	3 5 4	2 4 9	...
289	**Wildbad** ..... (Near Stuttgart)	Hot springs; for rheumatism, gout, diseases of the joints, and skin. *Rte.* No. 77, Routes to Frankfort; thence by Itinerary, p. 459; Rl. to Heidelberg, p. 137, Carlsruhe, p. 132; Pforzheim, p. 137, and Wildbad p. 193	4 6 0	3 8 0	1 13
290	**Wildungen** (Ger.)	Mineral Springs like Vichy, good for diseases of, the kidneys, &c.			
	a ,,	*Via* Cologne and Giessen to Wabern, p. 146; thence 1½ hr. by coach			
	b ,,	Or, *Via* Düsseldorf and Elberfeld, to Cassel and Wabern			

291 **Tour through Saxon Switzerland.**—Route, see No. 46, to Cologne; thence to Dresden, No. 62. (**a**) Dresden, Rail to Prague, Dötscha Sta. for the Bastei—splendid view; carriage road to Schandau. fine landscapes; Hochstein promontory; Kuhstall, view of the valley (**b**) Or by steamer down the Elbe from Schandau, landing at Lilienstein, Königstein, the Bastei, &c.

292 **Tour (a fortnight) in the Pyrenées.**—Route, No. 253, to Pau.. Pau to Eaux Bonnes, by diligence 27 miles. Eaux Bonnes to Eaux Chaudes, Val de Gabas, and Plateau of Bious Artigues; return to Eaux Bonnes. Eaux Bonnes to Cauterets, by hired Carriage, by the Route Thermale, 27 miles, or by Dil. to Pau, Rail to Pierrefitte, and Dil to Cauterets. N.B. No Diligence runs now by the Route Thermale. Visit La Raillère, Pont d'Espagne, and Lac de Gaube; return to Cauterets. Cauterets by Dil. to Pierrefitte; thence per Omnibus to St. Sauveur. St. Sauveur to Gèdre and Gavarnie; visit the Cirque and Cascade, and return to St. Sauveur. Ride through Luz, and Barèges to the top of Pic du Midi de Bigorre, and return to St. Sauveur. St. Sauveur by Omnibus to Pierrefitte, then by Rail to Lourdes; see Grotto and Church; then by Rail by Tarbes to Bagnères de Bigorre. Bagnères de Bigorre to Vallée de Campan, Vallée de Lesponne, and Lac Bleu; and return to Bagnères de Bigorre. Bagnères de Bigorre to Luchon by Arreau, in hired Carriage 43½ miles; no Diligence. Or by rail, by Tarbes and Montrejeau. Luchon to Lac d'Oo, and back. Luchon to Val de Lys and back. Luchon to Port de Venasque, and back. Luchon to Pic de Entecade, and back. Luchon to Toulouse by rail.—*W.E.M.*

293 **Tour through the Tyrol.**—Route, Innasbruck to Schönberg, Steinach, Sterzing, Meran, Bozen, Trent, Roveredo, Riva, Val de Sol, Bormio, Prad, Reid, Stuben, Bludenz, Bregenz. (**a**) Rtes., No. 77, to Frankfort; Rail to Munich and Innsbruck. (**b**) Rtes., No. 10, to Bâle; to Lindau, and Bludenz, p. 192 and p. 244; Dil. to Innsbruck, p. 336.

294 **Odessa, Sebastopol, Crimea, &c.**—London to Vienna (see Route 188) Vienna to Buda-Pest, by Rail; down the Danube by the Austrian Danube Co., to Odessa (excellent boats and provisions); Odessa, to the Crimea and back, 10 days (good boats); Odessa to Constantinople; then by the Archipelago and Mediterranean, back to Trieste, or per French Steamer to Marseilles. N.B.—The road between Trieste and Vienna is as beautiful as any part of Europe, and the Passage of the Semmering is magnificent in scenery. Trieste to Venice, per Steamer daily; Venice to Genoa and Marseilles.

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295 **Tour Round the World** via Liverpool, New York, Chicago, San Francisco, Japan, China, Singapore, India,

CALAIS and DUNKIRK to PARIS via HAZEBROUCK, BETHUNE, ARRAS, and AMIENS.

Stations.	1 & 2	1 & 2	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	Wednesdays only.								
Calais (*Buffet*) dep.	‡1 37		a. m. 6 15	a. m. 9 45	p. m. ‡2 15		p. m. 9 30	p. m. 5 45	
St. Pierre-les-Calais			6*30	9 58			9 39	5 53	
Audruicq			6 51	10 31			10 12	6 26	
Saint-Omer (18)			7 37	11 10	12 57		10 48	7 23	
Hazebr'ck.....arr.	a.m.		7 58	11 40	1 20	p.m.	11 10	7 43	‡7 57
Dunkirk(B)	10 5		6 55	10 40		12 10	3 20	6 40	9 5
Borgues.....	10 18		7 12	10 58		12 23	3 34	6 57	9 18
Esquelbecq	10 31		7 26	11 7		12 36	3 47	7 11	
Arneke			7 39	11 16		12 47	3 57	7 23	
Cassel	10 48	‡7, 8	7 50	11 30		12 57	4 8	7 37	
Hazebr'ck 18-9	11 1	a. m. 8	5 11	11 45		1 10	4 20	7 53	11 9
Hazebr'ck *Buff.* dp		5 16	8 17	11 55			4 48	8 24	
Steenbecque		5 37	8 39	12 8			5 1	8 36	
Thiennes		5 55	8 57	12 18			5 18	8 54	
Berguette		6 13	9 16	12 22			5 21	9 7	
Lillers.....		5 56	9 56	12 31			5 44	9 19	
Choques.....		6 4	9 7	12 41			5 58	9 26	
Bethune (13, 22)		6 20	9 23	12 56			6 10	9 46	
Nœux		6 29	9 34	1 5			6 20	9 58	
Bully Grenay 26		6 41	9 47	1 15			6 35	10 15	
Lens (13, 26)		6 58	10 4	1 29			6 50	10 31	
Farbus-Vimy		7 14	10 21	1 44	1, 2, 3		7 8	10 50	
Arras (*Buffet*) ...a.m.		7 33	10 40	2 1	p.m.	p.m.	7 32	11 13	‡9 10
Arras (14, 15)...dep		7 54	8 1	10 54	2 18	3 33	6 12	7 32	11 13
Boisleux (12)		1 col	8 15	11 8	1 el.	3 47	6 24	1 Cl.	
Achiet (12)			8 31	11 23		4 2	6 40		11 42
Albert.....			8 31	11 58		4 34	7 10		12 11
Corbie			9 39	12 21		4 57	7 35		12 34
Longueau (*Buffet*) ar.		9 0	...	...	3 19	...	...	8 33	12 54
Amiens (*Buffet*) ar.		9 20	9 55	12 45	3 40	5 20	8 0	8 52	1 20
... (18, 21) dep.		8 50	10 10	12 55	3 10	6 0	8 25	8 25	12 40
Longueau (*Buff.*)dep.		9 8	...	...	3 29	...	...	8 41	8 41
Creil (*Buff.*) (18) dp.		10 23	12 20	3 17	4 53	9 40	10 20	10 20	3 16
Paris ..... arr.		11 15	1 40	4 30	5 50	9 35	11 15	11 15	4 35

‡ In correspondence with the Mail Steamer.

* Corresponds with the Boulogne Line.

EXTRA.—Arras to Amiens, 12.50 p.m.

BETHUNE and LILLE, BULLY-GRENAY and VIOLAINES.

All 1, 2, and 3 Class.	a.m.	a.m.	p.m.	p.m.
Bethune (Nord) (18) dep	6 23	9 54	2 0	6 35
Violaines ..... arr	6 46	10 18	2 24	6 58
Bully-Grenay (26) ...	...	9 52	1 38	6 30
Violaines..... dep	6 48	10 20	2 27	7 2
Don Sainghin	7	9	10 41	2 49
Wavrin	7	16	10 48	2 56
Lille (pte d'Arras)...arr	7	39	...	3 30
Lille (Nord)	7	51	11 30	3 40

All 1, 2, and 3 Class.	a.m.	a.m.	p.m.	p.m.
Lille (Nord)..... dep	7 28	11 40	4 35	7 40
Lille-Gare d'Arras ...dep	8 45	7 40	11 55	5 10
Wavrin	9 10	8 4	12 15	5 10
Don Sainghin	9 18	8 14	12 23	5 18
Violaines..... arr	9 35	8 33	12 43	5 36
Violaines ..... dep	...	9 12	1 47	5 43
Bully-Grenay	9 37	8 36	12 46	5 41
Bethune (Nord).....arr	10 6	8 59	1 10	6 5

BOISLEUX AND INCHY.

Stations.	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a. m.		a. m.	a. m.	p. m.
Boisleux (12)	8 35	11 52	Inchy .... dep	6 56	9 51	5 6
St. Leger	9 6	12 15	Croisilles	7 36	10 31	5 44
Croisilles	9 9	12 21	St. Leger	7 44	10 38	5 52
Inchy .....arr	9 41	12 56	Boisleux arr	8	11 0	6 14

CALAIS, DUNKIRK, HAZEBROUCK, LILLE, and BRUSSELS.

Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2
	a. m.			a. m.		a. m.	p. m.	1st and 2nd Class.	p. m.	p. m.	p. m.	Wed. only.
Calais (Buffet) ...dep.	‡1 37	...	...	6 15	...	9 45	12 15		9 20	5 45	...	
Saint-Omer	2 8	...	...	7 27	...	11 8	1 57		3 59	7 23	...	
Hazebrouck Buff. ar.	2 30	...	...	7 58	...	11 40	1 22		4 43	7 57	a. m.	
Dunkirk .....dep	...	...	...	6 58	...	10 40	12 10	p. m.	3 20	6 40	10 5	
Hazebrouck arr	...	...	a. m.	8 5	...	11 45	1 15	p. m.	4 30	7 52	11 1	
Hazebrouck ...dep	2 33	5 25	8 15	...	11 58	1 22	3 50	‡4 24	8 15	11 5	...	
Strazeele	...	5 44	8 36	...	12 9	...	4 1	4 35	8 26	...	...	
Bailleul	...	6 11	8 58	1, 2, 3	12 29	...	4 13	4 57	8 48	11 23	...	
Steenwerck	...	6 26	9 13	a. m.	12 39	...	4 23	5 5	8 58	11 37	...	
Armentieres (18, 99)	...	6 38	9 28	10 18	12 41	...	4 33	5 7	9 8	11 37	...	
Perenchies	...	7 13	9 9	10 31	12 52	...	4 44	5 18	9 9	...	...	
Lille Buffet (18) arr.	3 23	7 44	9 34	10 58	1 18	2 13	4 10	5 44	9 25	12 0	...	
LILLE .....dep	2 55	...	...	10 20	...	...	3 46	...	...	...	...	
BRUSSELS ..... arr.	6 5	...	...	1 50	...	...	6 55	...	...	...	...	

ACHIET and MARCOING.

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Achiet (12) dep.	8 37	11 40	4	9	7	2						
Bapaume	8 53	11 56	4	10	7	18	2	30				
York (18)	9	12 10	4	35	7	52						
Hermincourt	9	12 18	4	43	8	0	2	53	5	37	8	24
Marcoing (18) arr.	9	12 38	5	3	8	20	3	13	5	57	8	44
Marcoing ...dep	6	17	9	25	3	18	...	...	6	5		
Cambrai	6	44	10	0	3	45	5	6	6	27		
York	7	15	10	33	4	20	5	45	6	54		
Bapaume	7	30	11	1	4	37	6	15	7	15		
Achiet	8	6	11	17	5	4	6	31	...	...		

CALAIS, GRAVELINES, and DUNKIRK.

Stations.	a.m.	p.m.	p.m.	p.m.	Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Calais ..... dep	5 30	1 30	9	...	Dunkirk dep	5 30	9 13	12 55	5 10	9 0
St. Pierre	5 51	1 53	9	7	Bourbourg..	6 20	10 12	1 17	4 5	9 53
Gravelines	6	2 18	9	48	Gravelines..	6 31	10 26	1 14	5 54	10 5
Bourbourg ..	6	2 38	10	7	St. Pierre ..	7	11	1 51	6 35	...
Dunkirk ..... arr	6	3	10	30	Calais (18) arr	7	31	...	12	6

LILLE, ARMENTIERES, and ST. OMER.

All 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Lille (18) dep	6 45	10 24	2 30	3 30	6 45	...
Armentieres	7 27	11 5	1 11	4 2	7 35	...
Saint Venant	8 23	12 1	2 7	4 54	8 31	...
Aire-Berguse	8 35	12 13	2 18	5 25	8 43	9 35
Arques (18)	9 30	...	3 10	6 11	9 40	10 18
St. Omer...arr	9 43	...	3 24	6 28	9 53	10 30

(12)	a.m.	a.m.	p.m.	p.m.
St. Omer... dp	4 40	7 20	11 11	3 50
Arques	4 53	7 44	11 25	4 8
Aire-Berguse	5 58	9 0	12 40	5 40
Saint Venant	6 9	9 13	2 37	5 54
Armentieres	7 0	10 18	3 33	6 50
Lille .....arr	7 44	10 56	4 10	9 39

CANVIN LOCAL SERVICE.

Stations. (36)	a.m.	p.m.	p.m.
Carvin ..... dep	8 10	12 0	4 0
Carvin-Ville	8 10	12 0	4 0
Carvin-Nord	8 55	12 45	4 45

PARIS (Nord) to Montmorency, 4.35, 5.45, 6.55, 7.55, 7.5 (Oise), 10.55, 10.5 (Oise), p.m.

- All 1, 2, 3 Class.
- Paris (Nord) ..... dep.
- Paris (Orsay) ..... "
- Enghien (18) ..... dep.
- Montmorency ..... arr.

a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
6 40	...	8 45	9 55	11 55	2 55	3 55	4 55	5 55	6 55	8 55	9 55	...	...	...	...	...
7	8	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
...	7 55	...	...	...	...	...	...	...	...	...	...	...	7 45	...	...	...
7 21	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
7 37	9	9	10	12	1	2	3	4	5	6	7	8	9	10	11	12
7 52	9	9	10	12	1	2	3	4	5	6	7	8	9	10	11	12

PARIS (Nord) to Creil, 5.55, 7.40, 10.20, 11.15, 12.35, 1.30, 3.16, 4.30, 5.50, 9.35, 10.35 p.m.

PARIS, AMIENS, ARRAS, BETHUNE, HAZEBROUCK, DUNKIRK, and CALAIS.—Northern of France Railway.

Dist.	Stations.	1 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1 cl.	1 & 2 cl.	1, 2, 3 cl.
		a.m.	a.m.	...	a.m.	a.m.	p.m.	p.m.	p.m.
	From Paris								
0	**Paris**.....dep.	7 50	6 0	...	10 0	11 40	1 30	6 10	8 15
34	**Creil** (*Buffet*).....dep.	8 44	7 27	...	11 14	...	2 48	7 5	9 37
56	**Longueau** (*Buffet*).....arr.	9 10	...	...	11 40	...	...	7 31	10 2
56	**Amiens** (*Buffet*).....arr.	10 18	9 40	a.m.	1 23	2 42	5 8	8 32	11 51
	.....dep.	9 53	10 16	6 56	1 0	2 57	5 34	8 5	11 20
	Longueau (*Buffet*).....	10 8	...	...	1 19	...	...	8 26	11 42
97	**Corbie**	...	10 41	7 15	1 42	3 17	5 59	...	12 0
119	**Albert**	...	11 6	7 42	2 11	3 38	6 24	...	12 22
145	**Achiet**	...	11 37	8 16	2 42	4 2	6 55	...	12 48
152	**Boileux**	...	11 49	8 30	2 56	...	7 8	...	...
167	**Arras** .....arr.	11 9	12 0	8 43	3 8	4 22	7 19	9 27	1 9
	Arras.....dep.		12 37	8 50	...	5 17	7 40	9 35	...
185	Farbus-Vimy	...	12 57	9 9	...	5 34	7 59	10 0	...
196	Lens	...	1 13	9 27	...	5 52	8 16	10 28	...
206	**Billy Grenay**	...	1 23	9 39	...	6 5	8 29	10 46	...
217	**Noux**	...	1 37	9 49	...	6 16	8 40	11 4	...
228	**Bethune**	...	1 47	10 0	...	6 30	8 53	11 18	...
237	Choques	...	2 1	10 13	...	6 55	9 7	11 42	...
249	Lillers	...	2 12	10 24	...	7 7	9 19	12 2	a.m.
261	Berguette	...	2 23	10 34	...	7 18	9 30	...	8 37
271	Thiennes	...	2 33	10 42	...	7 27	9 39	...	8 53
281	Steenbecque.....	1, 2, 3	2 37	10 50	1 & 2	7 35	9 48	...	9 9
291	**Hazebrouck** .....arr.	a.m.	2 48	11 0	p.m.	7 47	10 0	12 55	9 25
	Hazebrouck .....dep.	4 20	7 58	12 0	6 39	8 25	12 0	...	...
306	**Cassel**	4 40	3 11	12 17	6 52	8 42	night	...	...
314	**Arneke**.....	4 55	3 26	12 29	7 2	8 54	...	...	...
325	**Esquelbecq**	5 8	3 37	12 41	7 11	9 6	...	...	...
336	**Bergues**.....	5 28	3 52	12 56	7 24	1 21	12 40	...	...
344	**Dunkirk** (*Buffet*) arr.	5 43	4 4	1 8	7 35	9 33	12 50	...	...
	Hazebrouck (*Buf.*) dp.	...	2 55	11 12	...	8 19	11 54	...	...
306	**Saint-Omer**	...	3 32	11 35	...	8 54	12 18	...	...
325	Audruicq	...	4 5	...	...	9 27	...	...	...
336	Saint-Pierre-les-Calais	...	4 38	...	...	10 58	...	...	...
344	**Calais** (*Buffet*).....arr.	...	4 50	12 20	...	9 10	1 5	...	...

Wednesdays only. ‡ Connection with Boulogne. † Also 2nd Class to Amiens and beyond. ‖ 1, 2, 3 Class.

RETURN TICKETS.

Paris(Ouest)to Montmorency.

1 cl.	1 & 2 cl.	1, 2, 3 cl.
p.m.	p.m.	p.m.
8 15	11 8	...
9 37	12 34	...
10 2	12 58	...
8 32	11 51	3 25
8 5	11 20	2 58
8 26	11 42	3 15
12 0	...	3 38
12 22	4 10	...
12 48	4 45	...
...	5 1	...
9 27	5 15	...
...	5 30	...
...	5 49	...
...	6 7	...
...	6 20	...
...	6 45	...
...	6 59	...
2 a.m.	7 12	...
...	7 25	...
...	8 53	7 34
...	9 9	7 42
12 55	9 25	7 55
6 39	8 25	12 0
night	...	...
...	...	...
...	8 49	3
...	9 1	...
...	9 16	...
...	9 28	...
...	8 18	...
...	8 32	...
...	9 25	...
...	9 58	...
...	10 5	...

‡ 1, 2, 3 Class.

LILLE and COMINES.

Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
	a.m.	a.m.	p.m.	p.m.
Lille (*Fld*) dep.	5 55	10 35	4 37	8 15
La Madeleine ...	6 9	10 49	4 51	8 29
Quesnoy	...	11 5	5 7	8 45
Comines(*Belge*) arr.	6 25	11 17	5 19	8 57

Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2 cl.	1, 2, 3 cl.
	a.m.	a.m.	p.m.	p.m.
Comines .....d	7 14	11 49	6 47	9 31
Quesnoy	7 25	12 0	6 58	9 42
La Madeleine	7 41	12 15	7 14	9 58
Lille .....arr.	7 54	12 29	7 27	10 10

BRUSSELS, LILLE, HAZEBROUCK, DUNKIRK and CALAIS.

Dist.	Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1 & 2 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1 & 2 cl.	1 & 2 cl.
				a.m.	a.m.	a.m.	p.m.		p.m.
	From Brussels	...	...	7 42	...	9 22	...	1 28	8 27
	LILLE	...	...	10	a.m.	11 55	...	p.m.	5 0
0	**Lille** (*Buffet*) ..... dep.	4 55	8 0	10 18	10 24	12 30	1 25	3 20	6 15
12	Perenchies	7 11	8 27	...	10 50	12 56	1 51	3 46	7 12
15	Armentieres	7 25	8 38	10 43	11 2	1 6	2 3	3 58	7 27
25	Steenwerck	7 36	...	...	11 13	...	2 14	4 9	7 40
33	Bailleul	7 44	...	...	11 21	...	2 22	4 17	7 48
43	Strazeele	7 56	...	...	11 33	...	2 34	4 29	8 1
52	**Hazebrouck** *Buf.*	8 7	a.m.	11 10	11 45	...	2 45	4 40	8 12
	Hazebrouck (*Buf.*)d	8 20	4 20	...	12 0	...	2 58	...	8 25
	Dunkirk .....arr.	9 28	5 43	...	1 8	...	4 4	...	9 33
	Hazebrouck *Buf.* dep	8 15	...	11 12	...	...	2 55	...	8 19
40	**Saint-Omer**	8 58	...	11 35	...	...	3 32	...	8 54
52	**Calais** (*Buffet*) ..... arr.	10 10	...	12 20	...	...	4 50	...	10 10

Dist.	Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
	Cambrai d	6 41	...	11 18	2 12	7 25	...
	VALENCIEN	6 50	8 55	10 15	2 15	7 30	...
	Douai.....arr.	7 57	9 55	12 1	3 30	8 14	8 45
	Douai .....dep	4 40	8 3	10 0	12 5	4 4	5 20
	Carvin ..... arr.	...	8 29	10 27	12 29	4 30	5 48
	Lille ..... dep.	...	6 9	9 45	11 50	4 15	6 20
	Carvin ..... arr.	...	8 43	10 13	12 29	4 49	6 57
	Carvin .....dep.	...	8 44	10 30	12 32	5 0	6 59
	Lens .....dep.	6 7	9 27	11 10	1 12	5 52	8 16
	Bethune arr.	6 40	9 57	...	1 48	6 25	8 49

BETHUNE, LENS, DOUAI, LILLE, and CAMBRAI.

Dist.	Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
	(12)	a.m.	a.m.	no'n	p.m.	p.m.	p.m.
0	**Bethune** ..d	6 30	...	12 56	...	6 1	...
11	**Lens** .....dep	7 0	9 30	1 31	7 40	6 37	6 30
21	**Carvin** .....arr	7 37	10 10	2 8	8 20	7 10	9 14
	Carvin ..d	7 38	10 28	2 10	4 31	7 11	9 26
	Lille .....arr	8 8	11 0	2 47	5 8	7 47	10 0
	Carvin .....dep	7 49	10 14	2 12	4 50	7 35	9 38
	Douai.....arr	8 19	10 37	2 39	5 18	8 3	10 5
	Douai.....dp	10 3	10 37	3 16	...	8 15	10 10
	VALENCIEN	9 13	11 18	4 25	...	9 37	11 16
	Cambrai a	11 45	11 46	4 29	...	9 32	12 20

Dist.	Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
	Cambrai d	6 41	...	11 18	2 12	7 25	...
	VALENCIEN	6 50	8 55	10 15	2 15	7 30	...
	Douai.....arr.	7 57	9 55	12 1	3 30	8 14	8 45
	Douai .....dep	4 40	8 3	10 0	12 5	4 4	5 20
	Carvin ..... arr.	...	8 29	10 27	12 29	4 30	5 48
	Lille ..... dep.	...	6 9	9 45	11 50	4 15	6 20
	Carvin ..... arr.	...	8 43	10 13	12 29	4 49	6 57
	Carvin .....dep.	...	8 44	10 30	12 32	5 0	6 59
	Lens .....dep.	6 7	9 27	11 10	1 12	5 52	8 16
	Bethune arr.	6 40	9 57	...	1 48	6 25	8 49

MONTMORENCY and PONTOISE to Paris (Ouest) and Paris (Nord).—Chemin de Fer d'Enghien à Montmorency.

Dist.	1 cl.	2 cl.	3 cl.	Stations.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.
Dist.	fr. c.	fr. c.	fr. c.	Montmorency dep.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
7	1 40	1 15	0 90	Ermont	7 13	7 48	8 13	9 23	10 53	12 53	1 48	3 43	5 13	5 43	7 43	9 23
12	2 25	1 80	1 45	Eaubonne	7 18	7 53	8 18	9 28	10 58	12 58	1 53	3 48	5 18	5 48	7 48	9 28
				Enghien ..arr.	7 30	8 5	8 30	9 40	11 10	1 10	2 5	4 0	5 30	6 0	8 0	9 40
				..... dep.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
				Pontoise ..arr.	8 22	...	...	9 42	11 19	2 20	...	4 19	5 52	6 22	8 22	9 42
				Paris,(Ouest) ...	7 40	...	...	9 0	10 0	12 10	1 10	3 10	4 10	5 10	...	8 10
				Paris (Nord)	7 40	8 22	8 50	9 22	10 22	12 22	1 22	3 22	4 22	5 22	6 0	6 32

Dist.	1 cl.	2 cl.	3 cl.	Stations.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.	1 & 2 cl.
Dist.	fr. c.	fr. c.	fr. c.	Montmorency dep.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
7	1 40	1 15	0 90	Ermont	7 13	7 48	8 13	9 23	10 53	12 53	1 48	3 43	5 13	5 43	7 43	9 23
12	2 25	1 80	1 45	Eaubonne	7 18	7 53	8 18	9 28	10 58	12 58	1 53	3 48	5 18	5 48	7 48	9 28
				Enghien ..arr.	7 30	8 5	8 30	9 40	11 10	1 10	2 5	4 0	5 30	6 0	8 0	9 40
				..... dep.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
				Pontoise ..arr.	8 22	...	...	9 42	11 19	2 20	...	4 19	5 52	6 22	8 22	9 42
				Paris,(Ouest) ...	7 40	...	...	9 0	10 0	12 10	1 10	3 10	4 10	5 10	...	8 10
				Paris (Nord)	7 40	8 22	8 50	9 22	10 22	12 22	1 22	3 22	4 22	5 22	6 0	6 32

1 cl. 2 cl. 3 cl. divisions.

1 & 2 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl.

Dist. fr. c. fr. c. fr. c. Montmorency dep. a.m. a.m. a.m. a.m. a.m. p.m. p.m. p.m. p.m. p.m. p.m. p.m.

7 1 40 1 15 0 90 Ermont 7 13 7 48 8 13 9 23 10 53 12 53 1 48 3 43 5 13 5 43 7 43 9 23

12 2 25 1 80 1 45 Eaubonne 7 18 7 53 8 18 9 28 10 58 12 58 1 53 3 48 5 18 5 48 7 48 9 28

Enghien ..arr. 7 30 8 5 8 30 9 40 11 10 1 10 2 5 4 0 5 30 6 0 8 0 9 40

..... dep. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl. 1, 2, 3 cl.

Pontoise ..arr. 8 22 ... ... 9 42 11 19 2 20 ... 4 19 5 52 6 22 8 22 9 42

Paris,(Ouest) ... 7 40 ... ... 9 0 10 0 12 10 1 10 3 10 4 10 5 10 ... 8 10

Paris (Nord) 7 40 8 22 8 50 9 22 10 22 12 22 1 22 3 22 4 22 5 22 6 0 6 32

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PARIS to DOUAI, LILLE, GHENT, VALENCIENNES and BRUSSELS.

Eng Mls.	1st class	2nd class	3rd class	Stations.	1 & 2 class	1,2,3 class	1,2,3 class	1,2,3 class	1st class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1st class	1 & 2 class	1,2,3 class	1,2,3 class	1,2,3 class	1st class
Dis.	fr. c.	fr. c.	fr. c.		p. m.	p.m.		a.m.	a.m.		a.m.	a.m.	a.m.	a.m.	a.m.		p.m.	p.m.			
814	from Paris			**Paris**.....dep.	*8 15	11 5	...	a.m.	7 50	...	6 0	...	10 0	11 40	...		1 30				6 10
119½	16 10	12 10	8 85	**Amiens** (*Buffet*)	11 20	2 50	...		6 50	9 53	10 16	...	1 0	2 57	...		5 34				8 5
124½	23 65	17 75	13 0	**Arras** .....dep.	1 15	5 25	...		8 55	11 12	12 4	...	3 13	4 26	...		7 25				9 30
134½	24 75	18 55	13 60	Rœux	...	5 40	...		9 12	...	12 17	...	3 28	...	...		7 39				
129	25 60	19 15	14 5	Vitry	...	5 51	...		9 24	...	12 27	...	3 39	...	...		7 50				
132½	26 20	19 65	14 40	Corbehem	...	5 59	...		9 31	...	12 34	...	3 47	...	...		7 58				
135½	26 90	20 10	14 75	**Douai**(*Buf*)arr.	1 48	6 10	a.m.	9 45	11 38	p.m.	12 43	p.m.	3 58	4 55	p.m.		8 7				9 57
	...	...	...	,,14(*Buf*)dep	1 55	6 22	8 3	10 0	11 44	12 5	12 48	3 35	4 4	4 59	5 20		8 18				10 1
139½	27 70	20 75	15 20	**Le Forest**.....		6 37	8 18	10 16		12 17	1 3		4 18		5 36						
143½	28 40	21 30	15 65	**Carvin (15.)** ...		6 50	8 31	10 28		12 30	1 15		4 31		5 50						
146½	28 90	21 70	15 95	**Phalempin**.....		6 52	8 39	10 36			1 22		4 39		5 58						
148½	29 40	22 10	16 15	**Seclin**		7 5	8 47	10 43		12 42	1 29	4 7	4 47		6 6	6 50					
154½	30 80	23 10	16 90	**Lille**(*Buffet*)ar	2 45	7 22	9 0	11 0	12 20	1 0	1 47	4 25	5 5	5 39	6 23	9 10		p.m.	10 0	10 40	
	...	...	...	,, (82)...dep.	†5 10	8 18	9 10	11 5	†2†25	1 5	2 21	a7 5	5 13	6 10	7 5	p4 10	8 5	10 10	10 45		
159½	31 50	23 65	17 30	Croix Wasq. ...	5 24	8 32	9 24	11 19	12 39	1 19	2 35	7 19	5 27	6 24	7 19	4 24	8 19	10 24	11 29		
160½	31 75	23 80	17 45	Roubaix	5 33	8 41	9 33	11 28	12 48	1 28	2 44	7 28	5 36	6 34	7 28	4 33	8 28	10 33	11 38		
162½	32 15	24 5	17 70	Tourcoing	5 41	8 49	9 39	11 35	12 55	1 36	2 52	7 34	5 44	6 40	7 39	4 41	8 36	10 39	11 44		
165	32 75	24 55	18 0	**Mouscron**80	6 0	9 8	...	11 54		1 55	3 11		6 3	...	7 58	5 0	8 55	...	...		
201½	36 70	27 50	20 0	**Ghent** (88) ¶	8 1	11 1	...	1 51	...	...	5 2	...	8 0	...	...	...	10 20	...	...		
...	...	...	...	OSTEND ...arr	9 49	...	...	...	...	...	...	...	10 42	...	...	...	...	...	...		

	1 a 2	1 2 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m	a.m.	a.m.			p.m	p.m.	p.m					p.m.		p.m.
138½	27 50	20 60	15 10	**Douai** (*Buf*) dep	1 58	6 20	7 25	10 3	11 55	10 37	1 0	3 19	4 15	...	...	8 15	...	10 16
142½	28 30	21 20	15 55	Somain (16)	2 21	6 41	7 39	10 18	12 9		1 13	3 33	4 30	...	...	8 30	...	10 25
148½	29 40	22 10	16 15	**Wallers**	...	6 53	7 55	10 31	12 21	11 46	1 30	3 50	4 45	...	...	8 55	...	10 38
152½	30 15	22 65	16 60	**Raismes**	...	7 20	8 19	10 57	12 42	12 10	1 55	4 16	5 10	...	...	9 19	...	11 0
155½	30 80	23 10	16 90	**Valenciennear.**	2 48	7 30	8 29	11 8	12 52	12 18	2 5	4 25	5 20	p.m.	...	9 27	a.m.	11 10
				,, 16, 17 (*Buff.*)	2 58	...	8 34	11 13			2 35	4 50	6 10	7 45	...	...	5 24	...	
162½	31 65	24 20	17 75	Blanc-Misseron ...	3 20	...	8 55	11 37		...	2 59	5 14	6 34	8 10	...	...	5 44	...	
164	32 50	24 40	17 85	**Quievrain** ...ar.	3 36	...	9 11	11 53		1, 2, 3	3 15	5 30	6 50	8 26	¶ & 2	...	6 0	...	
				,, (frontier)dp	4 0	...	9 24	12 2		Buffet	3 35	6 0	7 17	8 35	p.m.	...	6 23	...	
195	34 30	25 80	18 55	**Mons** (87)	4 30	...	10 13	12 41		12 53	4 18	6 46	8 9	9 12	9 25	...	7 7	...	
203½	37 0	27 80	19 65	Braine (Buffet)...	5 1	...	11 11				5 17	7 50	9 8	...	...	...	7 59	...	
213½	39 70	29 80	20 75	**Brussels** ...ar.	5 35	...	12 6	...		1 58	6 3	8 41	9 55	...	10 30	...	8 51	...

Stations.	a.m.	a.m.	p.m.	p.m.
Mouscron dep	...	7 43	11 30	6 10
Menin ‡...dep	...	7 43	11 30	6 10
Halluin ‡	...	7 51	11 38	6 18
Tourcoinga	7 45	7 56	11 43	6 23
,, d	7 45	8 46	1 8	7 53
Roubaix-Watt.	8 6	10 2	1 14	8 3
Lannoy	8 10	10 6	1 18	8 7
Roubaix.....arr	8 20	10 15	1 26	8 13
,, ...dep	8 36	...	1 30	8 31
Cysoing	8 54	...	1 48	8 50
Orchies ..... arr	9 15	...	2 7	

Stations.	a.m.	a.m.	p.m.	p.m.
Douai (*Buf*) dep	1 58	6 20	7 25	10 3
Montigny.....	...	6 41	7 39	10 18
Somain (16)	2 21	6 53	7 55	10 31
Wallers	...	7 20	8 19	10 57
Raismes	...	7 30	8 29	11 8
Valenciennear.	2 48	7 30	8 29	11 8
,, 16, 17 (*Buff.*)	2 58	...	8 34	11 13
Blanc-Misseron ...	3 20	...	8 55	11 37
Quievrain ...ar.	3 36	...	9 11	11 53
,, (frontier)dp	4 0	...	9 24	12 2
Mons (87)	4 30	...	10 13	12 41
Braine (*Buffet*)...	5 1	...	11 11	
Brussels ...ar.	5 35	...	12 6	...

† 1,2,3 class.

¶ Express Fare to Ghent, 1st. cl. 37fr. 70c., 2nd cl. 28fr. 25c.

‡ Belgian time. * French time.

ORCHIES, TOURCOING, MENIN, HALLUIN and LILLE.

Stations.	a.m.	a.m.	p.m.	p.m.
Orchies (13)d	6 50	9 38	2 12	6 51
Cysoing	6 59	9 48	2 23	7 11
Ascq ...(82)arr	7 16	10 13	2 47	7 39
,, ...dep	7 16	10 23	2 57	7 39
Lannoy	8 30	10 45	3 11	7 54
Roubaix-Watt.	8 36	10 55	3 17	8 0
Tourcoingarr	8 44	11 5	3 25	8 10
,, dep	10 28	1 3	5 12	8 15
Halluin ‡	10 33	1 43	5 35	8 38
Menin ‡.....a.	11 10	2 13	5 59	8 55

BRUSSELS to VALENCIENNES, GHENT, LILLE, DOUAI and PARIS.

Stations.	1, 2, 3 class	1, 2, 3 class		1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1st class	1 & 2 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
(*Buffet*)	...	...		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		p.m	p.m.	...	p.m.
Brussels dep.	...	...		5 37	...	6 56	...	9 3	10 1	12 35	...	2 0	3 25	...	7 45
Braine-le-Comte	...	...		6 45	...	8 3	...	9 39	11 10	1 23	...	...	4 34	...	8 24
Mons (*Buffet*) ...	...	...		7 43	...	8 56	11 0	10 9	12 30	2 51	...	2 25	5 34	...	9 10
Quievrain ar	a.m.	...		8 21	a.m.	...	...	11 39	...	1 8	3 30	...	6 13	...	9 40
,, .. dep	5 12	...		8 30	8 53	...	...	11 56	...	1 23	3 41	...	6 41	...	9 48
Blanc-Misseron	5 16	...		8 34	9 0	...	...	12 5	...	1 32	3 50	...	6 50	...	10 4
Valencienne	5 35	a.m.		8 51	9 19	...	...	12 24	...	1 51	4 9	p.m	...	7 10	p.m.
Buffet dep.	5 50	6 50		8 55	10 15	...	...	12 30	...	2 15	4 15	6 0	...	7 30	8 55
Raismes	5 59	6 59		9 4	10 25	...	...	12 39	...	2 26	4 25	...	...	7 39	9 6
Wallers	6 10	7 1		9 15	10 36	...	...	12 50	...	2 37	4 35	...	...	7 51	...
Somain	6 26	7 33		9 31	11 45	...	...	1 6	...	3 2	4 50	6 26	...	8 19	9 27
Montigny.....	6 36	7 44		9 41	...	...	...	1 16	...	3 15	5 5	6 36	...	8 30	9 39
Douai, *Buf.*ar	6 59	7 57		9 55	12 1	...	...	1 30	...	3 30	5 14	6 47	...	8 45	9 53
	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1st class	1 & 2 class	1, 2, 3 class	1, 2, 3 class
OSTEND dp	...	3 50	...	...	...	a.m.	a.m.	a.m.	p.m.	...	a.m.	p.m.	p.m	p.m.	p.m.
Ghent...dep.	...	5 15	...	...	6 20	6 4	...	...	...	11 5	...	2 10	...	...	5 27
Mouscron	a.m.	a.m.	7 4	a.m.	a.m.	10 4	11 30	12 8	p.m.	3 24	5 11	5 54	7 4	8 6	9 20
Tourcoing	5 11	6 4	7 11	8 10	9 10	11 37	12 15	1 15	3 31	5 18	6 0	6 0	7 11	8 13	9 27
Roubaix	5 20	6 13	7 19	8 18	9 18	11 46	12 23	1 23	3 40	5 27	6 8	6 7	7 20	8 24	9 46
Croix Wasq....	5 27	6 20	7 25	8 25	9 25	11 53	12 30	1 27	3 47	5 34	6 15	6 15	7 27	8 31	9 53
Lille(*Buffet*)	5 42	6 35	7 39	8 40	9 40	12 10	12 48	1 42	4 0	5 49	6 30	6 30	7 42	8 46	10 6
,, ...dep.	5 50	6 40		8 50	9 45	10 47	1 0	1 35	2 30	4 15	6 15	7 0		9 5	10 15
Seclin	6 8	1 Cl.	...	9 9	10 3	11 6	1 Cl.	1 54	...	4 34	1 Cl.	7 19	...	9 23	10 33
Phalempin	6 16	...	a.m.	9 17	...	11 14	...	2 2	...	4 42	...	7 26	...	...	10 41
Carvin	6 24	...	7 48	9 25	10 14	11 22	...	2 12	...	4 50	...	7 35	...	9 38	10 49
Le Forest.....	6 38	...	8 3	9 39	...	11 35	...	2 25	...	5 3	...	7 49	...	9 52	11 2
Douai, *Buff.*	6 53	7 19	8 19	9 54	10 32	11 50	1 38	2 39	3 18	5 18	6 55	8 3	...	10 5	11 17
,, *Buff*...dp	6 58	7 23		10 1			1 45	2 44		5 25	6 59			10 17	11 29
Corbehem	7 8	...		10 12	...	...	...	2 54	...	5 35	...	...	...	10 29	...
Vitry	7 17	...		10 21	...	...	...	3 2	...	5 43	...	...	...	10 38	...
Rœux	7 28	...		10 33	...	...	...	3 13	...	5 54	...	...	...	10 50	...
Arras (*Buff*)ar	7 42	7 52		10 46	...	...	2 18	3 26	...	6 7	7 28	...	...	11 5	12 5
Amiens .....a.	9 55	9 20		12 45	...	...	3 40	5 20	...	8 0	8 52	...	...	1 20	2 8
Paris .....arr	1 40	11 15	...	4 30	...	...	5 50	9 55	...	11 15	11 15	...	...	4 35	5 15

Extra —Tourcoing to Lille, 2.11, 4 11, and 11.11 p.m.; Mouscron to Douai, 10.17, p.m.

* Mann Boudoir Sleeping Cars by this Train.

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Kil.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, c
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
From		Paris.		**Paris (16)** dep.	12 25	9 50	...	7 25	28 50	2 15	4 50	6 0	7 50	9 50	
6½	1 20	0 90	0 65	Le Bourget-Dran	12 45	10 5	...	7 50	...	12 20	5 5	6 15	8 5	10 5	
9½	1 85	1 35	0 95	Aul-le-Bondy (24	...	10 14	...	7 59	...	12 29	5 14	6 24	8 14	10 14	
21½	4 20	3 20	2 35	**Dammartin** ...	1 41	10 45	...	8 33	9 34	1 13	5 49	6 55	8 48	10 48	
30½	6 5	4 50	3 30	Nanteuil.....	2 11	1, 2, 3	...	8 56	9 42	1 36	6 12		9 10	11 11	
38	7 80	5 60	4 10	Crépy-en-Val(25	2 38	a.m.	...	9 20	9 56	2 0	6 36	...	9 31	11 30	
44½	9 80	7 20	5 25	Villers Cotterets	3 13	4 30	...	9 48	10 15	2 36	7 3	...	9 56		
65½	12 90	9 65	7 3	**Soissons** ...arr.	4 0	5 45	...	10 30	10 40	3 10	7 45	...	10 40		
...	...	...	...	**Soissons**dep.	6 0	...	...	...	10 50	3 30	8 18	1, 2, 3	10 53		
76	15 15	11 35	8 35	Anizy-Pinon ...	6 36	...	...	...	11 21	4 0	9 0	a.m.	11 24		
87	17 25	12 90	9 45	**Laon(18,66)**	7 30	...	...	1, 2, 3	12 48	5 27	9 55	...	3 35	11 50	
94½	19 5	14 30	10 80	Crecy-Mortiers	7 54	...	...	p.m.	1 11	5 51	...	...	4 25		
111	22 5	16 55	12 15	**Vervins**	8 45	...	...	3 50	2 2	7 4	...	...	6 6	...	
127½	24 85	18 20	13 85	**Hirson(12)**ar	9 20	a.m.	...	4 32	2 40	7 45	p.m.	...	7 0	p.m.	
...	...	...	...	**Soissons**....dep	4 20	7 5	10 47	...	...	p3 25	7 58	...	10 50		
75½	15 0	11 25	8 35	Braisne	4 49	7 33	11 15	...	...	3 54	8 27	...	11 16		
83½	16 50	12 35	9 5	**Fismes**.....	5 8	7 50	11 32	...	...	4 13	8 45	1, 2, 3	11 33		
99½	19 85	14 75	10 80	**Reims** .....arr	5 48	8 30	12 12	...	p.m.	4 53	9 25	p.m.	12 10		
...	...	...	...	... (27, 67, 78)d	6 7	10 38	12 22	...	1 10	5 20	...	6 45	12 20		
110	21 75	16 30	12 05	**Bazancourt (74)**	6 49	11 8	...	...	1 44	5 53	...	9 44	12 46		
123½	24 50	18 35	13 45	**Mathel**	7 23	11 54	...	1 14	...	2 27	6 34	...	10 49	1 18	
128	25 50	19 10	14 0	**Amagne (70)**....	7 38	12 11	...	1 29	...	2 42	6 50	...	...	1 30	
154	30 35	22 90	16 80	**M. Charleville**	8 50	1 34	...	2 46	...	3 58	8 2	...	...	2 31	
...	...	...	(78)	**M. Charleville**	a 9 10	...	...	2 30	...	4 28	8 20	...	...	a3 35	
164½	32 65	24 45	17 90	**Montherme** (77)	9 39	...	...	2 59	...	5 10	8 49	1, 2, 3	...	4 4	
193½	38 40	28 80	21 15	**Givet (102)**a	10 58	a.m.	...	4 18	p.m.	7 15	10 8	a.m.	...	5 21	
1154	30 55	22 90	16 80	**M. Charleville**	a 9 12	7 20	p3 0	5 35	p3 30	p8 15	6 5	...	...	a2 45	
143½	32 35	24 30	17 80	**Sedan (65-75,,**	9 57	8 25	3 42	6 51	3 0	9 7	6 50	...	...	3 37	
165½	37 0	27 75	19 15	Pont Maugis	10 6	...	3 51	7 3	...	...	7 0	...	...	3 6	
177½	39 25	29 45	20 35	**Carignan (66)**	10 45	...	4 31	8 11	...	...	7 42	...	...	4 14	
194½	39 50	29 80	20 55	**Montmedy**	11 35	...	5 24	9 6	...	...	8 34	...	...	5 3	
207½	41 10	30 85	21 60	**Longuyon** dep	12 22	...	6 5	9 55	...	...	9 12	...	...	5 37	
212½	42 10	31 50	23 10	Pierrepont.....	12 37	1, 2, 3	6 25	...	...	...	...	...	...	5 56	
237½	46 85	35 10	25 45	**Thionville**arr.	1 46	p.m.	8 16	...	...	...	...	...	...	7 45	
...	...	...	...	**Longuyon**dep	1 0	3 15	6 55	10 0	...	...	9 45	...	...	6 15	
397½	43 0	32 25	23 65	**Longwy** ..... arr	1 38	4 13	7 45	10 47	...	...	10 35	...	...	7 5	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	p.m.		p.m.		a.m.	a.m.
Longwy dep.	5 90	...	6 15	...	4 40	8 15, 11 0
Longuyonar	5 55	...	9 3	...	5 31	9 14, 11 51
Thionville dep	...	...	...	...	8 0	1 31
Pierrepont	...	...	...	...	8 30	1 57
Longuyon dep	6 48	...	...	...	5 38	9 39
Montmedy	7 16	...	...	...	6 17	10 17
Carignan	8 0	...	1, 2, 3	...	7 0	10 49
Pont Maugis	8 47	p.m.	a.m.	...	7 41	11 34
Sedan	8 56	6 10	3 55	...	7 53	11 36
M. Charleville	9 33	7 2	4 33	...	8 30	12 13
Givet .....dep.	p7 25	p4 0	...	...	a6 30	a10 30
Montherme	8 48	6 18	...	...	7 53	11 53
M. Charleville	9 17	6 55	a.m.	...	8 22	12 22
M. Charleville	9 45	...	4 40	...	a8 40	12 30
Amagne	10 57	...	5 53	...	9 53	1 19
Mathel	11 13	...	6 9	1, 2, 3	10 9	1 33
Bazancourt	11 48	...	6 46	p.m.	10 46	5 13
Reims .....arr.	12 15	p.m.	7 15	p.m.	11 18	5 41
... .dep	12 24	4 45	7 23	8 40	12 20	6 15
Fismes.....	1 2	5 36	8 6	9 29	1 2	6 57
Braisne	1 18	5 43	8 27	9 50	1 19	7 13
Soissons....arr.	1 45	6 10	8 50	10 22	1 46	7 40
Hirson ...dep	...	...	a5 30	...	a9 50	p8 10
Vervins	...	...	6 10	...	10 37	2 80
Crecy-Mortiers	...	...	6 55	...	11 29	3 56
Laon	...	...	7 45	...	12 50	4 50
Anizy-Pinon	...	...	8 15	...	1 21	5 27
Soissons arr.	a.m.	a.m.	8 45	...	1 59	6 5
Soissons....dep.	2 15	6 0	8 56	...	2 0	1, 2, 3
Villers Cotterets	2 57	6 47	9 45	...	2 45	a.m.
Crépy-en-Valois	3 23	7 14	10 11	1, 2, 3	3 10	6 15
Nanteuil	...	7 34	10 31	a.m.	3 35	6 33
Dammartin ...	4 5	7 57	10 54	11 10	3 59	6 56
Aulnay-les-Bondy	...	8 20	...	11 42	4 34	7 37
Le Bourget-Dran	...	8 39	...	11 51	4 41	7 34
Paris ..... arr	4 58	8 55	11 30	12 5	4 55	7 50

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Longwy dep.	5 90	...	6 15	9 0	2 18
Longuyonar	5 55	...	9 3	9 30	2 55
Thionville dep	...	...	...	9 30	1 31
Pierrepont	...	...	...	9 19	2 43
Longuyon dep	6 48	...	...	9 30	3 11
Montmedy	7 16	...	...	6 17	3 38
Carignan	8 0	...	1, 2, 3	7 0	10 49
Pont Maugis	8 47	p.m.	a.m.	7 41	11 34
Sedan	8 56	6 10	3 55	7 53	11 36
M. Charleville	9 33	7 2	4 33	8 30	12 13
Givet .....dep.	p7 25	p4 0	...	a6 30	a10 30
Montherme	8 48	6 18	...	7 53	11 53
M. Charleville	9 17	6 55	a.m.	8 22	12 22
M. Charleville	9 45	...	4 40	a8 40	12 30
Amagne	10 57	...	5 53	9 53	1 19
Mathel	11 13	...	6 9	10 9	1 33
Bazancourt	11 48	...	6 46	10 46	5 13
Reims .....arr.	12 15	p.m.	7 15	p.m.	11 18
... .dep	12 24	4 45	7 23	8 40	12 20
Fismes.....	1 2	5 36	8 6	9 29	1 2
Braisne	1 18	5 43	8 27	9 50	1 19
Soissons....arr.	1 45	6 10	8 50	10 22	1 46
Hirson ...dep	...	...	a5 30	...	a9 50
Vervins	...	...	6 10	...	10 37
Crecy-Mortiers	...	...	6 55	...	11 29
Laon	...	...	7 45	...	12 50
Anizy-Pinon	...	...	8 15	...	1 21
Soissons arr.	a.m.	a.m.	8 45	...	1 59
Soissons....dep.	2 15	6 0	8 56	...	2 0
Villers Cotterets	2 57	6 47	9 45	...	2 45
Crépy-en-Valois	3 23	7 14	10 11	1, 2, 3	3 10
Nanteuil	...	7 34	10 31	a.m.	3 35
Dammartin ...	4 5	7 57	10 54	11 10	3 59
Aulnay-les-Bondy	...	8 20	...	11 42	4 34
Le Bourget-Dran	...	8 39	...	11 51	4 41
Paris ..... arr	4 58	8 55	11 30	12 5	4 55

Extra.—Bazancourt to Rethel-ville, 6.54 a.m., 11.10 a.m., 4.0 p.m.

Also 3rd class to Soissons.

Extra.—Bazancourt to Rethel-ville, 6.54 a.m., 11.10 a.m., 4.0 p.m.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Longwy dep.	5 90	...	6 15	9 0	2 18	4 30
Longuyonar	5 55	...	9 3	9 30	2 55	5 2
Thionville dep	...	...	...	9 30	1 31	5 2
Pierrepont	...	...	...	9 19	2 43	6 45
Longuyon dep	6 48	...	...	9 30	3 11	6 45
Montmedy	7 16	...	...	6 17	3 38	7 47
Carignan	8 0	...	1, 2, 3	7 0	10 49	7 55
Pont Maugis	8 47	p.m.	a.m.	7 41	11 34	8 40
Sedan	8 56	6 10	3 55	7 53	11 36	8 20
M. Charleville	9 33	7 2	4 33	8 30	12 13	8 58
Givet .....dep.	p7 25	p4 0	...	a6 30	a10 30	p1 5
Montherme	8 48	6 18	...	7 53	11 53	3 20
M. Charleville	9 17	6 55	a.m.	8 22	12 22	3 57
M. Charleville	9 45	...	4 40	a8 40	12 30	3 10
Amagne	10 57	...	5 53	9 53	1 19	4 18
Mathel	11 13	...	6 9	10 9	1 33	4 33
Bazancourt	11 48	...	6 46	p.m.	10 46	5 13
Reims .....arr.	12 15	p.m.	7 15	p.m.	11 18	5 41
... .dep	12 24	4 45	7 23	8 40	12 20	6 15
Fismes.....	1 2	5 36	8 6	9 29	1 2	6 57
Braisne	1 18	5 43	8 27	9 50	1 19	7 13
Soissons....arr.	1 45	6 10	8 50	10 22	1 46	7 40
Hirson ...dep	...	...	a5 30	...	a9 50	p8 10
Vervins	...	...	6 10	...	10 37	2 80
Crecy-Mortiers	...	...	6 55	...	11 29	3 56
Laon	...	...	7 45	...	12 50	4 50
Anizy-Pinon	...	...	8 15	...	1 21	5 27
Soissons arr.	a.m.	a.m.	8 45	...	1 59	6 5
Soissons....dep.	2 15	6 0	8 56	...	2 0	1, 2, 3
Villers Cotterets	2 57	6 47	9 45	...	2 45	a.m.
Crépy-en-Valois	3 23	7 14	10 11	1, 2, 3	3 10	6 15
Nanteuil	...	7 34	10 31	a.m.	3 35	6 33
Dammartin ...	4 5	7 57	10 54	11 10	3 59	6 56
Aulnay-les-Bondy	...	8 20	...	11 42	4 34	7 37
Le Bourget-Dran	...	8 39	...	11 51	4 41	7 34
Paris ..... arr	4 58	8 55	11 30	12 5	4 55	7 50

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Longwy dep.	5 90	...	6 15	9 0	2 18
Longuyonar	5 55	...	9 3	9 30	2 55
Thionville dep	...	...	...	9 30	1 31
Pierrepont	...	...	...	9 19	2 43
Longuyon dep	6 48	...	...	9 30	3 11
Montmedy	7 16	...	...	6 17	3 38
Carignan	8 0	...	1, 2, 3	7 0	10 49
Pont Maugis	8 47	p.m.	a.m.	7 41	11 34
Sedan	8 56	6 10	3 55	7 53	11 36
M. Charleville	9 33	7 2	4 33	8 30	12 13
Givet .....dep.	p7 25	p4 0	...	a6 30	a10 30
Montherme	8 48	6 18	...	7 53	11 53
M. Charleville	9 17	6 55	a.m.	8 22	12 22
M. Charleville	9 45	...	4 40	a8 40	12 30
Amagne	10 57	...	5 53	9 53	1 19
Mathel	11 13	...	6 9	10 9	1 33
Bazancourt	11 48	...	6 46	p.m.	10 46
Reims .....arr.	12 15	p.m.	7 15	p.m.	11 18
... .dep	12 24	4 45	7 23	8 40	12 20
Fismes.....	1 2	5 36	8 6	9 29	1 2
Braisne	1 18	5 43	8 27	9 50	1 19
Soissons....arr.	1 45	6 10	8 50	10 22	1 46
Hirson ...dep	...	...	a5 30	...	a9 50
Vervins	...	...	6 10	...	10 37
Crecy-Mortiers	...	...	6 55	...	11 29
Laon	...	...	7 45	...	12 50
Anizy-Pinon	...	...	8 15	...	1 21
Soissons arr.	a.m.	a.m.	8 45	...	1 59
Soissons....dep.	2 15	6 0	8 56	...	2 0
Villers Cotterets	2 57	6 47	9 45	...	2 45
Crépy-en-Valois	3 23	7 14	10 11	1, 2, 3	3 10
Nanteuil	...	7 34	10 31	a.m.	3 35
Dammartin ...	4 5	7 57	10 54	11 10	3 59
Aulnay-les-Bondy	...	8 20	...	11 42	4 34
Le Bourget-Dran	...	8 39	...	11 51	4 41
Paris ..... arr	4 58	8 55	11 30	12 5	4 55

ARRAS and ETAPLES—BETHUNE and SAINT POL.

Kil.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.		p.m.	a.m.	p.m.	p.m.	p.m.
From		Arras		**Arras** .....dep	12 45	9 0	5 15	6 35	...
12½	2 45	1 85	1 35	Aubigny.....	1 20	9 37	5 39	12 46	...
25½	4 65	3 50	2 55	**Saint-Pol (23** ar	2 0	9 15	9 12	1 24	7 48
...	...	...	...	**Saint Pol** .....dep	2	623	9 17	1 35	7 56
30½	6 8	4 50	3 30	Anvin	...	6 46	9 35	2 0	8 19
41½	8 25	6 20	4 55	Hesdin	...	7 23	10 7	2 44	8 56
55½	10 90	8 25	6 5	Montreuil-s-M. ..	...	8 9	10 51	3 46	9 42
63½	12 10	9 20	6 75	**Etaples (19)** arr	...	8 28	11 10	4 10	10 2
78½	15 60	11 70	8 55	**Boulogne**	...	9 33	12 0	5 12	10 43

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Boulogne....dep	...	6 15	9 0	2 18	4 30
Etaples	4 57	7 5	10 7	3 0	5 2
Montreuil-s-M	5 16	7 43	10 29	3 18	5 5
Hesdin	5 56	9 11	11 15	3 59	6 45
Anvin	6 28	10 25	11 48	4 29	6 45
Saint-Pol.....arr	6 43	10 55	12 4	4 46	7 47
Saint-Pol ....dep	6 45	...	1 0	4 53	7 55
Aubigny.....	7 20	...	1 36	5 27	8 30
Arras .....arr	7 50	...	2 7	6 0	9 0

CHANTILLY & CREPY-EN-VALOIS.

All 1, 2, 3 class.	a.m.	p.m.	p.m.	p.m.	p.m.
Chantilly (23) ...dep	8 38	12 52	5 10	6 8	9 23
Senlis	9 1	1 17	5 35	6 30	9 48
Crepy ..... arr	9 36	1 54	6 10	...	10 23

	a.m.	a.m.	p.m.	p.m.	p.m.
Crepy (15) .....dep.	7 15	11 15	3 45	...	7 37
Senlis	7 52	11 57	4 24	6 44	8 17
Chantilly ..... arr	8 15	12 20	4 45	7 12	8 40

CHAUNY to SAINT-GOBAIN.

Stations.	1 & 2	3	1 & 2	3	Stations.	1 & 2	3	1 & 2	3
(16)	noon	p.m.						a.m.	p.m.
Chauny dep	12 10	5 0			**St-Gobain** d			8 30	3 0
St-Gobain	12 55	5 45			Chauny arr			9 12	3 42

C.-E. Northern Lines and LA FERE.

	a.m.	a.m.	p.m	p.m.	p.m.
Crecy-Mortiers(15)dep	...	8 8	1 20	4 10	6 15
Crecy-sur-Serre	7 21	9 30	1 37	4 29	6 41
Versigny ..... arr	8 25	10 30	...	5 17	7 46
La Fère ..... ,,	8 43	11 0	...	5 35	...

	a.m.	a.m.	noon	p.m.	p.m.	p.m.
La Fère .....dep	...	6 43	12 0	...	4 47	7 45
Versigny	...	8 55	12 20	4 5	5 45	8 10
Crecy-sur-Serre	6 29	11 2	3 30	5 29	7 16	9 8
Crecy-Mortiersarr	6 45	11 17	3 45	5 45	...	...

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PARIS, LIEGE, COLOGNE, and THE RHINE.—BRUSSELS via MAUBEUGE.—RHEIMS.—SOMAIN. VALENCIENNES.—HIRSON.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1st cl	1,2,3	1 & 2	1,2,3	1,2,3	1st cl	1,2,3	1st cl	1,2,3	1,2,3
fr. c	fr. c.	fr. c		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	m P	aris	**Paris** ...dep	...	8 0	7 20	6 0	8 45	10 0	12 35	3 50	5 0	8 0	9 10	11 20
6 25	4 70	3 45	**Creil**	4 10	9 40	8 12	7 30	9 44	11 20	1 55	4 42	6 25	9 5	10 24	1 0
6 95	6 85	4 85	Verberie	...	10 27	...	8 11	...	11 51	2 29	...	7 0	...	10 53	1 36
10 30	7 75	5 65	Compiegne	5 10	10 51	8 47	8 55	10 21	12 12	2 55	5 17	7 23	9 49	11 12	1 59
11 20	8 95	6 60	Ribecourt		11 14	...	9 25	...	12 34	3 17	...	7 46	10 6	...	...
13 30	9 95	7 30	Noyon	a.m.	11 37	9 11	10 0	10 47	12 54	3 39	5 40	8 9	10 22	11 47	2 37
15 25	11 40	8 40	**Chauny** (15)	5 58	12 7	...	10 43	11 5	1 19	4 6	...	8 35	10 43	12 7	3 4
16 10	12 10	8 85	**Tergnier** (21) .. arr	6 10	12 20	9 34	11 0	11 15	1 30	4 18	6 3	8 48	10 53	12 17	3 16
...	...	...	**Tergnier** ...dep	6 30	...	9 40	11 50	...	2 12	4 36	†7 30	9 15	...	1 5	...
16 75	12 50	9 20	La Fere	6 44	...	9 57	12 0	...	2 24	4 47	7 45	9 43		1 15	...
19 45	14 50	10 70	**Laon** (15) ...arr	7 20	...	10 53	12 30	...	3 0	5 22	8 35	10 50		1 45	...
From	m L	aon.	„ ...dep	7 40	...		12 45	...	3 10	5 34	9 0	...		1 55	...
1 45	1 10	0 80	Coucy-les-Eppes	7 58	...	...	1 2	...	3 28	5 54	9 25	...		...	...
2 35	1 75	1 25	St-Erme-Montaigu	8 10	...	...	1 13	...	3 40	6 9	9 44	...		...	...
2 75	2 85	2 05	Guignicourt	8 34	...	...	1 36	...	4 4	6 37	10 22	...		2 44	...
5 05	3 75	2 80	Loivre	8 50	..	...	1 51	...	4 20	6 58	10 49	...	† 1,2,3 Class.	...	...
6 50	4 85	3 55	**Reims** (65) ...arr	9 8	a.m.	...	2 8	1,2,3	4 38	7 20	11 18	p.m.	...	3 18	a.m.
From	m P	aris	**Tergnier** ...dep	6 30	7 15	9 50	...	11 45	1 42	4 38	6 23	9 5	11 2	12 28	3 35
18 95	14 20	10 45	**St-Quentin** (31)	7 20	8 15	10 16	...	12 25	2 45	5 24	6 49	9 46	11 27	1 0	4 30
21 55	16 15	11 85	Bohain		9 17	...	...	1 0		6 2	...	10 21	...	1 29	5 16
22 25	16 70	12 25	**Busigny** ...arr	...	9 30	10 42	...	1 9	...	6 12	7 15	10 30	11 56	1 37	5 28
...	...	...	**Busigny** ... dep	...	9 50	10†46	...	1 22	...	6 28	*7 20		12 10	...	5 50
24 25	18 20	13 35	Catteniers	...	10 23	...	...	1 51	1,2,3	7 2	7 55		12 35	...	6 21
25 35	19 0	13 95	**Cambrai** ...arr	...	10 38	11 16	...	2 4	p.m.	7 17	8 13		12 48	...	6 35
...	...	...	„ ...dep	...	10 41	11 18	...	2 12	4 25	7 25	8 22		...	...	6 41
27 10	20 35	14 90	Bouchain	...	11 7	...	...	2 36	5 20	7 49	8 55		...	...	7 6
28 30	21 20	15 55	**Somain** (31)...arr	...	11 30	11 43	a.m.	2 57	6 0	8 9	9 20	* 1 & 2 Class.	...	...	7 22
...	...	...	**Busigny** ...dep	...	9 40	10†46	10 51	1 19	...	6 21	!7 18	10 40	12 1	1 42	5 37
26 60	19 90	14 60	**Aulnoye** ...arr	a.m.	11 7	11 20	12 0	2 12	...	7 19	7 51	12 16	12 35	2 20	6 38
...	...	...	**Aulnoye** ...dep	8 50	...	...	12 15	5 0	...	7 55	...	...	...	...	7 15
28 60	21 45	15 70	Le Quesnoy (17)	9 20	...	...	12 48	5 23	...	8 20	...	...	...	...	7 51
30 80	23 10	16 90	**Valenciennes** arr	9 55	p.m.	...	1 15	5 50	...	8 47	p.m.	...	1,2,3	...	8 16
...	...	...	**Aulnoye** ...dep	...	12 8	...	...	2 28	...	8 0	†5 10	...	12 50	...	7 20
27 80	20 30	15 25	Avesnes	...	12 34	...	...	2 52	...	8 30	6 3	...	1 35	...	7 46
30 05	22 55	16 55	Fourmies	...	1 7	...	...	3 21	...	9 6	7 0	...	2 23	...	8 23
30 65	22 95	16 85	**Anor** ...(97) ..dep	...	1 20	...	...	3 32	...	9 25	7 22	...	2 48	...	8 45
...	...	...	**Hirson** ...arr	a.m.	1 32	...	...	3 45	p.m.	9 40	7 40	1,2,3	3 10	...	9 0
...	...	...	**Aulnoye** ...dep	8 45	11 31	11 22	p.m.	2 24	4 20	7 29	7 53	a.m.	12 37	2 32	6 48
27 00	20 65	15 15	Hautmont	9 3	11 51	...	12 25	2 37	4 38	7 42	...	7 45	...	...	7 1
28 20	21 15	15 50	**Maubeuge** ...arr	9 15	12 2	11 36	...	2 46	4 50	7 50	8 7	...	12 52	2 50	7 9
...	...	...	**Maubeuge** ...dep	...	12 45	11 42	...	...	5 5	...	8 12	...	‡ 1 Cl.	3 35	8 10
28 40	21 30	15 65	Feignies	...	1 0	11 54	12 45	...	5 17	...	8 24	8 5		3 52	8 24
28 90	21 70	15 95	Quevy	...	1 30	12 26		...	5 50	...	8 58			6 17	9 5
30 40	22 75	16 85	**Mons**	...	2 5	12 48	...	...	6 20	...	9 20	...	‡‡	7 2	9 35
35 80	26 80	18 70	**Brussels** ...arr	...	6 8	1 58	...	...	8 41	...	10 30	...	...	8 51	12 0
...	...	...	**Maubeuge** ...dep	9 20	12 6	11 40	...	2 51	4 55	8 15	...	...	12 58	2 55	7 17
29 30	22 0	16 10	**Jeumont**	9 35	12 30	11 49	...	3 4	5 15	8 30	...	...	1 7	3 7	7 3
29 70	22 25	16 30	**Erquelines** ...arr		12 49	12 6	a.m.	3 24	5 36	8 56	...	p.m.	1 26	3 30	7 56
...	...	...	„ (96) ...dep	...	1 3	12 31	6 5	3 40	1,2,3	9 16	1,2,3	5 55	1 46	4 2	8 18
32 70	24 55	17 50	**Charleroi** ...arr	a.m.	2 15	1 5	7 18	4 35	noon	10 25	a.m.	7 3	2 19	4 45	9 25
...	...	...	„ ...dep	10 43	3 40	1 10		6 8	12 25	10 45	6 18	7 36	2 24	4 51	9 42
35 85	26 95	18 95	**Namur** ...arr	11 37	5 5	2 2	...	7 35	1 52	11 38	7 47	9 8	3 14	5 55	11 9
From	m Na	mur	**Namur** (96)...dep	...	5 45	†2 20	...	7 55	...	...	8 5	...	...	...	11 1[illegible]
2 25	1 70	1 10	**Dinant**	...	6 42	3 17	...	8 51	...	...	9 2	...	...	...	12 [illegible]
3 35	2 50	1 70	**Hastiere**	...	7 6	3 43	...	9 12	...	...	9 27	...	...	...	12 34
4 0	3 0	2 0	**Givet**	1,2,3	7 13	3 50	...	9 19	...	1 Cl.	9 34	...	...	1 & 2	12 41
...	...	...	**Namur** ...dep	a.m.	5 35	‡2 8	...	8 0	2 25	11 46	8 2	...	3 19	6 1	11 15
2 50	1 86	1 25	Huy	4 40	6 23	2 48	...	9 2	3 28	12 28	9 4	...	3 57	6 51	12 17
3 90	2 95	1 95	**Flemalle** (Hte.) ...arr	5 20	7 9	3 2	...	9 42	4 8	...	9 43	...	...	7 23	12 57
...	...	...	„ ...dep	...	7 12	3 10	...	9 45	4 12	...	9 43	1 & 2	...	7 26	1 0
4 80	3 60	2 40	**Liege** (Guillem.) ...arr	...	7 35	3 25	...	10 10	4 37	1 5	10 10	a.m.	4 34	7 56	1 25
...	...	...	**Flemalle** (Hte.) dp	5 21	7 12	3 12	...	9 45	4 12	...	9 45	10 50	...	7 30	1 0
4 30	3 25	2 15	Seraing	5 32	7 23	3 21	...	9 56	4 23	...	9 55	11 1	...	7 41	1 11
4 80	3 60	2 40	**Liege** (Longdoz) ar	5 50	7 40	3 38	...	10 18	4 40	...	10 11	11 19	...	7 58	1 28
From	m P	aris	**Liege** (Guillem) dep	6 5	7 40	3 32	...	...	4 55	1 15	11 55	...	4 30	8 3	2 8
58 95	43 85	...	**Cologne** (128) .. arr	11 14	11 15	7 23	...	...	9 50	5 30	4 10	...	8 5	11 34	7 23
				a.m.	p.m.	p.m.			p.m.	a.m.	...		...	p.m.	p.m.
...	...	...	LONDON (C.C.) dep	...	7 40	...	...	p.m.	...	7 40	p.m.	a.m.	a.m.	8 25	a.m.
...	...	...	COLOGNE ...dep	...	12 2	8 5	...	2 45	...	6 8	5 0	9 15	9 0	12 0	7 25
67 45	50 50	...	COBLENCE ...arr	...	2 33	10 52	...	5 22	...	8 0	7 3	12 2	10 53	2 11	10 5
78 80	58 70	...	MAYENCE ... „	...	5 34	...	...	8 32	...	10 25	9 1	3 10	12 52	4 27	1 25

Henin-Lietard and Don Sainghin.

All 1,2,3 Class.

	a.m.	a.m.	p.m.	p.m.
Henin-Lietard ...dep	5 35	9 54	4 28	7 22
Carvin-ville (12)	6 32	10 19	4 53	7 49
Don Sainghin ...arr	7 3	10 36	5 10	8 7

	a.m.	a.m.	p.m.	p.m.
Don Sainghin (12) ...dep	8 15	11 0	5 25	8 22
Carvin-ville	8 30	11 44	6 0	8 41
Henin-Lietard ...arr	8 57	12 40	6 45	9 7

VELU and ST. QUENTIN.

All 1,2,3 Class.

	a.m.	a.m.	p.m.	p.m.	p.m.
Velu (18) ...dep	...	9 45	12 45	5 0	8 1
Bertincourt	...	9 54	12 54	5 9	8 10
Epehey (12)	6 16	10 [illegible]	3 18	6 2	9 2
Villers-Faucon	6 31	10 [illegible]	3 33	6 16	...
Rocourt ...arr	7 50	[illegible]	4 50	7 31	...

	a.m.	a.m.	a.m.	p.m.	p.m.
Rocourt ...dep	...	8 31	10 20	3 15	5 51
Villers-Faucon	...	9 29	11 25	4 25	7 16
Epehey	6 8	9 41	2 25	4 44	7 33
Bertincourt	7 5	10 21	3 7	5 22	...
Velu ...arr	7 12	10 27	3 14	5 33	...

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COLOGNE and THE RHINE to PARIS.

*

Stations.	1, 2,3	1, 2,3	1, 2,3	1 & 2		1, 2,3				1,2,3	1,2,3	1, 2,3
	noon	a.m.	p.m.	p.m.		a.m.				a.m.	p.m.	a.m.
HOMBURG ..... dep	...	6 0	1 10	3 20	...	8 10	...	...	...		9 40	...
FRANKFORT ..... „	...	8 5	2 45	5 0	...	10 5	...	...	...		10 26	5 22
MAYENCE ..... „	...	8 51	4 0	6 0	...	11 14	...	...	...		11 22	6 30
COBLENCE ..... „	12 0	11 14	6 52	8 6	...	2 28	...	...	...	5 48	2 33	9 0
COLOGNE ..... arr	2 37	1 16	9 30	10 0	...	5 25	...	...	...	8 25	5 15	11 22
LONDON (Charing Cr.) „				5 40	...							6 10
	1, 2,3		1, 2,3	1st	1, 2,3	1, 2 3	1 & 2	1, 2,3	1st	1, 2,3	1, 2,3	
	p.m.	...	p.m.	p.m.		p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
Cologne ..... dep	2 57	...	1 25	10 30	...	6 8	...	6 55	8 *30	5 45	11 40	
Liege ..... arr	7 6	1, 2,3	5 50	2 4	...	10 46	...	11 10	11 46	9 14	3 11	
		p.m.				a.m						
Liege ..... dep	8 15	5 35	6 20	...	...	6 33	6 0	11 38	...	9 11	3 10	
Seraing ..... „	8 31	5 51	6 46	...	...	6 50	6 15	11 54	...	9 26	3 26	
Flemalle ..... arr	8 43	6 3	6 59	a.m.	...	7 2	6 26	12 5	...	9 37	3 38	
Liege ..... dep	8 15	5 35	...	2 11	...	6 35	...	11 30	11 50	9 16	3 15	
Flemalle ..... arr	8 41	6 0	...	...	...	7 0	...	11 55	12 6	9 38	3 41	
„ ..... dep	8 45	6 5	7 0	...	...	7 5	6 28	12 12	12 7	9 41	3 47	
Huy ..... „	9 25	6 45	7 38	2 50	...	7 45	7 0	12 32	12 31	10 14	4 28	
Namur ..... arr	10 15	7 47		3 25	...	8 50	7 51	1 57	1 8	10 59	5 33	
Givet ..... dep	...	5 37	...	...	...	...	5 46	...	11 45	8 43	3 2	
Hastiere ..... „	...	6 19	...	...	...	...	6 26	...	12 33	9 30	3 46	
Dinant ..... „	...	6 45	1, 2,3	...	...	1, 2,3	6 50	...	12 58	9 55	4 10	
Namur ..... arr	...	7 40	p.m.	...	a.m.	p.m.	7 45	p.m.	1 53	10 50	5 5	
Namur ..... dep	...	8 55	4 35	3 30	4 30	12 30	8 *0	3 16	1 12	11 5	5 38	
Charleroi ..... „	...	10 27	6 7	4 20	6 2	1 56	9 25	4 10	2 2	12 30	6 56	
„ ..... dep	...		8 0	4 23	6 30		9 45	4 20	2 7	2 10	7 0	
Erquelines ..... arr	...	...	9 15	5 1	7 31	p.m.	10 45	5 30	2 45	3 10	7 59	
„ ..... dep	...	p.m.		5 6	7 36	6 10	10 48	a.m.	2 48	3 13	8 4	
Jeumont ..... „	...	1 10	..	5 20	7 50	6 30	11 7	6 0	3 5	3 32	8 30	
Maubeuge ..... arr	...	1 30	p.m.	5 31	8 5	6 50	11 21	6 20	3 18	3 47	8 45	
Brussels ..... dep	...	...	3 25	...	a.m.	...	9 3	...	1 20	12 35	5 50	
Mons ..... „	...	...	5 36	...	7 15	...	10 15	...	2 29	2 55	7 30	
Quevy ..... „	...	...	6 21	...	7 40	...	10 37	...	2 56	3 26	7 59	
Feignies ..... „	...	...	6 36	...	7 54	...	11 4	...	3 7	3 35	8 29	
Maubeuge ..... arr	...	...	6 50	...	8 5	...	11 15	...	3 18	3 46	8 40	
Maubeuge ..... dep	...	1 40	..	5 33	8 13	7 0	11 28	6 30	3 25	3 56	8 55	
Baumont ..... „	...	1 58	2 3	...	8 22	7 13	11 37	6 43	...	4 4	9 5	
Aulnoye ..... arr	a.m.	2 10	a.m.	5 48	8 31	7 30	11 49	7 0	3 40	4 16	9 18	
Hirson ..... dep	5 10	...	4 10	...	7 8		9 45			2 48	5 45	
Anor ..... „	5 27	...	4 29	...	7 25	* 1 & 2 class.	10 7	1, 2,3 class.	‡ 1st class.	3 5	6 0	
Fourmies ..... „	5 38	...	4 41	...	7 38		10 21			3 19	6 13	
Avesnes ..... „	5 51	...	4 54	...	8 10		10 53			3 50	6 45	
Aulnoye ..... arr	6 35	...	5 40	...	8 50		11 15		p.m.	4 10	7 5	
Valenciennes ..... dep	...	...	...	...	5 40	...	10 5	...	1 20	3 * 5	6 20	
Le Quesnoy ..... „	...	...	...	...	6 16	...	10 40	...	1 54	3 41	6 58	
Aulnoye ..... arr	a.m.	...	...	...	6 40	p.m.	11 *	...	2 18	4 5	7 22	
Aulnoye ..... dep	4 25	...	...	5 50	8 39	8 5	11 52	*	3 * 44	4 21	9 23	
Busigny ..... arr	5 *4	p.m.	...	6 25	9 35	9 10	12 44	...	4 17	5 15	10 23	
Somain ..... dep,	...	10 41	...	...	7 53	...	11 12	...	...	3 46	8 48	
Bonchain ..... „	...	...	...	...	8 14	...	11 23	...	...	4 7	9 9	
Cambrai ..... arr	...	12 26	a.m.	...	8 38	...	11 46	...	...	4 29	9 32	
„ ..... dep	...	...	4 56	...	8 43	...	11 52	...	...	4 37	9 42	
Busigny ..... arr	...	a.m.	5 32	...	9 30	...	12 38	p.m.	...	5 22	10 30	
Busigny ..... dep	...	4 53	...	6 28	9 40	*	12 49	2 0	4 20	5 30	10 40	
Bohain ..... „	...	5 5	...	...	9 58	...	12 59	2 15	...	5 41	10 52	
Saint Quentin ..... „	...	5 35	...	6 56	10 40	...	1 31	3 12	4 49	6 19	11 40	
Tergnier ..... arr	a.m.	6 15	a.m.	7 19	11 15	p.m.	1 55	4 0	5 12	6 50	12 20	
Reims ..... dep	4 40	...	6 30	...	8 45	5 52	...	1 40	...	...	8 35	
Lavre ..... „	5 13	...	6 49	...	9 4	6 15	...	1 59	...	...	8 53	
St-Erme-Montaigu ..... „	6 26	...	7 31	...	9 45	7 6	...	2 41	...	...	9 28	
Laon ..... arr	7 15	a.m	8 6	...	10 14	7 40	noon	3 10	...	p.m.	9 54	
„ ..... dep	...	5 35	8 8	...	10 25	...	12 25	3 30	...	4 55	10 5	
La Fere ..... „	...	6 10	8 43	...	11 0	1, 2,3	1 22	4 5	...	5 36	10 40	
Tergnier ..... arr	...	6 *2	8 53	...	11 10	p.m.	1 35	4 15	p.m.	5 *48	10 50	
Tergnier ..... dep	...	6 25		7 29	11 30	7 18	2 8	4 30	5 28	7 5	12 45	
Chauny ..... „	...	6 3	...	...	11 47	7 31	2 20	4 58	...	7 15	1 5	
Noyon ..... „	...	7 7	...	...	12 15	7 58	2 41	5 56	...	7 33	1 36	
Ribecourt ..... „	a.m.	7 25	...	...	12 33	8 16	...	6 20	...	...	1 54	
Compiegne ..... „	6 15	7 *6	...	8 18	1 1	8 *0	3 10	6 53	6 15	7 59	2 23	
Verberie ..... „	6 32	8 6	...	...	1 19	8 57	3 25	7 14	...	...	2 42	
Creil ..... arr	7 5	8 36	...	8 52	1 53	9 30	3 55	7 55	6 47	8 32	3 20	
„ ..... d p	7 12	9 0	...	8 55	2 5	9 36	3 57	...	6 50	8 37	3 26	
Paris ..... arr	8 45	10 35	...	9 45	3 15	11 6	5 5	...	7 40	9 40	4 45	

* Mann Boudoir Sleeping Cars by this Train.

LILLE, ORCHIES, SOMAIN, ST. AMAND, BLANC-MISSERON, and VALENCIENNES.

Cl., 2 Cl. 3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c. fr. c. fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
From Lille	Lille (44) (Nord) dep.	...	8 45	11 30	3 45	6 30	11 *0
2 85 2 10 1 50	Orchies ..... arr	...	9 17	12 10	4 26	7 10	11 45
	Orchies ..... dep	...	9 33	12 25	4 41	7 25	11 *0
4 75 3 60 2 60	Somain (16)...arr	...	10 0	12 55	5 47	8 *0	12 31
	Somain ..... dep	5 45	6 46	9 *0	12 *1	5 5	8 33
4 45 3 30 2 40	St. Amand ..... arr	6 15	7 9	9 *7	12 34	5 *8	9 15
7 25 5 40 4 0	St-Amand ..... dep	6 *5	...	9 47	...	5 34	...
5 90 4 45 3 30	Valenciennes ..arr	...	...	10 *2	...	6 *8	...
	Valenciennes ..dep	6 49	...	9 *1	9 34	12 35	5 *1
	Blanc-Misseron arr	...	...	9 *7	10 *0	1 *0	5 *7

Stations.	a.m.	a.m.	p.m.	p.m.
Cambrai (16) ..... dep	5 *0	6 51	11 50	4 40
Saint-Albert ..... „	5 *7	7 *2	12 *7	5 *6
Le Quesnoy ..... a	6 *2	7 *8	12 *5	6 *8
Stations.	a.m.	a.m.	a.m.	p.m.
Le Quesnoy ..... d	6 23	8 *1	10 39	2 0
Saint-Python ..... „	6 *9	8 *7	11 *5	2 *6
Cambrai ..... arr	7 13	9 *0	11 *1	3 27
	7 *8	10 *0	11 *6	4 *5

(22) CHURS to MECHLIN.		
Churs dep. at 1 *4, 3.30, 9.55 p.m.	8.0 a.m.	
Similarly—at Mechlin ..... dep	6 *0	8 *4
Mechlin (98) ..... arr	9 *4	3 *3
Orchies ..... dep	9 *3	6 *2
Lille (14) ..... arr	9 *6	6 *2

CAMBRAI and LE QUESNOY.				
Stations.	a.m.	a.m.	p.m.	p.m.
Cambrai (16) ..... dep	5 *0	6 51	11 50	4 40
Saint-Albert ..... „	5 *7	7 *2	12 *7	5 *6
Le Quesnoy ..... a	6 *2	7 *8	12 *5	6 *8
Stations.	a.m.	a.m.	p.m.	p.m.
Le Quesnoy ..... d	6 23	8 *1	10 39	2 0
Saint-Python ..... „	6 *9	8 *7	11 *5	2 *6
Cambrai ..... arr	7 13	9 *0	11 *1	3 27
	7 *8	10 *0	11 *6	4 *5

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Valenciennes ..... dep.	5.55	8 *32	1 45	6 24	9 17	
St. Amand ..... arr	6 11	8 *52	1 45	6 24	9 17	
Blanc-Misseron ..... dp	...	7 49	12 10	...	7 15	12 *0
St. Amand ..... dep	...	8 *3	12 *5	5 *6	7 *5	12 *0
St. Amand ..... dep	...	8 *3	12 *5	5 *6	8 *3	12 *0
Orchies ..... arr	6 44	9 14	1 *2	6 *6	8 *3	12 *0
Orchies ..... dep	6 *6	9 *4	1 *2	6 *6	8 *3	12 *0
Lille (14) ..... arr	7 33	9 *6	2 *2	7 *5	10 *0	1 *5

Similarly—at Mechlin ..... dep 6 *0 8 *4 9 *4 3 *3 6 *2 9 *7

Mechlin (98) ..... arr 9 *4 3 *3 6 *2 9 *7

Orchies ..... dep 9 *3 6 *2 9 *7

Lille (14) ..... arr 9 *6 6 *2 9 *7

Marly dep. at 7.0 a.m., 1.3, 5.30, 9.0 p.m. 10.35

Paris ..... arr 8.45 12.50 5.45 9.40 12.35

Similarly—at Marly ..... dep 7.0 a.m., 1.3, 5.30, 9.0 p.m. 10.35

Paris ..... arr 8.45 12.50 5.45 9.40 12.35

CALAIS, BOULOGNE, LE TREPORT, St. VALERY, and AMIENS to PARIS.

Stations.	1 Cl.	1,2,3	1,2,3		1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	2 Cl.
	p.m.	a.m.	a.m.		a.m.		a.m.			p.m.	p.m.		p.m.		
LONDON ..... dep.	9 25						‖7 40								
Calais ..... dep	¶1 30	9 55			7 25		12 35			3 0	6 35		9 55		
St. Pierre-les-Calais....	a.m.	10 10			7 33		p.m.			3 10	6 45		10 10		
Frethun		10 22			7 44					3 21	6 56				
Caffiers		10 41			8 0					3 37	7 12		10 37		
Marquise Rinxent.....		10 59			8 16					3 52	7 28		10 53		
Wimille		11 17			8 32					4 8	7 46				
Boulogne .....arr.	2 8	11 30			8 45		1 22	p.m.		4 20	8 0		11 20	p.m	
,, (¶¶) (Buffet)dep.	2 13		6 15		9 0		1 33	2 0		4 30	8 20			7 17	
Pont-de-Briques			6 25		9 11			2 9		4 40	8 30				
Neufchatel			6 42		9 28			2 25		4 56	8 47				
Etaples (15).....			7 2		9 46			2 44		5 12	9 5				
Verton			7 22		10 6		2 14	3 3		5 35	9 31			8 34	
Rue		a.m.	7 47		10 30	a.m.		3 27	p.m.	5 56	9 56			9 12	
Saint-Valery ...dep.		2 30	7 15		10 23	11 43		3 8	7 5	5 54	9 55			8 50	
Noyelles .....arr.		3 42	7 37		10 35	11 55		3 20	7 17	5 56	10 7		1 & 2	9 2	
Noyelles ..... dep.			8 2		10 45	p.m.		3 43	7 36	6 11	10 18			a.m.	9 37
Abbeville.....		3 29	8 27		11 15	12 30	2 55	4 6	8 13	6 23	10 43			6 43	10 6
Pont-Remy			8 40		11 29	12 54		4 18	8 37	6 46					
Treport (21, 22) dep			5 45		9 45					4 50					
Longpre .....arr			8 42		11 40					6 50					
Longpré (21, 22).....			8 56		11 49	1 23		4 31	9 7	7 3	11 6			7 30	
Hangest			9 6		11 59	1 47		4 41	9 28	7 13					
Picquigny			9 17		12 10	2 0		4 52	9 48	7 22					
Ailly-sur-Somme		1,2,3	9 25	1 Cl.	12 18	2 10		5 0	10 4	7 31					
Amiens (Buffet)...arr.	4 11	a.m.	9 45	a.m.	12 38	2 40		5 20	10 30	7 50	11 45	a.m.	a.m.	8 30	11 10
,, (19, 21) ...dep	4 16	6 0	10 10	8 50	12 55	3 10		5 53	6 0	8 25	12 5	12 46	1 35		
Longueau (*Buffet*)				9 8		3 29				8 41		1 4	1 55		
Boves		6 18	10 38		1 11			6 18			12 22				
Ailly-sur-Noye		6 31	10 48		1 22			6 37		9 0	12 41		2 18	a.m.	
Breteuil (Town) dep		6 38	10 48		1 22			6 2		8 53				8 12	
Breteuil (Station) arr		6 51	11 1		1 35			6 15		9 4	1 8	1 53		8 25	
Breteuil (Station) dp		6 59	11 11		1 57			7 11		9 21	1 12	1 57	2 45		
Saint Just (22, 23) ...		7 24	11 38		2 25			7 43		9 39	1 40		3 7		
Clermont (22).....		7 44	12 1	10 5	2 48	4 33		8 9		9 57	2 5	2 46	3 30		
Liancourt.....		7 54	12 13		3 0			8 25		10 7					
Creil (Buffet) .....arr.	5 28	8 5	12 25	10 20	3 12	4 48	5 9	8 38		10 17	2 28	3 10	3 52		
,, (23)...dep	5 31	8 10	12 30	10 23	3 17	4 53	5 13	8 47		10 20	2 33	3 16	3 57		
Paris ..... arr	6 20	9 20	1 40	11 15	4 30	5 50	6 5	9 56		11 15	3 55	4 35	5 15		

* Waits the arrival of the Mail Steamer.
‡ Connection with Hasebrouck line takes place.
§ 1st Class.
¶ 1st and 2nd Class through from London to Paris.

BOULOGNE and ST. OMER. Stations.	a.m.	a.m.	p.m.	p.m.
Boulogne ..... dep	6 50	9 15	1 45	6 15
St. Omer	8 44	11 26	5 46	10 26
Arques	7 29	10 10	2 31	7 5
Lumbres	7 39	10 20	2 41	7 15
St. Omer ..... arr	7 55	10 36	2 57	7 31

Stations.	a.m.	a.m.	p.m.	p.m.
Boulogne (¶¶) dep	6 50	10 55	1 45	6 15
Etaples	7 14	11 19	2 9	6 39
Montreuil	7 30	11 35	2 25	6 55
Hesdin	7 47	11 52	2 42	7 12
Frevent	8 10	12 15	3 5	7 35
Auxi-le-Château	8 30	12 35	3 25	7 55
Pas	8 45	12 50	3 40	8 10
Arras ..... arr	9 0	1 5	3 55	8 25

MONTMORENCY & ENGHIEN.—PARIS (Nord) to PARIS (Ouest).

All 1 & 2 Class.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.
Montmorency dep	7 0	8 13	8 43	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	6 13	7 19	...	8 42	9 42
Enghien .....arr.	7 8	8 21	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	6 21	7 26	...	8 50	9 50
All 1, 2, 3 Class.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris (Nord).....dep.	6 56	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55
Saint Denis	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11
Epinay	7 16	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18
Enghien (15).....	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26
Ermont.....arr.	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33
,, ...dep.	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 34	6 35	7 35	8 35	9 35	10 35
Sannois.....	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40
Argenteuil	7 45	8 44	9 44	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 46	6 45	7 45	8 45	9 45	10 44
Colombes	7 51	...	...	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 53	6 51	7 51	8 51	9 51	...
Bois de Colombes	7 56	...	...	10 56	11 56	12 56	1 56	2 56	3 56	4 56	5 59	6 56	7 56	8 56	9 56	...
Asnières	8 2	...	...	11 2	12 2	1 2	2 2	3 2	4 2	5 2	6 7	7 2	8 2	9 2	10 2	...
Paris (Ouest).....arr	8 10	9 0	10 0	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 15	7 10	8 10	9 10	10 10	11 0

All 1, 2, 3 Class.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris (Nord).....dep.	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55
Saint Denis	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11
Epinay	7 16	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18
Enghien (15).....	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26
Ermont.....arr.	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33
,, ...dep.	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 34	6 35	7 35	8 35	9 35	10 35
Sannois.....	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40
Argenteuil	7 45	8 44	9 44	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 46	6 45	7 45	8 45	9 45	10 44
Colombes	7 51	...	...	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 53	6 51	7 51	8 51	9 51	...
Bois de Colombes	7 56	...	...	10 56	11 56	12 56	1 56	2 56	3 56	4 56	5 59	6 56	7 56	8 56	9 56	...
Asnières	8 2	...	...	11 2	12 2	1 2	2 2	3 2	4 2	5 2	6 7	7 2	8 2	9 2	10 2	...
Paris (Ouest).....arr	8 10	9 0	10 0	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 15	7 10	8 10	9 10	10 10	11 0

Montmorency ..... dep	7	0	8	13	8	43	9	42	10	42	11	42	12	42	1	42	2	42
Ermont	7	8	8	21	8	50	9	50	10	50	11	50	12	50	1	50	2	50
Argenteuil	7	14	8	27	8	56	9	56	10	56	11	56	12	56	1	56	2	56
Colombes	7	19	8	32	9	1	10	1	11	1	12	1	1	1	2	1	3	1
Bois de Colombes	7	24	8	37	9	6	10	6	11	6	12	6	1	6	2	6	3	6
Asnières	7	30	8	43	9	12	10	12	11	12	12	12	1	12	2	12	3	12
Paris (Ouest) ...arr	7	38	8	51	9	20	10	20	11	20	12	20	1	20	2	20	3	20
Enghien	7	53	8	58	9	33	10	33	11	33	12	33	1	33	2	33	3	33
Epinay	7	59	9	4	9	39	10	39	11	39	12	39	1	39	2	39	3	39
Saint Denis	8	7	9	7	10	7	11	7	12	7	1	7	2	7	3	7	4	7
Paris (Nord) ...arr	8	22	9	22	10	22	11	22	12	22	1	22	2	22	3	22	4	22

Enghien All 1&2 cl.	8	1	9	27	10	27	11	27	12	27	1	27	2	27	3	27	4	27
Montmorency ar	8	9	9	35	10	35	11	35	12	35	1	35	2	35	3	35	4	35

PARIS (Ouest) to PARIS (Nord.), ENGHIEN, and MONTMORENCY.

All 1,2,3 class.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris (Ouest) ...dep	7	5	8	5	9	5	10	5	11	5	12	5	1	5	2	5	3	5
Asnières	7	15	8	15	9	15	10	15	11	15	12	15	1	15	2	15	3	15
Bois de Colombes ...	7	19	8	19	9	19	10	19	11	19	12	19	1	19	2	19	3	19
Colombes	7	23	8	23	9	23	10	23	11	23	12	23	1	23	2	23	3	23
Argenteuil	7	30	8	30	9	30	10	30	11	30	12	30	1	30	2	30	3	30
Sannois.....	7	38	8	38	9	38	10	38	11	38	12	38	1	38	2	38	3	38
Ermont.....arr.	7	42	8	42	9	42	10	42	11	42	12	42	1	42	2	42	3	42
,, ...dep.	7	44	8	44	9	44	10	44	11	44	12	44	1	44	2	44	3	44
Enghien	7	53	8	53	9	53	10	53	11	53	12	53	1	53	2	53	3	53
Epinay	7	59	8	59	9	59	10	59	11	59	12	59	1	59	2	59	3	59
Saint Denis	8	7	9	7	10	7	11	7	12	7	1	7	2	7	3	7	4	7
Paris (Nord) ...arr	8	22	9	22	10	22	11	22	12	22	1	22	2	22	3	22	4	22

Enghien All 1&2 cl.	7	48	8	48	9	48	10	48	11	48	12	48	1	48	2	48	3	48
Montmorency ar	7	53	8	53	9	53	10	53	11	53	12	53	1	53	2	53	3	53

Montmorency ..... dep	4	42	5	42	6	42	7	42	8	42	9	42	10	42	11	42	12	42
Ermont	4	50	5	50	6	50	7	50	8	50	9	50	10	50	11	50	12	50
Argenteuil	4	56	5	56	6	56	7	56	8	56	9	56	10	56	11	56	12	56
Colombes	5	1	6	1	7	1	8	1	9	1	10	1	11	1	12	1	1	1
Bois de Colombes	5	6	6	6	7	6	8	6	9	6	10	6	11	6	12	6	1	6
Asnières	5	12	6	12	7	12	8	12	9	12	10	12	11	12	12	12	1	12
Paris (Ouest) ...arr	5	20	6	20	7	20	8	20	9	20	10	20	11	20	12	20	1	20
Enghien	5	33	6	33	7	33	8	33	9	33	10	33	11	33	12	33	1	33
Epinay	5	39	6	39	7	39	8	39	9	39	10	39	11	39	12	39	1	39
Saint Denis	5	47	6	47	7	47	8	47	9	47	10	47	11	47	12	47	1	47
Paris (Nord) ...arr	6	2	7	2	8	2	9	2	10	2	11	2	12	2	1	2	2	2

Enghien All 1&2 cl.	5	28	6	28	7	28	8	28	9	28	10	28	11	28	12	28	1	28
Montmorency ar	5	33	6	33	7	33	8	33	9	33	10	33	11	33	12	33	1	33

EXTRA.—Paris (Ouest) to Sarcelle, 11.5 p.m. & 12.40 night.

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2 — PARIS to AMIENS, ST. VALERY, LE TREPORT, BOULOGNE, and CALAIS.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2 3	1,2,3	1,2,3	1 Cl.	1,2, 3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1 Cl.	1 & 2	1,2,3	
Dis.	fr. c.	fr. c.	fr. c.	p.m.			a.m.	a. m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
—	From	Paris.																	
31½	8 25	4 70	3 45	Creil..... ,, (Buffet)	11 28 12 52	... ...	... ...	♦7 28 8 27	6 9 ...	7♦50 ...	10 0 11 40	11 40 1 20	1 20 3 2	4 0 5 26	6♦10 ...	7 45 ...	8 16 ...	10 10 ...	...
75	15 0	11 25	8 25	Boves.....	...	...	...	9 23	...	1 3	...	4 53	7 7	...	...	...	...	...	...
78½	15 60	11 70	8 50	Longueau.....	2 26	...	...	...	10 1	1 10	...	...	...	...	8 18	...	11 32	...	...
81½	16 10	12 10	8 85	Amiens (Buffet) ,, depart.	3 25 a.m.	... a.m.	... p.m.	9 50	10 40	10 18	1 23	2 42	5 8	7 22	8 32	9 55	11 51	1 50	...
95½	17 25	12 90	9 45	Ailly-sur-Somme.....	6 17	8 5	...	10 45	...	...	2 1	...	6 1	7 54	...	...	...	2 15	...
99	17 80	13 40	9 80	Picquigny	6 25	8 16	...	10 53	...	...	2 9	...	6 9	8 2	...	...	...	...	...
94½	18 70	14 0	10 25	Hangest	6 36	8 26	...	11 4	...	...	2 20	...	6 20	8 13	...	...	...	...	...
84	19 45	14 85	10 70	Longpré ..... arr	6 45	8 49	...	11 13	...	...	2 30	3 29	6 30	8 22	...	...	...	...	...
—	—	—	—	Longpré .....dep	...	9 6	...	...	...	...	2 45	...	...	8 35	...	...	...	...	...
124½	27 40	20 35	14 80	Tréport ..... arr	...	11 0	...	...	...	...	6 5	...	...	10 40	...	...	...	...	...
—	—	—	—	Longpré.....dep	6 41	8 54	...	11 15	...	...	2 33	3 30	6 33	8 24	...	...	...	...	...
103½	20 55	15 45	11 30	Pont-Remy	7 0	9 23	...	11 27	...	...	2 46	...	6 47	8 36	...	...	...	...	...
109½	21 85	16 25	11 90	Abbeville	7 15	9 31	10 54	11 42	...	...	2 2	3 53	7 5	8 51	...	10 55	1, 2, 3	2 31	...
117½	23 25	17 45	12 60	Noyelles ..... arr	7 36	... a.m.	...	12 2	...	...	3 24	4 10	7 38	9 10	p.m.	...	p.m.	3 51	...
—	—	—	—	Noyelles.....dep.	8 A	11 10	...	12 10	...	...	...	4 20	7 35	9 18	6 15	...	10 26	3 58	...
121	24 0	18 0	13 20	Saint-Valery..... arr	8 18	11 22	...	12 22	...	...	...	4 32	7 47	9 30	6 27	...	10 38	4 10	...
123½	24 60	18 35	13 45	Rue	7 54	...	...	12 17	...	...	3 41	4 24	7 45	9 27	...	...	...	4 8	...
134	26 60	19 80	14 60	Vertus	8 18	...	11 34	12 41	...	...	4 8	4 45	8 11	9 49	...	11 37	...	4 35	a.m.
137	27 80	20 20	15 25	Eaples	8 39	...	...	1 2	...	...	4 29	5 0	8 29	...	...	...	...	4 54	11 50
149	29 55	22 15	16 35	Neufchatel	8 57	...	...	1 20	...	...	4 48	...	8 51	...	...	...	...	...	...
153½	30 45	22 85	16 85	Pont-à-Brique	9 13	1, 2, 3	...	1 34	...	...	4 4	...	9 7	...	...	1, 2, 3	...	...	...
171	33 25	25 45	17 20	Boulogne (Buff.) arr.	9 28	a.m.	12 12	1 45	...	...	5 12	5 38	9 15	10 42	...	12 18	p.m.	5 30	5
				.....dep.	a. m.	10 20	12 20	p.m.	...	...	...	8 47	p.m.	10 50	...	12 20	4 25	7 0	
165	32 15	24	17 70	Wimille	...	10 43	...	...	...	...	...	8 59	...	...	...	...	4 40	7 15	...
183	33 25	25 0	18 35	Marquise Rinxent.....	...	11 1	...	...	...	...	...	9 16	...	11 17	...	...	5 6	7 39	...
173	34 45	25 85	18 95	Calfiers	...	11 16	...	...	...	...	...	9 30	...	...	...	...	5 21	7 55	...
179½	35 55	26 70	19 55	Frethun	...	11 29	...	...	...	...	...	9 43	...	...	...	...	5 34	8 10	...
183	36 25	27 25	19 95	St. Pierre-lès Calais	...	11 40	...	...	...	...	...	9 51	...	11 50	...	...	5 53	8 25	...
184½	36 65	27 40	20 10	Calais ..... arr.	...	11 50	1 10	...	...	...	...	7 0	...	12 0	...	1 15	6 2	8 35	...
	75 0	56 25	...	LONDON	...	...	5 40	...	...	...	...	p.m.	...	md's	...	6 10	...	a. m.	...

♦ Also 2nd cl. to Amiens and beyond.
† Also 2nd cl. from Paris to London.
Extra.—Longueau to Amiens 1.25 and 6 d.
Extra.—Montsoult to Paris 2.22 p.m.

PARIS and AMIENS, via MONTSOULT-MAFFLIERS.

All 1,2,3 Class.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	All 1,2,3 Class.			a.m.	a.m.		p.m.	p.m.
Paris .....dep	6 5	8 30	10 45	12 45	4 30	5 50	8 50	Amiens .....dep			...	6 30	11 40	...	3 5	6 10
Saint-Denis	6 16	8 42	10 56	12 56	4 41	6 1	9 1	Salouy			...	6 42	11 56	...	3 43	6 37
Epinay	6 22	8 48	11 4	1 3	4 49	6 9	9 9	Frouzel			...	6 50	12 7	...	4 10	6 39
Groslay	6 28	9 0	11 15	1 14	5 0	6 19	9 20	Louilly			...	7 1	12 17	...	4 28	6 50
Domont	6 31	9 19	11 33	1 31	5 19	6 37	9 41	Conty			...	7 11	12 26	...	4 48	7 0
Montsoult-Maffliers { arr	6 58	9 26	11 40	1 38	5 26	6 44	9 48	Croisy			...	7 21	12 36	...	5 9	7 10
Maffliers { dep	7 0	9 27	11 41		5 28	6 45	9 49	Crevecœur			...	7 52	1 4	...	6 13	7 39
Presles.....	7 12	9 39	11 53	...	5 40	6 57	10 1	St. Omer-en- { ar			...	8 13	1 25	...	6 47	8 0
Persan-Beaumont (SE)...dep	7 23	9 50	12 4	...	5 51	7 8	10 12	Chaussée... { dp			...	8 21	1 34	...	6 59	8 13
Chambly	7 41	...	12 20	...	6 16	...	10 38	Milly			...	8 31	1 41	...	7 14	8 21
Méru	8 6	...	12 44	...	6 40	...	11 3	Beauvais .....arr			a.m.	8 55	2 5	...	7 48	8 45
Saint-Sulpice	8 20	...	1 7	...	7 3	...	11 25	,, ...dep			6 40	9 5	2 21	...	...	9 0
Beauvais .....arr	8 56	a.m.	1 38	...	7 34	...	11 46	Saint-Sulpice			7 6	9 27	2 45	...	...	9 24
,, ...dep	9 15	5 28	2 2	...	7 50	...	...	Méru			7 32	9 53	3 10	...	...	9 55
Milly (SE)	9 56	6 9	3 30	...	8 31	...	...	Chambly			7 57	10 17	3 33	...	...	10 21
St. Omer-en- { ar	10 7	6 6	2 35	...	8 13	...	...	Persan-Beaumont	Via Pontoise.	arr	a.m.	8 6	10 25	3 40	p.m.	p.m.	10 38
Chaussée (SE) { dp	10 16	6 15	2 45	...	8 20	...	...	mont		dep	6 32	8 10	8 14	10 34	3 59	5 0	9 7	10 33
Crevecœur	10 56	6 54	3 10	...	8 43	...	...	Presles			6 46	...	8 29	10 48	4 2	5 14	9 20	...
Croisy	11 44	7 22	3 33	...	9 6	...	...	Montsoult-Maffliers... { dep			7 1	...	8 43	11 1	4 16	5 27	9 33	...
Conty	12 2	7 33	3 43	...	9 15	...	...				7 1	...	8 43	11 2	4 17	5 32	9 34	...
Louilly	12 25	7 43	3 59	...	9 34	...	...	Domont			7 8	...	8 51	11 9	4 24	5 37	9 42	Via Pontoise.
Frouzel	12 45	7 53	4 2	...	9 34	...	...	Groslay			7 24	...	9 14	11 26	4 40	5 57	10 0	
Salouy (SE)	1 5	8 4	4 13	...	9 45	...	...	Epinay			7 33	...	9 27	11 38	4 49	6 11	10 12	
Amiens ..... arr	1 22	8 20	4 28	...	10 0	...	...	Saint-Denis.....			7 40	...	9 34	11 45	4 57	6 20	10 20	
								Paris .....arr			7 50	9 32	9 45	11 55	5 8	6 32	10 32	11 47

AMIENS and CANAPLES.

All 1,2,3 Class.	a.m.	a.m.	p.m.
Amiens .....dep	5 50	11 20	6 45
St. Roch.....	6 7	11 31	6 56
Bertangles-Poulain.	6 41	11 51	7 16
Vignacourt.....	7 27	12 14	7 39
Canaples ..... arr	7 46	12 28	7 58
Doullens ,,	10 56	1 20	8 46

	a.m.	p.m.	p.m.
Doullens dep.	7 15	12 35	5 25
Canaples..... ,,	8 15	1 30	8 30
Vignacourt	8 29	1 48	8 34
Bertangles Poulain	8 50	2 19	9 0
St. Roch.....	9 10	2 44	9 20
Amiens .....arr	9 15	2 50	9 25

HAZEBROUCK and GRAVELINES.

Stations.	p.m.	p.m.	Stations.	p.m.	p.m.
Hazebr'k dep	2 55	6 19	Gravel'nsdp	2 18	5 30
St-Omer ,,	3 32	8 54	Watten ,,	3 20	7 0
Watten ,,	3 50	9 15	St-Omer ,,	3 30	7 10
Gravell'n ar	4 40	10 5	Hazebr'k ar	4 13	7 57

Ex.—Hazebr'k to Gravell'n, 8.15 a.m., *vice versa*, 6.5 and 9.31 a.m.

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Paris (St. Lazare), Auteuil, Ouest-Ceinture, La Rapée-Bercy, and Bel-Air.—From St. Lazare: every 15 minutes from 6.0 a.m., to 7.0 p.m.; every 30 minutes from 7.0 p.m., to 9.0 p.m. From Bel-Air: every 30 minutes from 7.9 a.m., to 8.9 p.m., and at 8.39 and 9.9 p.m. (See also below).

Paris (St. Lazare), Auteuil, Bel-Air, Ouest-Ceinture, and Champ-de-Mars.—From St. Lazare: every hour from 7.30 a.m. to 6.30 p.m. From Champ-de-Mars: every hour from 7.58 a.m. to 6.52 p.m.

PARIS (Saint-Lazare) to COURCELLES-CEINTURE, by [illegible]

Other Trains leave Paris (St. Lazare,) at 6.0, 7.0, and 8.0 a.m., and 6.0, 7.0, 8.0 and 9.0 p.m., and every half-hour from 12.30 to 4.0 p.m., keeping same time between Stat.

Daily Trains. All 1 & 2 Class.

1 Cl.	2 Cl.	Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
fr. c.	fr. c.	Paris (St.-Lazare) ......dep	4 45	5 30	6 30	7 30	8 30	9 0	9 30	10 0	10 30	11 0	11 30	12 0	4 0	4 30	5 0	5 30	6 30	7 30	8 30	9 30
0 30	0 20	Batignolles	4 49	5 34	6 34	7 34	8 34	9 4	9 34	10 4	10 34	11 4	11 34	12 4	4 4	4 34	5 4	5 34	6 34	7 34	8 34	9 34
0 30	0 20	Courcelles Levallois	4 52	5 37	6 37	7 37	8 37	9 7	9 37	10 7	10 37	11 7	11 37	12 7	4 7	4 37	5 7	5 37	6 37	7 37	8 37	9 37
0 40	0 30	Neuilly (Porte-Maillot)	4 55	5 40	6 40	7 40	8 40	9 10	9 40	10 10	10 40	11 10	11 40	12 10	4 10	4 40	5 10	5 40	6 40	7 40	8 40	9 40
0 40	0 30	Bois-de-Boulogne	4 58	5 43	6 43	7 43	8 43	9 13	9 43	10 13	10 43	11 13	11 43	12 13	4 13	4 43	5 13	5 43	6 43	7 43	8 43	9 43
0 45	0 30	Aven-du-Trocadero	5 1	5 46	6 46	7 46	8 46	9 16	9 46	10 16	10 46	11 16	11 46	12 16	4 16	4 46	5 16	5 46	6 46	7 46	8 46	9 46
0 45	0 30	Passy	5 4	5 49	6 49	7 49	8 49	9 19	9 49	10 19	10 49	11 19	11 49	12 19	4 19	4 49	5 19	5 49	6 49	7 49	8 49	9 49
0 45	0 30	Auteuil	5 8	5 53	6 54	7 54	8 54	9 24	9 54	10 24	10 54	11 24	11 54	12 24	4 24	4 54	5 24	5 54	6 54	7 54	8 54	9 54
0 55	0 35	Point-du-Jour	5 11	5 58	6 58	7 58	8 58	9 28	9 58	10 28	10 58	11 28	11 58	12 28	4 28	4 58	5 28	5 58	6 58	7 58	8 58	9 58
0 55	0 35	Grenelle	5 14	6 2	7 1	8 1	9 1	9 31	10 1	10 31	11 1	11 31	12 1	12 31	4 31	5 1	5 31	6 1	7 1	8 1	9 1	10 1
0 55	0 35	Vaugirard-Issy	5 17	6 6	7 4	8 4	9 4	9 34	10 4	10 34	11 4	11 34	12 4	12 34	4 34	5 4	5 34	6 4	7 4	8 4	9 4	10 4
0 55	0 35	Ouest-Ceinture	5 21	6 13	7 13	8 13	9 13	9 43	10 13	10 43	11 13	11 43	12 13	12 43	4 43	5 13	5 43	6 13	7 13	8 13	9 13	10 6
0 65	0 40	Montrouge	5 25	6 17	7 17	8 17	9 17	9 47	10 17	10 47	11 17	11 47	12 17	12 47	4 47	5 17	5 47	6 17	7 17	8 17	9 17	10 13
0 65	0 40	La Glacière Gentilly	5 29	6 21	7 21	8 21	9 21	9 51	10 21	10 51	11 21	11 51	12 21	12 51	4 51	5 21	5 51	6 21	7 21	8 21	9 21	10 17
0 65	0 40	La Maison-Blanche	5 33	6 25	7 25	8 25	9 25	9 55	10 25	10 55	11 25	11 55	12 25	12 55	4 55	5 25	5 55	6 25	7 25	8 25	9 25	10 21
0 80	0 55	Orléans-Ceinture	5 37	6 29	7 29	8 29	9 29	9 59	10 29	10 59	11 29	11 59	12 29	12 59	4 59	5 29	5 59	6 29	7 29	8 29	9 29	10 25
0 85	0 55	La Rapée-Bercy	5 41	6 33	7 33	8 33	9 33	10 3	10 33	11 3	11 33	12 3	12 33	1 3	5 3	5 33	6 3	6 33	7 33	8 33	9 33	10 29
0 85	0 55	Bel-Air	5 47	6 39	7 39	8 39	9 39	10 9	10 39	11 9	11 39	12 9	12 39	1 9	5 9	5 39	6 9	6 39	7 39	8 39	9 39	10 33
0 85	0 55	Avenue de Vincennes	5 50	6 42	7 42	8 42	9 42	10 12	10 42	11 12	11 42	12 12	12 42	1 12	5 12	5 42	6 12	6 42	7 42	8 42	9 42	10 39
0 85	0 55	Charonne	5 54	6 46	7 46	8 46	9 46	10 16	10 46	11 16	11 46	12 16	12 46	1 16	5 16	5 46	6 16	6 46	7 46	8 46	9 46	10 42
0 85	0 55	Menilmontant	5 58	6 50	7 50	8 50	9 50	10 20	10 50	11 20	11 50	12 20	12 50	1 20	5 20	5 50	6 20	6 50	7 50	8 50	9 50	10 46
0 85	0 55	Belleville-Villette	6 3	6 55	7 55	8 55	9 55	10 25	10 55	11 26	11 55	12 25	12 55	1 25	5 25	5 55	6 25	6 55	7 55	8 55	9 55	10 50
0 85	0 55	Pont-de-Flandre	6 7	6 59	7 59	8 59	9 59	10 29	10 59	11 29	11 59	12 29	12 59	1 29	5 29	5 59	6 29	6 59	7 59	8 59	9 59	10 55
0 85	0 55	Est-Ceinture	6 10	7 2	8 2	9 2	10 2	10 32	11 2	11 32	12 2	12 32	1 2	1 32	5 32	6 2	6 32	7 2	8 2	9 2	10 2	11 2
0 85	0 55	La Chapelle-St. Denis	6 14	7 6	8 6	9 6	10 6	10 36	11 6	11 36	12 6	12 36	1 6	1 36	5 36	6 6	6 36	7 6	8 6	9 6	10 6	11 6
0 85	0 55	Boulevard Ornano	6 17	7 9	8 9	9 9	10 9	10 39	11 9	11 39	12 9	12 39	1 9	1 39	5 39	6 9	6 39	7 9	8 9	9 9	10 9	11 9
0 85	0 55	Avenue de St-Ouen	6 20	7 12	8 12	9 12	10 12	10 42	11 12	11 42	12 12	12 42	1 12	1 42	5 42	6 12	6 42	7 12	8 12	9 12	10 12	11 12
0 85	0 55	Avenue de Clichy	6 23	7 15	8 15	9 15	10 15	10 45	11 15	11 45	12 15	12 45	1 15	1 45	5 45	6 15	6 45	7 15	8 15	9 15	10 15	11 15
0 85	0 55	Courcelles-Ceinture arr.	6 26	7 18	8 18	9 18	10 18	10 48	11 18	11 48	12 18	12 48	1 18	1 48	5 48	6 18	6 48	7 18	8 18	9 18	10 18	11 18

		To Paris (St. Lazare)—	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	a.m.		
0 85	0 55	Courcelles-Levallois dep	6 39	7 29	8 29	9 29	10 29	10 59	11 29	11 59	12 29	12 50	1 29	1 50	5 .9	6 29	6 59	7 29	8 29	9 44	10 44	...	...
0 85	0 55	Batignolles	6 42	7 32	8 32	9 32	10 32	11 2	11 32	12 2	12 32	1 2	1 32	2 2	6 2	6 32	7 2	7 32	8 32	9 47	10 47	...	...
0 85	0 55	Paris (St. Lazare) ... arr.	6 45	7 35	8 35	9 35	10 35	11 5	11 35	12 5	12 35	1 5	1 35	2 5	6 5	6 35	7 5	7 35	8 35	9 50	10 50	..	...

fr. c.	fr. c.	From	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	Paris (St. Lazare) dp	4 45	5 30	6 45	7 15	8 15	8 45	9 15	9 45	10 15	10 45	11 15	2 15	2 45	3 15	3 45	4 15	4 45	5 46	6 45	7 30	8 30	9 0
...	...	Batignolles	4 49	5 34	6 49	7 49	8 19	8 49	9 19	9 49	10 19	10 49	11 19	2 19	2 49	3 19	3 49	4 19	4 49	5 49	6 49	7 34	8 34	9 4
...	...	Courcelles-Levalois a	4 51	5 36	6 51	7 51	8 21	8 51	9 21	9 51	10 21	10 51	11 21	2 21	2 51	3 21	3 51	4 21	4 51	5 51	6 51	7 36	8 36	9 6

			a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	Courcelles-Ceinture ......dep.	4 56	5 56	6 56	7 56	8 26	8 56	9 26	9 56	10 26	10 56	11 26	2 26	2 56	3 26	3 56	4 26	4 56	5 56	6 56	7 56	8 56	9 26
0 20	0 15	Avenue de Clichy	5 0	6 0	7 0	8 0	8 30	9 0	9 30	10 0	10 30	11 0	11 30	2 30	3 0	3 30	4 0	4 30	5 0	6 0	7 0	8 0	9 0	9 30
0 30	0 20	Avenue de St-Ouen	5 4	6 4	7 4	8 4	8 34	9 4	9 34	10 4	10 34	11 4	11 34	2 34	3 4	3 34	4 4	4 34	5 4	6 4	7 4	8 4	9 4	9 34
0 30	0 25	Boulevard Ornano	5 7	6 7	7 7	8 7	8 37	9 7	9 37	10 7	10 37	11 7	11 37	2 37	3 7	3 37	4 7	4 37	5 7	6 7	7 7	8 7	9 7	9 37
0 35	0 25	La Chapelle-St.-Denis	5 10	6 10	7 10	8 10	8 40	9 10	9 40	10 10	10 40	11 10	11 40	2 40	3 10	3 40	4 10	4 40	5 10	6 10	7 10	8 10	9 10	9 40
...	...	Est-Ceinture	5 14	6 14	7 14	8 14	8 44	9 14	9 44	10 14	10 44	11 14	11 44	2 44	3 14	3 44	4 14	4 44	5 14	6 14	7 14	8 14	9 14	9 44
0 45	0 30	Ponte-de-Flandre	5 17	6 17	7 17	8 17	8 47	9 17	9 47	10 17	10 47	11 17	11 47	2 47	3 17	3 47	4 17	4 47	5 17	6 17	7 17	8 17	9 17	9 47
0 45	0 30	Belleville-Villette	5 22	6 22	7 22	8 22	8 52	9 22	9 52	10 22	10 52	11 22	11 52	2 52	3 22	3 52	4 22	4 52	5 22	6 22	7 22	8 22	9 22	9 52
0 50	0 35	Menilmontant	5 27	6 27	7 27	8 27	8 57	9 27	9 57	10 27	10 57	11 27	11 57	2 57	3 27	3 57	4 27	4 57	5 27	6 27	7 27	8 27	9 27	9 57
0 55	0 35	Charonne	5 31	6 31	7 31	8 31	9 1	9 31	10 1	10 31	11 1	11 31	12 1	3 1	3 31	4 1	4 31	5 1	5 31	6 31	7 31	8 31	9 31	10 1
0 55	0 35	Avenue de Vincennes	5 35	6 35	7 35	8 35	9 5	9 35	10 5	10 35	11 5	11 35	12 5	3 5	3 35	4 5	4 35	5 5	5 35	6 35	7 35	8 35	9 35	10 5
0 55	0 35	Bel-Air	5 39	6 39	7 39	8 39	9 9	9 39	10 9	10 39	11 9	11 39	12 9	3 9	3 39	4 9	4 39	5 9	5 39	6 39	7 39	8 39	9 39	10 9
0 55	0 40	La Rapée-Bercy	5 45	6 45	7 45	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	3 15	3 45	4 15	4 45	5 15	5 45	6 43	7 45	8 45	9 45	10 13
1	2		5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

French Railways.

TREPORT to GAMACHES and LONGPRE.

E.M. Dist.	1 Cl. fr. c	2 Cl. fr. c	3 Cl. fr. c	Stations.	1,2,3	1,2,3	1,2,3
					p.m.	a.m.	p.m.
...	...	...	...	PARIS ...dep	11 5	10 0	4 0
					a.m.	p.m.	p.m.
...	...	...	...	AMIENS dep	7 40	1 40	7 35
...	...	...	...	Longpré arr	8 49	2 31	8 32
From	Longpré			" (20) dep	9 6	2 45	8 35
5	1 20	0 85	0 60	Airaines	9 19	3 6	8 49
7	1 65	1 20	0 80	Allery	9 26	3 17	8 57
9½	2 20	1 65	1 10	Wiry	9 38	3 30	9 6
13	3 5	2 30	1 50	Oisemont	9 46	3 50	9 18
16½	4 0	2 95	1 95	Martainneville	9 57	4 7	9 26
21	5 0	3 75	2 50	Maisnieres	10 9	4 25	9 44
25½	6 5	4 55	3 0	L-Gamache	10 26	5 30	10 4
29	6 75	5 10	3 35	Incheville	10 37	5 41	10 16
32½	7 40	5 50	3 75	Ponts et Marais	10 46	..	10 25
33½	7 60	5 75	3 85	Eu (22)	10 51	5 56	10 30
36	8 10	6 10	4 15	Tréport ...arr	11 0	6 5	10 40

Stations.	1,2,3	1,2,3
	a.m.	a.m.
Tréport dep	[illegible]	9 45
Eu	6 [illegible]	9 50
Ponts-et-Marais	6 [illegible]	9 5[illegible]
Incheville	6 20	10 9
L-Gamache	6 45	10 22
Maisnieres (22)	7 6	10 35
Martainneville	7 24	10 47
Oisemont	7 44	10 59
Wiry	7 59	11 11
Allery	8 13	11 20
Airaines	8 26	11 28
Longpré arr	8 42	11 40
" ...dep	8 56	11 49
AMIENS arr	9 46	12 38
PARIS ...arr	1 40	4 30

Other Trains leave Paris (St. Lazare), 6 15, 7.15 a.m., and every half-hour, from 11.15 a.m. to 2.15 p.m. inclusive; also at 5.15, 6.15, 7 0, 8.0 p.m.

1	2	Stations	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
[illegible]	[illegible]	Orléans Ceinture	5 50	6 50	7 50	8 50	9 20	9 50	10 20	10 50	11 20	11 50	12 20	3 20	3 50	4 20	4 50	5 20	5 50	6 50	7 50	8 50	9 50	...
[illegible]	[illegible]	La Maison-Blanche	5 55	6 55	7 55	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25	3 25	3 55	4 25	4 55	5 25	5 55	6 55	7 55	8 55	9 55	...
[illegible]	[illegible]	La Glaciere Gentilly	5 59	6 59	7 55	8 59	9 29	9 59	10 29	10 59	11 29	11 59	12 29	3 29	3 59	4 29	4 59	5 29	5 59	6 59	7 59	8 59	9 59	...
[illegible]	[illegible]	Montrouge	6 3	7 3	8 3	9 3	9 33	10 3	10 33	11 3	11 33	12 3	12 33	3 33	4 3	4 33	5 3	5 33	6 3	7 3	8 3	9 3	10 3	...
[illegible]	0 55	Ouest-Ceinture	6 6	7 13	8 13	9 13	9 43	10 13	10 43	11 13	11 43	12 13	12 43	3 43	4 13	4 43	5 13	5 43	6 13	7 13	8 13	9 13	10 13	...
[illegible]	0 55	Vaugirard-Issy	6 12	7 17	8 17	9 17	9 47	10 17	10 47	11 17	11 47	12 17	12 47	3 47	4 17	4 47	5 17	5 47	6 17	7 17	8 17	9 17	10 17	...
[illegible]	0 55	Grenelle	6 15	7 20	8 20	9 20	9 50	10 20	10 50	11 20	11 50	12 20	12 50	3 50	4 20	4 50	5 20	5 50	6 20	7 20	8 20	9 20	10 20	...
[illegible]	0 55	Point-du-Jour	6 18	7 23	8 23	9 23	9 53	10 23	10 53	11 23	11 53	12 23	12 53	3 53	4 23	4 53	5 23	5 53	6 23	7 23	8 23	9 23	10 23	...
[illegible]	0 55	Auteuil (Grand Rue)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...
0 85	0 55	Passy	6 27	7 32	8 32	9 32	10 2	10 32	11 2	11 32	12 2	12 32	1 2	4 2	4 32	5 2	5 32	6 2	6 32	7 32	8 32	9 32	10 32	...
[illegible]	0 55	Aven. du Trocadero	6 30	7 35	8 35	9 35	10 5	10 35	11 5	11 35	12 5	12 35	1 5	4 5	4 35	5 5	5 35	6 5	6 35	7 35	8 35	9 35	10 35	...
[illegible]	0 55	Bois de Boulogne	6 33	7 38	8 38	9 38	10 8	10 38	11 8	11 38	12 8	12 38	1 8	4 8	4 38	5 8	5 38	6 8	6 38	7 38	8 38	9 38	10 38	...
0 85	0 55	Neuilly (P. Maillot)	6 36	7 41	8 41	9 41	10 11	10 41	11 11	11 41	12 11	12 41	1 11	4 11	4 41	5 11	5 41	6 11	6 41	7 41	8 41	9 41	10 41	...
0 85	0 55	Courcelles (Levallois)	6 39	7 44	8 44	9 44	10 14	10 44	11 14	11 44	12 14	12 44	1 14	4 14	4 44	5 14	5 44	6 14	6 44	7 44	8 44	9 44	10 44	...
0 85	0 55	Batignolles	6 40	7 47	8 47	9 47	10 17	10 47	11 17	11 47	12 17	12 47	1 17	4 17	4 47	5 17	5 47	6 17	6 47	7 47	8 47	9 47	10 47	...
0 95	0 55	Paris (St.-Lazare) arr	6 46	7 50	8 50	9 50	10 20	10 50	11 20	11 50	12 20	12 50	1 20	4 20	4 50	5 20	5 50	6 20	6 50	7 50	8 50	9 50	10 50	...

TERGNIER TO AMIENS AND ROUEN.—Chemin de fer du Nord.

E.M. Dist.	1 Cl. fr. c.	2 Cl. fr. c.	3 Cl. fr. c.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
From	Tergnier				a.m.	a.m.	a.m.	p.m.	p.m.
				Tergnier (76) ...dep	7 25	9 2	11 25	2 25	7 40
7½	0 95	0 70	0 55	Flavy-le-Martel	7 42	...	11 42	2 44	7 59
13	2 5	1 58	1 15	Ham	7 55	9 27	11 55	2 59	8 14
20½	3 35	2 65	1 95	Nesle	8 12	9 42	12 12	3 18	8 34
26	4 65	3 50	2 35	Chaulnes (72)	8 30	9 55	12 30	3 37	8 56
30½	5 55	4 15	3 0	Rosieres	8 41	10 5	1 41	3 51	9 6
34	6 25	4 70	3 45	Guillaucourt	8 51	...	1 51	4 3	9 18
36	6 65	5 0	3 65	Marcelcave	8 58	...	1 58	4 12	9 26
39	7 25	5 40	4 0	Villers-Breto.	9 [illegible]	...	1 6	4 23	9 36
40½	[illegible]	7 0	5 15	Amiens	9 30	10 40	1 28	4 50	10 0
From	Amiens.								
				Amiens dp.	5 45	10 55	2 25	5 30	8 15
...	...	...	...	Saleux (19) ...dep	6 0	11 12	2 40	5 46	8 38
8	1 55	1 20	0 85	Bacouel	6 10	11 22	2 50	5 55	8 57
13½	2 45	1 85	1 35	Namps Quevauvell	6 21	11 34	3 1	6 6	9 18
16	3 15	2 40	1 75	Famechon	6 31	11 46	3 12	6 16	9 30
19½	3 75	2 85	2 5	Poix	6 40	11 56	3 21	6 25	10 3
23	5 85	4 15	3 0	Fouilloy	7 2	12 22	3 43	6 47	10 43
31½	6 25	4 70	3 45	Abancourt (22)	7 20	12 40	4 3	7 5	11 19
35½	7 0	5 25	3 85	Formerie	7 30	12 51	4 12	7 14	...
44½	8 85	6 65	4 85	Serqueux (22) ...arr	7 53	1 20	4 26	7 28	12 9
...	...	...	...	" ...dep	8 5	1 30	4 41	7 45	
50½	9 95	7 45	5 50	Sommery	8 21	1 47	4 55	8 0	...
55½	11 10	8 30	6 10	Montérollier-B.	8 36	2 1	5 9	8 15	...
63½	12 30	9 40	6 90	Montérollier-B. d	9 45	2 28	7 0	...	...
...	...	...	...	Bosc-le-Hard	10 6	2 48	7 24	...	...
...	...	...	...	Clères (24)	10 29	3 7	7 47	...	...
...	...	...	...	St. Ouen-der-Breuil	10 46	3 24	8 7	...	...
...	...	...	...	Motteville (24) ...ar	11 12	3 50	8 35	...	a.m.
...	...	...	...	Montérollier-B.	8 48	2 12	5 15	8 16	6 5
68½	12 40	9 35	6 80	Morgny	9 7	2 31	5 35	8 37	6 24
70	13 90	10 45	7 60	Darnetal	9 24	2 48	5 53	8 54	7 9
72½	14 40	10 80	7 90	Rouen (24, 25) ...arr	9 30	2 55	6 0	9 0	7 10

Extra.—Abancourt to Serqueux, 9 38 p.m.
Tergnier to Chaulnes, 5.20 p.m.

Stations.		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.		p.m.	p.m.
Rouen (Martainville) dp		[illegible]	8 45	...	1 33	5 30
Darnetal		6 33	8 53	...	1 44	5 39
Morgny		6 52	9 12	...	2 3	6 0
Montérollier-B. arr.		7 11	9 31	...	2 22	6 41
Motteville ...dep		...	7 59	...	11 50	4 59
St. Ouen-der-Breuil		...	8 25	...	12 22	5 23
Clères ...dep.		7 15	8 47	...	1 3	5 55
Bosc-le-Hard		7 30	9 5	...	1 25	6 15
Montérollier-B. arr.		[illegible]	9 27	p.m.	1 47	6 37
Montérollier-B. dep.		7 13	9 39	4 35	2 30	6 58
Sommery		7 27	9 54	5 2	2 47	7 11
Serqueux ...arr		7 40	10 7	5 21	3 2	7 25
" ...dep		7 48	10 14	5 33	3 10	7 38
Formerie		8 13	10 39	6 28	3 35	8 6
Abancourt		8 25	10 48	6 40	3 47	8 19
Fouilloy		8 38	11 1		4 0	8 33
Poix		8 59	11 23	...	4 22	8 56
Famechon		9 7	11 31	...	4 30	9 5
Namps Quevauvell		9 17	11 41	...	4 40	9 16
Bacouel		9 27	11 51	...	4 51	9 27
Saleux ...arr.		9 35	12 0	...	5 0	9 35
Amiens ...arr a.m.		9 50	12 15	...	5 15	9 50
Amiens ...dep.	7 15	10 5	11 15	...	4 10	8 40
Villers-Bretonn	7 40	...	11 40	...	4 36	9 3
Marcelcave	7 49	...	11 49	...	4 45	9 11
Guillaucourt	7 57	...	11 57	1,2,3	4 53	9 19
Rosieres	8 7	10 40	12 7	a.m.	5 3	9 28
Chaulnes	8 24	10 50	12 24	4 40	5 18	9 43
Neale	8 38	11 2	12 38	5 0	5 31	9 58
Ham	8 56	11 17	12 57	5 24	5 46	10 17
Flavy-le-Martel	9 10	...	1 10	5 42	5 58	10 31
Tergnier ...arr	9 27	11 40	1 27	6 5	6 15	10 49

Clermont & Estrees-St-Denis.

All 1 2 3 Class.

	a.m.	p.m.	p.m.
Clermont ...dep	5 24	12 7	5 40
Breuil-le-Sec	5 32	12 21	5 55
Catenoy	5 49	12 40	6 6
Avrigny	6 3	12 56	6 16
Bois-de-Lihus	6 10	1 3	6 25
Estrées-St-Denis	[illegible]	[illegible]	[illegible]

	a.m.	p.m.	p.m.
Estrées-St-Denis	...	...	...
Bois-de-Lihus	6 38	1 39	6 37
Avrigny	6 5[illegible]	1 53	6 46
Catenoy	7 6	2 9	6 56
Breuil-le-Sec	7 23	2 28	7 9

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CLERMONT and BEAUVAIS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	noon	p.m.
⁴ p.m. (19)				
Clermont d	6 40	8 15	12 5	5 50
LaRueSt.P	7 0	8 34	12 32	6 9
St Just dp	7 45	7 40	12 10	...
Bulles	8 7	8 12	12 32	...
LaRueSt.P	8 19	8 27	12 46	6 12
Bresles	8 30	8 36	1 4	6 21
Rochy-Conde	8 43	8 49	1 28	6 33
Beauvais a	8 55	9 0	1 43	6 45

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Beauvais d	6 10	9 15	4 25	8 40
Rochy-Conde	6 23	9 40	4 39	9 5
Bresles	6 35	10 5	4 52	9 6
LaRueSt.P	6 43	10 16	5 1	9 14
Bulles	6 55	10 35	5 30	...
St-Justarr	7 15	10 57	5 55	...
LaRueSt.P	7 30	10 31	5 13	9 17
Clermont a	7 30	10 57	5 32	9 36

ARMAS and †REVENT.

Stations.	All 1, 2 class.	a.m.	a.m.	p.m.	p.m.
Arras (18, 13)	dep	5 55	8 58	11 23	6 25
Beaumetz-Riviere	"	6 15	9 35	11 43	6 45
Mondicourt-Pas	"	6 46	10 49	12 14	7 16
Doullens (22)	arr	7 5	10 40	12 30	7 35
"	dep	...	10 58	1 29	8 19
Frevent (22)	"	...	11 31	2 5	9 25

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Frevent ..... dep	6 20	11 50	4 40	...	...	...	...	...
Doullens ..... arr	7 0	12 26	5 15	8 0	...	...	...	...
" ..... dep	7 23	1 35	5 27	8 32	...	...	...	...
Mondicourt-Pas ..... "	7 44	1 56	5 55	8 51	...	...	...	...
Beaumetz-Riviere ..... "	8 16	2 29	6 47	9 32	...	...	...	...
Arras ..... Arr	8 35	2 48	7 10	9 50	...	...	...	...

ABBEVILLE, SAINTPOL, and BETHUNE

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Abbeville (18) ..... dep	5 0	...	11 19	...	...	4 10	7 10	...
St. Riquier ..... "	5 17	...	11 36	p.m.	4 28	7 34	...	...
Pont-Remy ..... "	5 40	8 10	12 0	2 25	4 52	8 45	...	...
St. Pol (15) ..... arr	6 20	8 50	12 40	3 5	5 32	9 25	...	...
" ..... dep	...	8 56	1 7	3 7	5 47	9 27	...	...
Brias ..... "	...	9 34	1 45	3 45	6 25	10 5	...	...
Bethune (13) ..... arr	...	9 53	2 45	...	6 12	9 45	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Bethune ..... dep	6 55	...	10 11	...
Brias ..... "	7 45	...	2 55	7 34
St. Pol ..... arr	8 30	12 20	3 45	8 20
" ..... dep	8 36	11 20	3 50	8 25
Frevent ..... "	9 34	2 25	5 45	9 25
St. Riquier ..... "	...	3 45	6 12	9 45
Abbeville ..... arr	...	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Abbeville ..... dep	...	10 40	6 10	9 6
Ercia ..... "	...	11 0	6 19	9 15
Nesle-Denis ..... "	...	11 35	6 34	9 30
Nesle-Normandy ..... "	...	11 43	6 42	9 38
Ercia ..... arr	...	11 57	6 56	9 52

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Ully St. George ..... dep	6	8	1 40	8 15
Flixecourt ..... "	7 23	9 23	3 18	9 50
St. Ouen ..... "	7 38	9 38	3 33	10 5
St. Leger ..... "	7 53	9 53	3 48	10 20
Canaples ..... "	8	10	4 3	10 35
Candas ..... "	8 12	10 12	4 15	10 47
Gezaincourt ..... "	8 22	10 22	4 25	10 57
Doullens ..... arr	8 40	10 40	4 43	11 15

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Doullens ..... dep	7 15	12 35	5 35	8 35
Gezaincourt ..... "	7 24	12 46	5 34	8 34
Candas ..... "	7 36	1 4	5 47	8 47
Canaples ..... "	7 56	1 27	6 6	9 6
St. Leger ..... "	8 13	1 48	6 23	9 23
St. Ouen ..... "	8 19	1 55	6 28	9 28
Flixecourt ..... "	8 39	2 13	6 48	9 48
Ully St. George ..... arr	8 40	2 23	6 49	9 49

PERSAN-BEAUMONT and ULLY ST. GEORGE.

(19, 23)

Stations.	1 Cl.	2 Cl.	3 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris .....dep	...	6 0	11 40	12 35	5 0	8 15	...	...	...
Creil (23) ..... arr	...	7 23	12 45	1 47	6 18	9 31	...	...	...
" ..... dep	...	7 33	12 55	2 15	6 28	9 45	...	...	...
Cres-les-Mello ..... "	...	7 55	1 10	2 34	6 46	10 4	Marseille-l'Petit	...	...
Mouy-Bury ..... "	4 20	8 10	1 25	2 45	7 0	10 16	St-Omer-en-Ch.	...	...
Hermes Berthec ..... "	5 0	8 50	1 54	3 11	7 33	10 56	Blangy	...	...
Beauvais arr	5 30	9 20	2 20	3 45	8 0	11 30	Beauvais	...	...
" dep	5 41	10 39	2 24	3 53	7 58	...	St. Germer	5 43	...
Saint Paul ..... "	6 10	11 30	3 12	4 38	8 48	...	Saint Paul	6 11	...
St. Germer ..... "	6 30	12 0	3 33	5 0	9 10	...	Beauvais	6 35	...
Gournay ..... arr	6 45	12 30	3 48	5 15	9 25	...	Hermes	6 50	9
Gournay ..... dep	3 32	...	...	...	7 40	9 15	"	11 30	2
Milly (19) (19 ⁴ p.m.)	6 50	1 29	4 19	...	...	9 50	Hermes Berthec	7 15	...
Beauvais arr	7 10	1 50	4 40	...	...	10 15	Mouy-Bury	7 31	10
Marseille-l.-Petit	6 24	2 48	...	...	8 28	10 47	Cres-les-Mello.	7 49	...
Grandvilliers	6 44	3 12	...	...	8 48	11 30	Creil	8 6	...
Abancourt arr	7 10	3 40	...	...	9 20	12 15	"	8 10	...
Treport ..arr	11 0	6 5	...	...	...	...	Paris	9 30	11

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Treport ..... dep	4 45	...	...	...	...	...	...	...
Eu ..... "	7 21	...	...	...	...	...	...	...
Pente-et-ma. ..... "	7 49	...	...	...	...	...	...	...
Incheville ..... "	8 10	...	...	...	...	...	...	...
Longroy ..... "	8 20	...	...	...	...	...	...	...
Gamaches ..... "	8 30	...	...	...	...	...	...	...
Blangy ..... "	8 40	...	...	...	...	...	...	...
Neste Norm. ..... "	8 49	...	...	...	...	...	...	...
Senarpont ..... "	8 58	...	...	...	...	...	...	...
Vieux-Rouen ..... "	9 9	...	...	...	...	...	...	...
Aumale ..... arr	9 40	...	...	...	...	...	...	...
Gourchelles ..... dep	6 55	11 45	...	...	...	...	...	...
Abancourt ..... "	7 5	11 55	...	...	...	...	...	...
" ..... dep	7 21	12 35	...	...	...	...	...	...
Beauvais arr	8 5	1 20	...	...	...	...	...	...
Paris ..... arr	11 55	5 8	5 50	11 15	...	...	...	...

ABANCOURT and TREPORT.

E.M. Dia.	1 Cl. fr. c.	2 Cl. fr. c.	3 Cl. fr. c.	Stations.	1,2,3 a.m.	1 & 2 a.m.	1,2,3 a.m.	1,2,3 p.m.
...	...	...	...	Paris.....dep	...	8 45	11 40	...
...	...	...	...	Beauvais	5 32	10 45	2 3	...
...	...	...	...	Abancourt	7 10	11 55	3 40	...
Fro	Ab	anco	urt.	... (22) d	4 35	12 0	4 0	8 30
2¼	0 70	0 55	0 35	Gourchelles	8 46	...	4 11	8 41
2¼	1 35	0 95	0 75	Aumale	8 58	...	4 22	8 52
1¾	2 25	1 75	1 25	Vieux-Rouen	9 15	...	4 37	9 7
15	2 95	2 20	1 65	Senarpont	9 30	...	4 49	9 19
18	3 55	2 65	1 95	Neste Norm.	9 44	...	4 59	9 29
20½	4 5	3 0	2 25	Blangy	10 0	...	5 9	9 40
22½	5 6	3 75	2 80	Longroy	10 18	12 55	5 25	9 56
...	...	...	(21)	Gamaches	10 26	12 58	5 32	10 4
23½	5 65	4 20	3 10	Incheville	10 37	...	5 43	10 16
23½	6 35	4 75	3 50	Ponte-et-ma.	10 46	...	10 25	...
23½	6 85	4 85	3 55	Eu	10 51	1 15	5 56	10 30
23½	7 0	5 25	3 85	Treportfla	11 0	1 23	6 5	10 40

Stations.	1,2,3	1,2,3	1 & 2	1,2,3
	a.m.	p.m.	p.m.	p.m.
Treport dp	4 45	9 45	1 25	4 50
Eu ..... "	4 54	9 54	1 33	4 59
Pente-et-ma. ..... "	4 57	9 58	...	...
Incheville ..... "	5 7	10 9	...	5 13
Longroy ..... "	5 18	10 19	1 50	5 24
Gamaches ..... "	5 28	10 25	1 53	5 29
Blangy ..... "	5 40	10 42	...	5 45
Neste Norm. ..... "	5 52	10 51	...	5 54
Senarpont ..... "	6	11 1	...	6 4
Vieux-Rouen ..... "	6 20	11 13	...	6 15
Aumale ..... arr	6 44	11 34	...	6 39
Gourchelles ..... dep	6 55	11 45	...	6 40
Abancourt ..... "	7 5	11 55	2 48	6 50
" ..... dep	7 21	12 35	2 52	7 15
Beauvais arr	8 5	1 20	3 45	8 1
Paris ..... arr	11 55	5 8	5 50	11 15

Stations.	1,2,3 ol. (18)	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Longpré dp	9 10	11 55	...	7 15
Flixecourt	9 24	12 8	7	7 28
St. Ouen	9 34	12 18	7	7 38
St. Leger	9 41	12 23	7	7 43
Canaples	10	12 42	8	8 2
Candas	10 26	1 0	8	8 20
Gezaincourt	10 39	1 12	8	8 32
Doullensar	10 50	1 20	8	8 40
	a.m.	p.m.	p.m.	p.m.
Doullensdp	7 15	12 35	5	5 35
Gezaincourt	7 24	12 46	5	5 34
Candas	7 36	1 4	5	5 47
Canaples	7 56	1 27	6	6 6
St. Leger	8 13	1 48	6	6 23
St. Ouen	8 19	1 55	6	6 28
Flixecourt	8 39	2 13	6	6 48
Longpré ar.	8 40	2 23	6	6 49

PARIS TO CREIL, via LOUVRES and CHANTILLY.—Chemin de Fer du Nord.

1 Cl.	2 Cl.	3 Cl.	Stations.	1 Ex	1 Ex	1 Ex	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Ex	1,2,3	1,2,3	1,2,3	1 Ex	1 Ex	1 Cl.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	**Paris**......dep	7 20	7 35	7 50	8 0	8 45	10 15	11 40	12 0	12 35	1 30	3 50	4 0	4 5	5 0	6 10	7 45	8 0	8 15	9 10	9 15	10 10	11 5	11 20
0 85	0 65	0 40	**Saint Denis** ...	...	...	...	6 11	...	10 27	...	12 12	...	...	...	...	4 17	...	...	...	...	...	9 21	9 27	10 22	11 19	11 32
1 25	0 95	0 75	Pierrefitte Stains	...	...	...	8 19	...	10 35	...	12 20	...	...	...	...	4 25	...	...	...	...	...	...	9 35	...	...	...
1 60	1 25	0 95	Villiers le Bel Go.	...	...	...	8 24	...	10 44	...	12 29	...	...	...	...	4 34	...	...	...	...	...	...	9 44	...	...	...
2 45	1 85	1 35	**Goussainville**	...	...	...	8 37	...	10 54	...	12 30	...	...	...	...	4 44	5 27	...	...	...	...	...	9 54	...	...	...
2 95	2 20	1 65	**Louvres**	...	...	...	8 45	...	11 2	...	12 47	...	...	...	...	4 53	5 35	...	...	...	8 40	...	10 2	...	11 50	...
3 60	2 75	2 0	**Luzarches-s-v**	...	...	...	8 55	...	11 13	...	12 58	...	...	...	...	5 3	5 45	...	...	...	8 50	9 49	10 13	...	...	12 17
4 45	3 30	2 40	**Orry-la-Vil** ...	...	...	...	9 5	...	11 23	...	1 8	...	...	...	...	5 13	5 54	...	...	...	...	...	10 23	...	...	...
5 05	3 75	2 80	**Chantilly** (15)	...	...	8 31	9 16	9 28	11 36	12 31	1 21	1 32	2 26	...	4 56	5 26	6 5	6 52	...	8 47	9 17	10 5	10 36	11 14	12 20	12 36
6 25	4 70	3 45	**Creil** ......arr	8 9	8 27	8 41	9 30	9 40	11 50	12 45	1 35	1 47	2 40	4 39	5 9	5 40	6 18	7 2	8 35	9 0	9 31	10 18	10 50	11 29	12 35	12 50

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 Ex	1 Ex	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1 Ex	1 Ex	1,2,3	1 Ex	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.
...	...	...	**Creil** ......dep	7 12	8 10	9 0	8 55	10 23	12 30	12 48	2 5	2 35	3 17	4 0	4 33	5 13	5 45	6 50	8 37	8 57	9 36	10 20	2 38	3 16	3 30	3 57
1 20	0 90	0 65	**Chantilly**	7 30	8 26	9 17	...	10 35	12 47	1 5	2 23	2 53	3 34	4 13	5 7	...	6 3	...	8 52	9 17	9 54	10 33	2 56	...	3 49	4 14
1 95	1 45	1 10	**Orry-la-Ville**	7 41	8 36	9 24	...	...	...	1 16	...	3 4	...	...	...	...	6 14	...	...	9 28	...	...	...	...	...	...
2 55	1 90	1 40	**Luzarches-s-v**	7 52	8 45	9 40	...	...	...	1 27	...	3 15	...	4 26	...	...	6 25	...	...	9 39	...	...	...	...	...	...
3 30	2 45	1 80	**Louvres**	8 2	8 55	9 50	...	...	...	1 37	...	3 25	...	...	...	...	6 35	...	...	9 49	...	...	...	...	...	4 41
3 75	2 85	2 05	**Goussainville**	8 9	9 2	9 58	...	...	...	1 44	...	3 33	...	...	...	...	6 43	...	...	9 57	...	...	...	...	...	...
4 45	3 30	2 40	Villiers le Bel Go.	8 18	9 11	10 7	...	...	...	1 53	...	3 42	...	4 47	...	...	6 52	...	...	10 6	...	...	...	...	...	...
5 05	3 75	2 80	Pierrefitte Stains	8 27	...	10 16	...	...	...	2 1	...	3 51	...	...	...	...	7 1	...	...	10 14	...	...	...	...	...	...
5 55	4 15	3 0	**Saint Denis** ...	8 35	...	10 24	...	...	...	2 8	...	3 59	...	...	...	...	7 9	...	...	10 22	10 49	...	...	...	...	5 5
6 25	4 70	3 45	**Paris** ......arr.	8 45	9 30	10 35	9 45	11 15	1 40	2 18	3 15	4 10	4 30	5 5	5 50	6 5	7 20	7 40	9 40	10 32	11 0	11 15	3 55	4 25	4 45	5 15

Paris to Villiers le Bel Gonesse daily, at 6.40 a.m., 5.30 p.m., and vice versa at 7.30 a.m., 8.56 p.m. Creil to Paris, 5.21 a.m., 8.47 p.m., and Paris to Creil, 6.10 a.m., 6.15 p.m.

PARIS and CREIL, via ST OUEN-L'AUMONE.—ERMONT and VALMONDOIS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris..........dep	6 0	8 45	10 25	11 25	1 25	1 55	4 25	5 17	5 45	7 25	9 25
La Chapelle	...	...	...	...	...	2 1	...	...	...	...	...
Saint Denis	6 10	8 56	...	...	...	2 11	...	...	...	7 37	...
Epinay	...	...	...	...	...	2 18	...	...	...	...	...
Enghien..............	6 18	9 5	...	...	1 41	2 26	4 41	...	6 1	...	...
Ermont ......arr	6 23	9 11	10 47	11 47	1 47	2 33	4 47	...	6 6	7 47	9 47
Ermont ....dep	6 28	9 18	...	11 55	...	2 48	...	...	6 10	7 55	...
Ermont (halte)........	6 33	9 23	...	12 1	...	2 52	...	...	6 14	8 0	...
St-Leu (S.-et-O.).....	6 41	9 31	...	12 8	...	2 59	...	...	6 21	8 8	...
Taverny..............	6 47	9 37	...	12 13	...	3 4	...	...	6 26	8 14	...
Bessancourt	6 51	9 42	...	12 17	...	3 9	...	...	6 30	8 19	...
Mery	6 58	9 50	...	12 24	...	3 16	...	...	6 37	8 26	...
Meriel................	7 4	9 56	...	12 30	...	3 22	...	...	6 43	8 32	...
Valmondois ...arr	7 8	10 1	...	12 35	...	3 26	...	...	6 47	8 37	...
Ermont ....dep	6 24	9 13	10 49	11 49	1 49	Paris to Pontoise, 10.55 p.m., 12.30 night.	4 49	...	6 7	7 40	9 49
Franconville	6 31	9 20	10 57	11 57	1 57		4 57	...	6 13	7 57	9 57
Herblay...............	6 37	9 27	11 4	12 4	2 4		5 4	...	6 19	8 4	10 4
Pontoise ......(32)	6 56	9 45	11 23	12 20	2 23		5 23	6 0	6 35	8 23	10 23
St-Ouen-l'Aumone...	7 1	9 51	11 29	...	2 29		5 29	6 6	Paris to Enghien, 5.35 p.m.	8 29	10 29
Auvers-sur-Oise	7 8	10 0	11 39	...	2 38		5 38	6 15		8 38	10 38
Valmondois ...arr	7 12	10 6	11 46	...	2 44		5 44	6 21		8 44	10 44
" dep	7 11	10 8	11 48	...	2 45		5 45	6 22		8 45	10 45
Isle-Adam-Parmain	7 19	10 15	11 55	...	2 52		5 52	6 29		8 52	10 52
Persan...(19) } arr	7 27	10 25	12 7	...	3 5		6 3	6 42		9 2	11 2
Beaumont } dep	7 30	10 28	12 10	...	3 8		...	6 45		...	11 5
Boran	7 39	10 39	12 20	...	3 19		...	6 56		...	11 16
Precy	7 46	10 47	12 27	...	3 27		...	7 4		...	11 24
St-Leu-d'Esserent ...	7 52	10 54	12 33	...	3 34		...	7 11		...	11 31
Creil ....arr	8 2	11 5	12 43	...	3 45		...	7 21		...	11 42

Stations.	1,2,3	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.		p.m.	p.m.	p.m.
Creil ....dep	6 20	7 30	...	10 30	Extra.—Pontoise to Paris, 3.45 p.m.	12 33	...	5 2	Extra.—Valmondois to Paris, 10.50 a.m.	...	...	9 43
St-Leu d'Esserent ...	6 32	7 42	...	10 41		12 45	...	5 38		...	...	9 55
Precy	6 39	7 49	...	10 47		12 52	...	5 44		...	...	10 2
Boran	6 47	7 57	...	10 51		1 0	...	5 51		...	...	10 10
Persan ....arr	6 57	8 7	...	11 3		1 10	...	6 0		...	...	10 20
Beaumont .....dep	7 0	8 10	...	11 6		1 13	4 0	6 4		...	9 13	10 23
Isle-Adam-Parmain	7 11	8 21	...	11 18		1 24	4 11	6 14		...	9 27	10 43
Valmondois ...arr	7 17	8 27	...	11 22		1 30	4 16	6 18		...	9 32	10 48
" dep	7 18	8 28	...	11 23		1 31	4 18	6 20		...	9 33	10 49
Auvers-sur-Oise	7 25	8 35	...	11 29	1,2,3	1 38	4 26	6 26	...	...	9 40	10 56
St-Ouen-l'Aumone	7 35	8 45	...	11 36	a.m.	1 47	4 36	6 33	...	...	9 49	11 4
Pontoise..............	7 45	8 53	9 56	11 44	6 35	1 55	4 46	6 43	...	8 45	9 57	11 12
Herblay...............	8 1	...	10 11	12 1	6 53	2 14	5 1	6 57	...	9 1	10 16	...
Franconville..........	8 9	...	10 19	12 6	6 59	2 21	5 9	7 3	1,2,3	9 9	10 23	...
Ermont ....arr	8 16	...	10 26	12 11	7 4	2 27	5 16	7 9	p.m.	9 16	10 30	...
Valmondois ...dep	7 25	...	...	...	...	1 37	4 23	...	6 56	...	9 41	...
Meriel	7 31	...	...	...	...	1 43	4 29	...	7 2	...	9 47	...
Mery	7 38	...	...	...	...	1 50	4 36	...	7 8	...	9 54	...
Bessancourt	7 46	...	...	...	...	1 58	4 44	...	7 15	...	10 2	...
Taverny	7 51	...	...	...	...	2 3	4 49	...	7 19	...	10 7	...
St-Leu (S.-et-O.) ...	7 56	...	...	...	...	2 8	4 54	...	7 23	...	10 12	...
Ermont (halte)	8 3	...	...	...	...	2 15	5 1	...	7 29	...	10 19	...
Ermont ....arr	8 7	...	...	...	...	2 19	5 5	...	7 32	...	10 23	...
Ermont ....dep	8 18	...	10 29	12 12	7 6	2 29	5 18	7 11	7 44	9 18	10 32	...
Enghien...............	...	...	10 35	12 18	7 12	2 36	5 25	...	7 53	...	10 40	...
Epinay	...	...	...	...	7 18	...	...	...	7 59	...	...	...
Saint-Denis	...	...	...	...	7 25	...	...	7 23	8 7	...	...	...
La Chapelle	...	...	...	...		...	...	...	8 17	...	...	...
Paris ....arr	8 40	9 32	10 52	12 33	7 35	2 49	5 42	7 32	8 27	9 40	11 0	11 47

HAVRE, FECAMP, DIEPPE, ROUEN, LOUVIERS, MANTES, AND PARIS.—Chemin de Fer de l'Ouest.

3 cl. fr. c.	STATIONS.	1, 2, 3	1 & 2		1, 2, 3	1, 2, 3	1, 2, 3	1 Cl.		1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
			a.m		a.m		a.m	noon		p.m.	p.m.		p.m.	p.m.	p.m.
2 50	Havre ..... dep.	...	7 0	...	5 40	...	9 35	12 10	...	12 24	3 0	...	6 50	7 0	10 0
0 45	Harfleur	...	...	...	5 56	...	9 46	...	...	12 34	3 11	...	...	7 11	10 10
1 20	Saint-Romain	...	...	...	6 10	...	10 6	...	...	12 56	3 33	...	...	7 33	...
1 75	Beuzeville Breaute ar.	...	7 31	...	6 24	...	10 21	12 41	...	1 8	3 46	...	7 33	7 46	10 39
...	Fecamp ..... dep.	...	...	...	5 30	...	9 15	11 27	...	...	...	...	6 20	...	9 45
...	Les Ifs	...	...	...	5 49	...	9 40	11 49	...	...	...	...	6 43	...	10 3
...	Grainville-Goderville	...	...	...	5 59	...	10 0	11 59	...	...	...	...	6 56	...	10 14
...	Beuzeville ... arr.	...	...	...	6 10	...	10 14	12 10	...	...	...	...	7 10	...	10 26
...	Beuzeville Breaute dp.	...	7 35	...	6 33	...	10 27	12 45	...	1 13	3 51	...	7 27	7 56	10 43
1 95	Bolbec-Nointot	...	7 43	...	6 42	...	10 37	...	...	1 22	4 0	...	7 35	8 5	10 52
2 65	Alvimare (Fauville)	...	...	...	6 53	...	10 48	...	...	1 35	4 14	...	...	8 19	...
2 45	Yvetot (Candebec)	...	8 6	...	7 14	...	11 11	1 13	...	1 54	4 34	...	8 0	8 40	11 20
4 0	Motteville (2l)	...	8 17	...	7 27	...	11 26	1 24	...	2 7	4 49	...	8 11	8 54	11 33
4 70	Parville	...	...	...	7 44	...	11 46	...	...	2 23	5 9	...	...	9 11	...
4 65	Barentin	...	8 32	...	7 50	...	11 53	...	...	2 31	5 17	...	8 26	9 19	...
5 40	Malaunay	...	...	...	8 3	...	12 9	...	...	2 42	5 33	...	8 37	9 33	12 2
5 60	Maromme	...	...	...	8 10	...	12 18	...	...	2 50	5 42	1, 2, 3	...	9 41	...
6 5	Rouen (right bank) arr	...	8 51	...	8 16	...	12 27	1 56	...	2 56	5 51	p.m.	8 48	9 51	12 15
	Dieppe ..... dep.	...	...	...	6 45	...	10 15	...	...	...	3 40	6 5	7 20	...	10 2
...	St. Aubin	...	...	...	...	...	10 27	...	...	...	3 53	6 18	...	...	10 15
...	Longueville	...	...	...	7 12	...	10 43	...	...	...	4 9	6 34	...	...	10 31
...	Auffay	...	...	...	7 29	...	10 58	...	...	...	4 28	6 53	...	...	10 49
...	Saint-Victor	...	...	...	7 38	...	11 8	...	...	...	4 38	7 3	...	...	11 0
...	Clères (2l) ..... arr.	...	...	...	7 54	...	11 24	...	...	...	4 54	7 19	8 5	...	11 16
...	,, dep.	...	...	...	7 56	...	11 25	...	...	...	4 56	7 20	8 6	...	11 18
...	Monville	...	...	...	8 6	...	11 35	...	...	...	5 6	7 30	...	...	11 30
...	Malaunay	...	...	...	8 16	...	11 46	...	...	...	5 19	7 43	...	...	11 42
...	Maromme	...	...	...	8 25	...	11 53	...	...	...	5 26	7 50	...	...	11 49
...	Rouen (rt. bk.) arr.	...	...	...	8 32	...	12 1	...	...	...	5 35	7 57	8 30	...	11 57
6 5	Rouen (right bank) dep.	...	a.m. 6 8	a.m. 8 57	a.m. ...	...	a.m. 9 13	p.m.	p.m.	p.m. 12 35	p.m. 2 2	...	p.m. 3 14	p.m. 6 4	p.m. ...	a.m. 8 57	p.m. 10 5	p.m. 12 29
6 5	Rouen (left bank) dep.	...	5 57	...	...	...	9 16	...	...	12 30	...	...	3 8	5 58	...	8 50	10 24	...
6 95	Oissel (2l)	...	6 27	9 16	...	...	9 40	...	...	1 5	3 21	...	3 43	6 32	...	9 17	11 0	12 56
7 35	Pont-de-l'Arche (2l) ..	1, 2, 3	6 40	...	...	...	9 58	...	...	1 21	...	...	3 57	6 45	...	...	11 15	1 6
6 25	St. Pierre-du-Vauvray ar.	a.m.	6 57	9 38	...	...	10 14	p.m.	1 36	2 43	...	...	4 14	7 1	p.m.	9 38	11 38	1 26
7 80	Louviers (2l) dep.	7 35	6 40	9 15	...	...	10 16	12 20	1 19	2 20	...	3 58	6 40	3 15	9 16	9 0	11 16
7 45	Le Vaudreuil	7 45	6 48	9 23	...	...	10 24	12 28	1 27	2 28	...	4 6	6 48	3 18	9 24	9 8	11 23
9 90	St. Pierre ..... arr.	7 49	6 54	9 29	...	...	10 30	12 34	1 33	2 34	...	4 12	6 54	3 24	9 30	9 14	11 29
11 25	St. P.-du-Vauvray ... dep	...	7 2	...	...	...	10 20	...	1 41	2 44	...	4 18	7 5	...	9 39	11 49	...
12 45	9 10	Gaillon (Les Andelys) ...	...	7 21	...	...	10 41	...	2 1	...	...	4 38	7 23	...	...	12 8	1 44
13 75	10 10	Vernon (2l)	...	7 43	10 9	...	11 5	...	2 23	3 13	...	5 0	7 44	...	10 9	12 32	2 1
14 75	10 80	Bonnières	...	8 0	...	...	11 23	...	2 40	...	...	5 17	8 1	...	...	...	...
15 30	11 25	Rosny	1, 2, 3	8 11	...	...	11 35	...	2 51	...	1, 2, 3	5 28	8 12	...	...	...	...
15 75	11 80	Mantes (Buffet) ..... arr.	a.m.	8 21	1033	a.m.	p.m.	11 44	p.m.	3 0	p.m.	5 37	8 21	...	10 33	1 13	2 36
...	...	,, (2G) dep.	8 19	8 31	1035	10 44	5 1	11 53	2 23	3 41	...	5 59	5 44	8 29	...	10 34	...	...
15 75	11 80	Mantes ..... dep.	...	8 37	...	...	...	11 57	2 27	...	...	...	5 48	...	...	...	...	...
16 60	12 20	Epône	...	8 32	8 49	...	10 55	5 14	12 8	2 38	...	9 14	6 0	8 45	...	...	...	...
17 35	12 75	Meulan les Mureaux	...	8 45	9 2	...	11 7	5 28	12 21	2 50	4 3	9 29	6 13	8 58	...	...	...	2 58
17 90	13 10	Triel	...	8 56	9 13	...	11 17	5 39	12 32	3 0	...	9 42	6 24	9 9	...	...	...	...
18 60	13 65	Poissy	...	9 9	9 27	...	11 33	5 56	12 46	3 16	4 23	...	9 58	6 41	9 25	...	...	3 11
19 40	14 0	Achères	...	...	9 35	...	11 40	6 5	12 55	3 24	...	10 8	6 50	9 35	...	...	...	...
19 55	14 35	Maisons	...	9 25	9 45	...	11 48	6 15	1 4	3 32	4 39	10 19	7 0	9 44	...	...	...	3 36
19 98	14 60	Rueil	...	...	9 53	...	11 55	6 23	1 12	3 39	...	10 27	7 8	9 52	...	...	...	...
...	...	Colombes (Branch)	9 40	10 5	...	12 6	6 35	1 25	3 50	...	...	10 39	7 20	10 5	...	...	...	...
21 5	15 45	Paris (St Lazare) arr.	9 55	10 20	1135	12 20	6 50	1 40	4 5	5 5	4 35	10 55	7 35	10 20	...	11 35	...	3 55

First Class fare from Havre to Rouen, 10fr. 90c.; to Paris, 28fr. 10c.

Extra.—Mantes to Paris, 1, 2, 3 Cl., 2.48, 5.55, 7.7, 11.40 a.m.; 3.10, 6.19, p.m.

Extra.—Meulan-les-Mureaux to Paris, 1.33 and 8.30 p.m.

PARIS, PONTOISE (Via ARGENTEUIL), and CREIL.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Paris (Ouest) d	a.m. 8 5	a.m. 10 5	a.m. 11 5	p.m. 1 5	p.m. 4 5	p.m. 5 15	p.m. 7 5	p.m. 9 5
Colombes	8 23	10 23	11 23	1 23	4 23	...	7 23	9 23
Argenteuil	8 30	10 30	11 30	1 30	4 30	5 33	7 30	9 30
Sannois	8 38	10 38	11 38	1 38	4 38	5 41	7 38	9 38
Ermont ..... arr	8 42	10 42	11 42	1 42	4 42	5 45	7 42	9 42
,, ... dep	9 13	10 49	11 49	1 49	4 49	6 7	7 49	9 49
Herblay	9 25	11 4	12 3	2 4	5 4	6 13	8 3	10 3
Pontoise (E5)	9 45	11 22	12 20	2 23	5 23	6 35	8 21	10 23
Creil ..... arr	11 5	12 43	...	3 45	7 21	...	...	11 42

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Creil ..... dep	a.m. 6 20	a.m. 7 30	a.m. 10 30	p.m. 12 33	...	...	a.m. 5 27	...
Pontoise	7 45	9 55	11 44	1 55	4 45	6 43	8 45	10 9
Herblay	8 1	10 11	12 1	2 14	5 3	6 57	9 1	10 16
Ermont ..... arr	8 16	10 26	12 11	2 27	5 16	7 9	9 16	10 30
,, ... dep	8 35	10 35	12 35	2 35	5 34	7 35	9 35	10 35
Sannois	8 40	10 40	12 40	2 40	5 40	7 40	9 40	10 40
Argenteuil	8 44	10 45	12 45	2 45	5 45	7 45	9 45	10 45
Colombes	...	10 51	12 51	2 51	5 51	7 51	9 51	10 51
Paris (Ouest) a	9 0	11 10	1 10	3 10	6 15	8 10	10 10	11 10

Extra.—Pontoise to Paris, 6.25 a.m., 3.45, p.m. Argenteuil to Paris, 8.30 a.m., 10.44 p.m.

Extra.—Paris to Argenteuil, 5.0 p.m. To Pontoise, 10.5 p.m.

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PARIS, MANTES, LOUVIERS, ROUEN, DIEPPE, FECAMP, & HAVRE—Chemin de Fer de l'Ouest

STATIONS.	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1 & 2
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	night
Paris (GareSt.Laz.)d.	8 10	6 45	8 0	9 25	8 50	11 40	12 10	1 0	2 0	3 25	4 25	5 25	6 30	9 25	7 10	8 50	10 50	12 0				
Colombes (Branch).....	...	6 59	...	9 39	...	11 54	...	...	...	...	...	5 39	...	...	...	...	...	...				
Houilles	8 30	7 8	...	9 47	...	12 2	...	...	2 23	3 46	4 46	5 47	...	9 46	7 31	...	11 11	...				
Maisons	8 39	7 18	...	9 56	...	12 11	...	...	2 32	3 55	4 54	5 56	...	9 54	7 39	...	11 20	...				
Acheres	8 48	7 27	...	10 5	...	12 20	...	...	2 42	4 4	5 3	6 5	...	10 2	7 47	...	...	...				
Poissy	8 57	7 38	...	10 16	9 23	12 29	...	...	2 54	4 13	5 12	6 16	...	10 10	8 1	...	11 36	...				
Triel	9 9	7 53	...	10 31	...	12 44	...	...	3 8	4 25	5 19	6 31	...	10 17	8 13	...	11 52	...				
Meulan les Mureaux ...	9 20	8 4	...	10 44	...	12 55	...	...	3 21	4 36	5 37	6 42	...	10 25	8 24	...	12 3	12 51				
Epône	9 31	8 16	...	10 57	...	1 7	...	...	3 36	4 48	5 49	6 54	...	10 36	8 36	...	12 16	...				
Mantes	9 42	8 28	...	11 9	...	...	...	...	...	...	6 0	7 5	...	10 47	...	...	...	...				
Mantes (Buffet) arr.	a.m.	8 31	8 59	11 12	9 54	1 18	1 31	...	3 50	5 0	6 3	7 8	7 32	10 58	8 47	...	12 30	1 14				
" " dep.	6 40	9 6	9 1	11 23			2 4	...			6 8		7 33		8 54	...	...	...				
Rosny	6 50	9 17	...	11 34	...	...	2 15	...	...	...	6 18	...	...	...	9 4	...	...	...				
Bonnieres	7 0	9 27	...	11 44	...	...	2 27	...	...	...	6 28	...	...	...	9 14	...	...	...				
Vernon	7 19	9 48	9 29	12 5	...	...	2 50	2 24	...	...	6 48	...	8 1	...	9 32	10 16	1 6	1 43				
Gaillon (les Andelys)...	7 37	10 7	...	12 27	...	...	3 12	...	...	...	7 5	...	...	...	9 49	...	1 29	...				
St. Pierre-du-Vauv	7 56	10 27	9 55	12 47	p.m.	p.m.	3 33	...	...	a.m.	7 22	...	8 27	...	10 6	...	1 50	2 15				
St.-Pierre .. dep.	8 2	10 40	9 57	12 51	1 50	2 47	3 36	4 30	...	7 8	7 28	...	8 32	...	10 15	11 45	...	...				
Le Vaudreuil	8 9	10 47	10 3	12 57	1 57	2 53	3 42	4 37	...	7 15	7 34	...	8 38	...	10 21	11 52	...	...				
Louviers .....arr	8 17	10 55	10 10	1 4	2 5	3 0	3 49	4 45	...	7 23	7 41	...	8 45	...	10 28	12 6	...	...				
St. Pierre du Vauvrey	8 0	10 32	9 58	12 53	...	...	3 39	...	...	...	7 27	...	8 28	...	10 10	...	...	...				
Pont-de-l'Arche	8 17	10 50	...	1 12	1, 2, 3	...	3 59	...	...	...	7 43	...	...	...	10 26	...	2 12	...				
Oissel	8 31	11 10	10 20	1 30	p.m.	...	4 20	...	...	...	7 57	...	8 48	...	10 37	...	3 42	2 51				
Rouen (left bank)arr.	8 48	11 24	...	1 55	9 28	...	4 47	...	...	...	8 4	...	...	...	10 40	...	...	...				
Rouen (right bank)ar		11 37	10 40	1 53	9 40	...	4 42	3 25	...	...	8 22	...	9 16	...	11 3	11 25	4 20	3 13				
	a.m.	a. m.	a.m.				p.m.						1,2,3		p.m.			1,2,3				
Rouen (rt. bk.)dp.	7 52	12 15	11 3	...	...	...	4 55	...	...	...	...	...	9 35	...	11 31	...	...	3 40				
Maromme	8 2	12 25	...	...	...	...	5 8	...	...	...	...	...	9 45	...	...	...	...	...				
Malaunay	8 12	12 34	...	...	...	...	5 19	...	...	...	...	...	9 53	...	...	...	...	3 58				
Monville	8 22	12 44	...	...	...	...	5 32	...	...	...	...	...	10 3	...	...	...	...	4 11				
Cleres .....arr.	8 33	12 54	11 30	...	...	...	5 46	...	...	...	...	...	10 13	...	...	...	...	4 25				
" ....dep.	8 34	12 57	11 31	...	...	...	5 50	...	...	...	...	...	10 14	...	...	...	...	...				
Saint-Victor	8 55	1 18	...	...	...	...	6 11	...	...	...	...	...	10 33	...	...	...	...	4 46				
Auffay	9 5	1 28	...	...	...	...	6 23	...	...	...	...	...	10 43	...	...	...	...	4 55				
Longueville	9 17	1 41	...	...	...	...	6 38	...	...	...	...	...	10 56	...	...	...	...	5 14				
St. Aubin	9 30	1 54	...	...	...	...	6 54	...	...	...	...	...	11 9	...	...	...	...	5 31				
Dieppe .....arr.	9 39	2 5	12 20	...	...	...	7 5	...	...	...	...	...	11 18	...	12 40	...	...	5 43				
	a.m	a.m.	1 & 2	p.m.	p.m.		p.m.	p.m.					p.m.				a.m.	a. m.				
Rouen (right bank) d.	6 52	11 50	10 52	2 5	9 45		5 18	3 35	...	...	...	...	9 19	...	...	...	4 30	3 23				
Maromme	7 2	12 1	...	2 17	9 56		5 20	...	...	...	...	...	...	...	...	...	4 45	...				
Malaunay	7 11	12 12	...	2 30	10 3		5 42	...	...	...	...	...	...	...	...	...	4 57	3 37				
Sarentin	7 22	12 30	11 15	2 50	10 20		6 0	...	...	...	...	...	...	...	...	...	5 19	...				
Pavilly	7 32	12 35	...	2 55	10 25		6 5	...	...	...	...	...	...	...	...	...	...	...				
Motteville	7 54	1 0	11 36	3 15	10 44		6 27	4 11	...	...	...	...	9 54	...	...	...	5 49	4 8				
Yvetot (Candebec)...	8 9	1 16	11 51	3 31	10 59		6 44	4 25	...	...	...	...	10 7	...	...	...	6 8	4 20				
Alvimare (Pavilly) ...	8 25	1 32	...	3 46	11 14		7 0	...	...	...	...	...	...	...	...	...	...	...				
Bolbec-Nointot	8 39	1 46	...	3 59	11 26		7 14	...	...	...	...	...	...	...	...	...	6 42	...				
Beuzeville Breaute	8 47	1 54	12 16	4 7	11 34		7 23	4 50	...	...	...	...	10 32	...	...	...	6 52	4 53				
	a.m.	p.m.	1,2,3				p.m.											a.m.				
Beuzeville...dep.	9 6	2 14	12 45	...	...		7 55	...	...	...	...	...	...	...	...	...	...	5 11				
Grainville Godervile	9 14	2 44	12 55	...	...		8 18	...	...	...	...	...	...	...	...	...	...	5 29				
Les-Ifs	9 33	3 10	1 4	...	...		8 39	...	...	...	...	...	...	...	...	...	...	5 48				
Fecamp .....arr.	9 55	3 38	1 21	...	...		9 0	...	...	...	...	...	...	...	...	...	...	6 5				

Paris to Mantes, 1,50, 8.0, 10.15 p.m., 12.30 night.
Paris to Meulan-les-Mureaux, 10.45 a.m., 6.5 p.m.

¶ From Paris 3rd Class also for Havre and Dieppe.

Mantes to Rouen and Dieppe, 9.16 a.m.

PARIS to DIEPPE, via PONTOISE.—Chemin de fer de l'Ouest.

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	3 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
From		Paris.		**Paris** (St. L.) dp	9 25	6 20	11 25	3 50	5 50	8 15		**Dieppe**.....dep	8 7	6 10	11 45	5 15	7 45	...	
18	3 45	2 65	1 95	**Pontoise**...arr	10 39	7 20	12 24	4 50	6 50	9 15		Eures	10 5	6 52	12 30	6 19	8 38	...	
...	...	...	...	" ... dep	...	7 23	12 27	4 52	6 53	9 20		**Neufchatel** ...	10 34	7 14	12 55	6 48	9 7	...	
43	8 50	6 35	4 65	**Gisors** ..... " ...	8 33	1 38	6	2	8	4	10 46	Neale Saint-Saire	...	7 26	1 8	7 7	9 21	...	
59½	11 60	8 65	6 35	**Gournay** ...arr	a.m.	9 17	2 15	6 46	8 47	11 35		**Serqueux**...ar	...	7 43	1 25	7 29	9 40	...	
...	...	...	...	" ... dep	6 37	9 22	2 19	6 50	8 52	...		" ... dep	...	8 1	1 35	7 44	9 45	...	
72½	14 30	10 70	7 5	Forges-les-Eaux	7 36	9 56	2 53	7 25	9 36	...		Forges-les-Eaux	1,2,3	8 5	1 40	7 49	9 50	...	
74	14 65	11 0	8 5	**Serqueux**...ar	7 44	10 3	3 0	7 32	9 44	...		**Gournay**... arr	a.m.	8 40	2 20	8 31	10 30	p.m.	
...	...	...	...	" ... dep	8 4	10 12	3 15	7 48	9 49	...		" ... dep	6 10	8 50	2 26	8 48	...	5 45	
79½	15 75	11 80	8 65	Neale Saint-Saire	8 19	10 24	3 30	8 1	10 5	...		**Gisors**	7 4	9 40	3 9	9 36	...	6 57	
83½	16 50	12 35	9 5	**Neufchatel** ...	8 38	10 40	3 49	8 17	10 19	...		**Pontoise**...arr	8 22	10 52	4 22	10 53	p.m.	7 54	
85½	17 60	13 20	9 65	Eures	8 58	10 56	4 9	8 37	...	...		" ... dep	8 27	10 54	4 25	10 56	9 2	7 57	
104½	20 65	15 50	11 35	**Dieppe**.....arr	9 57	11 38	5 2	9 21	...	...		**Paris** (St.L) arr	9 35	11 55	5 35	11 55	10 20	9 0	

Extra—Paris to Pontoise, 2.6 and 9.25 p m., and vice versa 6.37, 7.43 a.m. 1.30 p.m.

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PARIS to MANTES, EVREUX, LISIEUX, PONT L'EVEQUE, HONFLEUR, CAEN, BAYEUX, and CHERBOURG.—Chemin de Fer de l'Ouest

1 cl.	2 cl.	3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3
fr. c.	fr. c.	fr. c.			night										
From		From	Paris	dep.	a.m.				p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
7 15	5 30	3 90	Mantes	arr.	10 31	...	...	...	8*50	...	...	1 50	9 25	3 25	6 55
				dep.	9 54	...	...	...	...	...	...	2 50	10 58	5 0	7 58
			Rolleboise	arr.	9 58	...	...	...	...	...	...	3 9	11 1	5 7	8 3
				dep.	10 27	...	...	...	...	...	...	3 54	11 42	5 49	...
			Bueil (31) (26)	arr.	10 59	...	...	...	...	...	...	4 37	11 58	6 32	9 0
				dep.	11 21	...	...	...	...	...	...	5 10	1 3	7 5	9 22
			Conches (26)		...	...	...	...	...	...	...	5 23	...	7 19	...
			Romilly	a.m.	5 42	7 54	12 42	2 6	...	...	...	5 56	1 45	8 3	9 56
			Serquigny(26.27)		3 55	6 20	8 30	1 30	12 11	...	...	6 14	2 55	8 22	10 11
			Bernay (Baffet)	...	4 11	6 40	8 46	1 50	12 25	...	...	6 27	3 8	8 35	10 24
			Lisieux (72)	arr.	4 56	7 45	9 26	2 42	1 3	...	...	6 57	3 55	9 14	10 46
			Lisieux	dep.	5 4	7 50	9 32	2 52	1 9	7 4	3 2	10 20	10 51	12 59	p.m.
			Pont l'Evêque		5 31	8 31	...	3 44	1 53	...	...	...	11 20	1 42	3 36
			Pont l'Evêque	arr.	5 41	...	...	3 53	1 58	7 51	3 50	10 41	...	...	...
			Trouville		5 56	...	...	4 16	2 20	8 22	4 25	10 58	11 15	2 17	4 36
			Trouville	dep.	6 0	9 5	...	4 13	2 29	...	...	10 54	...	...	...
			Quetteville	...	6 27	a.m.	...	4 40	2 54	...	...	11 20	...	...	5 1
			Honfleur	arr.	6 40	9 27	a.m.	4 54	3 6	...	...	11 34	...	...	5 15
			Lisieux	dep.	5 4	7 50	9 32	2 52	1 9	7 4	3 2	10 20	10 51	12 59	p.m.
			Mezidon (27 29)		5 50	8 33	10 15	3 45	1 42	7 51	3 50	11 20	11 20	1 42	3 36
			Caen	...	6 30	9 13	10 53	4 28	2 19	8 39	4 25	11 15	...	2 17	4 14
			Bretteville Norrey	...	7 42	10 58	12 0	5 38	3 29	...	...	...	...	3 19	5 14
			Bayeux	arr.	7 53	11 9	12 12	5 49	3 40	...	...	...	...	3 30	5 25
			Lisieux	dep.	5 4	7 50	9 32	2 52	1 9	7 4	3 2	10 20	10 51	12 59	p.m.
			Mezidon (27 29)		5 50	8 33	10 15	3 45	1 42	7 51	3 50	11 20	11 20	1 42	3 36
			Caen	...	6 30	9 13	10 53	4 28	2 19	8 39	4 25	11 15	...	2 17	4 14
			" (28, 33)	dep.	7 13	9 27	11 39	5 38	3 29	...	...	...	...	3 19	5 14
			Bretteville Norrey	...	7 42	10 58	12 0	6 6	3 43	...	...	...	...	3 58	...
			Bayeux	arr.	7 53	11 9	12 12	6 17	3 54	...	...	...	...	4 9	...
			Le Molay-Littry	...	9 10	11 44	...	7 29	4 5	7 57	...	...	...	4 21	...
			Lison	...	9 33	12 14	...	7 57	4 20	8 27	...	...	...	4 39	...
			Lignv	...	9 57	12 40	...	8 21	4 35	8 51	...	...	...	4 53	...
			Carentan	...	11 0	1 51	...	9 19	5 2	9 47	...	...	...	5 31	...
			Valognes	...	11 59	2 56	...	10 15	5 46	10 43	...	...	...	6 30	...
			Cherbourg	arr.											

1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
1 50	9 25	3 25	6 55	8 10	10 15	...	...	...	...	...
2 50	10 58	5 0	7 58	9 11	11 37	...	...	...	...	...
3 9	11 1	5 7	8 3	9 19	11 43	...	...	...	...	...
3 54	11 42	5 49	...	10 0	12 23	...	...	...	...	...
4 37	11 58	6 32	9 0	10 40	1 2	...	...	...	...	...
5 10	1 3	7 5	9 22	11 9	1 31	...	...	...	...	...
5 23	...	7 19	...	...	...	...	...	...	...	...
5 56	1 45	8 3	9 56	11 31	...	...	...	...	...	...
6 14	2 3	8 22	10 11	12 8	2 16	...	...	...	...	...
6 27	2 55	8 35	10 46	12 52	3 17	...	...	...	...	...
7 4	3 2	10 20	10 51	12 59	p.m.	1,2,3	a.m.			
7 51	3 50	11 20	1 42	3 36	...	...	4 6	...	...	...
8 22	4 25	10 58	11 15	2 17	9 56	...	...	...	...	...
...	...	...	...	...	10 41	...	...	...	...	...
...	...	...	...	...	11 0	...	4 36	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	10 54	...	5 1	1,2,3		
...	...	...	...	...	11 20	...	...	a.m.		
...	...	...	...	...	9 36	10 51	12 59	p.m.	1,2,3	a.m.
...	...	...	...	...	10 20	11 20	1 42	3 36	...	4 34
...	...	...	...	...	10 58	11 15	2 17	4 14	...	5 12
...	...	...	...	...	...	...	2 29	4 26	...	5 24
...	...	...	...	...	...	...	2 44	10 17	...	5 39
...	...	...	...	...	...	...	3 19	10 50	...	6 14
...	...	...	...	...	...	...	3 40	...	...	...
...	...	...	...	...	...	...	3 58	...	...	...
...	...	...	...	...	...	...	4 21	...	...	...
...	...	...	...	...	...	...	4 39	...	...	...
...	...	...	...	...	...	...	4 53	...	...	...
...	...	...	...	...	...	...	5 31	...	...	...
...	...	...	...	...	...	...	6 30	...	...	...

Extra.—Bezdion to Caen, 4 55 p.m. Lisieux to Mezidon, 5.8 p.m.

* Takes passengers beyond Lisieux only.

† 3rd Class also for Stations beyond Caen.

LAIGLE and CONCHES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Conches (26) dep	7 55	12 44	3 3	7 21	10 15	..		Laigle .....dep	7 45	10 0	2 19	5 30	9 38	...	...
Le Fidelaire	8 25	1 1	3 30	7 39	10 36	...		Rugles-Bois-Arn. ...	8 34	10 15	2 35	5 46	9 54	...	...
Lyre	8 45	1 15	3 47	7 53	10 52	...		Lyre	8 38	10 19	2 39	5 50	9 58	...	...
Rugles-Bois-Arn ...	9 10	1 30	4 9	8 18	11	...		Le Fidelaire	8 58	10 43	3 27	6 16	10 37	...	...
Laigle (30) ....arr	9 28	1 44	4 29	8 22	11 30	...		Conches .....arr	9 19	11 1	3 49	6 33	10 57	...	...

SERQUIGNY and LAIGLE.

Stations.	1,2,3	Stations.	1,2,3
	a.m.		a.m.
Serquigny 26-7 d	9 15	Laigle .....dep	6 41
Beaumont-le-Reg ...	9 37	Le Fidelaire	7 15
Romilly-la-Puth.....	10 12	Romilly-la-Puth.....	7 46
Le Fidelaire	10 56	Beaumont-le-Reg ...	8 24
Laigle (30) ....arr	12 30	Serquigny.....arr	8 0

MEZIDON and DIVES.

	a.m.	p.m.	p.m.	p.m.
Mezidon (26).....dep	8 43	2 15	8 20	...
Beuvron	9 31	3 13	9 19	...
Cabourg	10 5	3 49	9 56	...
Dives .....arr	10 7	3 51	9 58	...
	a.m.	a.m.	p.m.	
Dives .....dep	6 50	10 10	5 0	...
Cabourg	6 56	10 16	5 6	...
Beuvron	7 30	10 52	5 40	...
Mezidon .....arr	8 14	11 46	6 24	...

ROUEN, ELBEUF, and SERQUIGNY.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	Paris ...dep	...	...	...	8 0	6 45	...	9 25	...	...	...	12 10	...	...	4 25	6 30	7 10	...	7 10
...	...	...	MANTES	...	6 40	...	9 1	9 6	...	11 23	...	...	...	2 4	...	...	6 8	7 34	8 54	...	8 54
...	...	...	OISSEL ...arr.	...	8 28	...	10 18	11 2	...	1 25	...	...	...	4 11	...	...	7 54	8 49	10 37	...	10 37
From	Rouen		Rouen rt. bank d	6 3	...	...	9 13	...	...	...	2 2	3 14	...	...	...	6 4	...	8 57	10 5	12 28	...
...	...	(25	,, (left bank)dp	5 57	8 19	...	9 10	10 4	12 35	12 55	...	3 8	...	4 5	5 0	5 58	7 49	8 50	10 24	1 0	...
1 20	0 80	0 45	Oissel..... arr.	6 24	8 39	9 37	10 29	11 15	12 57	...	2 21	3 37	...	4 25	5 20	6 25	8 9	9 16	10 38	1 25	...
...	...	...	,, ... dep.	6 29	8 42	9 42	10 34	11 17	1 7	1 40	2 30	3 45	4 26	5 23	6 34	8 11	9 19	10 40	1 29	...	...
1 55	1 0	0 55	Tourville	6 36	8 49	9 49	10 31	11 23	1 14	1 47	2 37	3 52	4 33	5 30	6 41	8 18	9 26	10 54	...	1 50	...
2 20	1 50	0 85	Elbeuf (31) dep.	6 50	9 0	10 8	10 42	11 40	1 47	1 58	2 48	4 3	4 44	5 46	6 52	8 29	9 44	11 5	...	2 6	...
3 30	2 25	1 25	La Londe	7 3	...	10 26	...	11 55	2 11	...	...	...	...	6 2	...	...	10 1	...	...	...	...
5 20	3 40	1 55	St. Leger Boissey	7 28	...	11 1	...	12 24	3 10	...	...	...	...	6 36	...	...	10 37	...	...	...	...
6 5	3 85	2 20	Glos Montfort(30)	7 38	...	11 12	3 ...	12 35	3 27	...	...	...	...	6 49	...	...	10 48	...	...	...	...
6 65	4 40	2 75	Pont Authou	7 46	...	11 22	3 ...	12 44	3 40	...	...	...	...	6 58	...	...	10 57	...	...	...	...
7 25	4 95	3 15	Brionne	7 56	...	11 35	† 1, 2, 3	12 55	3 54	...	...	...	...	7 10	...	...	11 7	...	...	...	...
8 0	5 50	3 70	La Riviere Thib...	8 6	...	11 46	class.	1 5	4 9	...	...	...	...	7 21	...	...	11 18	...	...	...	...
8 50	6 35	4 65	Serquigny ...arr	8 14	...	11 54	...	1 13	4 21	...	...	...	...	7 29	...	...	11 26	...	...	3 33	...
...	...	...	Paris(27) ,,	1 0	...	...	...	5 20	10 55	...	...	...	...	12 19	...	...	4 20	...	...	9 55	...

Extra.—Oissel to Elbeuf, 9.1 p.m.

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CHERBOURG and PARIS.—Chemin de Fer de l'Ouest.

Stations.	1,2,3	1,2,3	1,2,3	1 & 2			1,2,3	1,2,3	1 & 2	1,2,3
† 1st class.			a.m.	a.m.			noon	p.m.	p.m.	
Cherbourg.....dep.	...	...	5 56	8 30	...	...	12 0	6 15	3 55	...
Valognes	...	...	7 1	9 10	...	...	1 4	6 59	5 0	...
Carentan	...	...	7 52	9 47	...	...	2 11	7 40	6 1	...
Isigny	...	...	8 6	9 59	...	...	2 29	7 53	6 20	...
Lison	...	...	8 26	10 15	...	...	2 55	8 12	6 47	...
Le Molay Littry	...	a.m.	8 32	...	...	p.m.	3 23	...	7 11	...
Bayeux	...	7 35	9 24	10 53	...	1 27	3 58	8 46	7 42	...
Bretteville-Norrey	...	8 11	10 0	...	1 & 2	2 0	4 31	...	8 14	1,2,3
Caen (Buffet) ...arr.	a. m.	8 40	10 24	11 35	a.m.	2 26	5 0	9 24	8 40	p.m.
,, ...dep.	6 0	9 35	12 2	11 54	8 55	2 54	5 50	9 50	9 0	6 15
Mezidon	6 44	10 27	12 50	12 18	9 24	3 42	6 39	10 33	9 44	6 49
Lisieux ... .arr.	7 21	11 30	1 34	12 50	9 53	4 25	7 25	11 15	10 28	...
Honfleur .....dep.	6 0	...	...	11 20	...	2 51	7 42	...	9 5	...
Quetteville.....	6 22	...	...	11 43	...	3 17	8 9	...	9 28	...
Trouville.....	6 15	...	...	11 37	...	3 5	...	...	9 28	...
Pont l'Eveque s	6 36	...	...	11 58	...	3 28	...	...	9 49	...
Pont l'Eveque dp	6 45	...	...	12 7	...	3 45	8 36	...	9 57	...
Lisieux .....arr.	7 18	a.m.	...	12 38	...	4 17	9 11	...	10 35	...
Lisieux .....dep.	7 33	4 55	1 41	12 58	9 58	4 36	7 35	11 22	10 48	...
Bernay (Buffet).....	8 23	5 37	2 36	1 41	10 38	5 33	8 32	12 16	11 43	...
Serquigny	8 53	5 54	3 10	1 59	10 50	6 1	9 16	12 30	12 4	...
Romilly.....	9 31	6 20	3 53	...	...	6 33	9 49	...	...	...
Conches	9 38	6 34	4 0	2 36	11 36	6 48	10 8	1 21	12 48	...
Evreux	10 8	7 2	4 36	3 3	11 59	7 20	10 44	1 49	1 21	...
Buel	10 54	7 41	5 30	3 35	12 32	8 10	11 38	2 38	2 6	...
Mantes .....arr	11 30	8 14	6 14	4 3	12 58	8 54	12 19	3 20	2 43	...
,, (Buffet) dep	11 40	8 19	6 19	4 10	1 3	8 59	...	...	2 48	...
Paris .....arr.	1 0	9 35	7 50	5 20	2 5	10 55	...	5 0	4 20	...

COULIBŒUF and FALAISE.

All 1, 2, 3 Class.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Coulibœuf (28) .....dep	5 42	7 10	9 41	11 14	2 53	5 14	7 45	11 16	...
Falaise .....arr	5 58	7 26	9 57	11 30	3 9	5 30	8 1	11 32	...
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Falaise .....dep	5 10	6 40	7 38	10 35	1 56	3 35	7 5	9 15	...
Coulibœuf .....arr	5 25	6 55	7 53	10 50	2 11	4 10	7 20	9 30	...

LISON and LAMBALLE.

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Fro m Li	son		Lison .....dep	4 11	11 58	9 22	8 20	4 0	9	
2 35	1 75	1 25	Saint-Lo .....arr	4 44	12 43	9 58	9 21	4 34		
...	...	...	,, ...dep	4 49		10 10		4 40		
3 95	2 95	2 10	Carantilly-Marign.	5 16	...	10 50	...	5 8		
5 90	4 45	3 20	Coutances ...arr	5 49	...	11 32	p.m.	5 44		
...	...	...	,, ...dep	5 53	...	...	1 47	6 5		
9 35	7 0	5 15	Folligny .....arr	6 56	a.m.	...	3 20	7 14		
...	...	...	,, ...dep	7 5	9 9	2 & 3	3 59	7 24		
11 60	8 65	6 35	Avranches .. arr	a.m.	7 47	9 51	p.m.	4 41	8 28	
...	...	...	,, ...dep	5 5		10 5	3 10			
14 30	10 70	7 85	Pontorson	5 53	...	11 14	4 0	...		
16 95	12 75	9 35	Dol .....arr	6 36	...	12 16	4 43	...		
...	...	...	,, ...dep	7 45	1, 2, 3	1 30	6 5	...		
20 45	15 30	11 25	Dinan .....arr	9 17	a.m.	2 38	7 13	...		
...	...	...	,, ...dep	9 37	5 32	3 6	...	...		
25 50	19 10	14 0	Lamballe.....arr	11 56	6 57	4 35	...	...		

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.			p.m.	p.m.	
Lamballe ...dep	...	...	7 25	...	1 20	6 30
Dinan .....arr	...	a.m.	8 48	a.m.	3 5	7 53
,, ...dep	...	5 24		11 5	3 14	
Dol .....arr	...	6 29	...	12 10	4 40	
,, ...dep	...	7 35	...	1 22	6 0	
Pontorson	...	8 24	...	2 8	7 13	
Avranches ...arr	a.m.	9 8	p.m.	2 49	8 15	
,, ...dep	7 48	10 38	5 25	2 57	...	
Folligny .....dep	9 20	...	6 22	4 10	...	
Coutances ...arr	10 52	...	7 26	5 13	a.m.	
,, ...dep	11 33	...		5 45	6 13	
Carantilly-Marigny	12 29	...	...	6 21	6 52	
Saint Lo ...arr	1 14	p.m.	p.m.	6 47	7 21	a.m.
,, ...dep		1 26	5 45	6 52	7 27	9 30
Lison .....arr		2 32	6 18	7 25	8 11	10 4

SERQUIGNY, ELBEUF, and ROUEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Paris ....dep	...	...	12 30	...	...	5 30	...	...	...	...	...	...	8 10	8 50	...	...	1 50	3 25	5 0	...	...	...	...	
Serquigny ...dp	...	...	7 17	...	...	9 5	...	...	...	...	...	...	2 ❦17	11 51	...	...	6 30	9 16	12 53	...	...	...	...	
La Riviere Thib...	...	...	7 36	...	...	9 13	...	...	...	...	...	...	2 25	...	...	...	6 38	9 24	...	...	...	...	...	
Brionne	...	...	7 35	...	...	9 22	...	...	...	...	...	...	2 35	...	...	...	6 49	9 33	1 8	...	...	...	...	
Pont Authou	...	...	7 45	...	...	9 33	...	...	...	...	...	...	2 45	...	...	...	7 1	9 44	1 15	...	...	...	...	
Glos Montfort.....	...	...	7 53	...	...	9 41	...	...	...	...	...	...	2 55	...	...	...	7 10	9 52	1 26	...	...	...	...	
St. Leger Boissey	...	...	8 7	...	...	9 55	...	...	...	...	...	...	3 9	1,2,3	...	...	7 24	10 5	...	...	...	...	...	
La Londe.....	...	...	8 38	...	...	10 25	...	...	...	...	...	...	3 41	p.m.	...	...	7 58	10 36	2 7	...	...	...	...	
Elbeuf .....dep	5 50	7 30	8 55	9 55	10 41	12 40	1 3	1 55	2 13	3 9	3 58	5 0	6 3	7 30	8 17	10 57	2 24	8 51	...	...	...	...	...	
Tourville	6 1	7 42	9 6	10 8	10 52	12 52	1 15	2 7	2 25	3 21	4 9	5 12	6 15	7 42	8 28	11 10	...	9 3	...	...	...	...	...	
Oissel .....arr	6 6	7 47	9 11	10 13	10 57	12 57	1 20	2 12	2 30	3 26	4 14	5 17	6 20	7 47	8 33	11 15	2 38	9 8	...	...	...	...	...	
,, ...dep	6 7	7 48	9 14	10 25	11 5	...	1 35	...	2 33	3 27	4 24	5 19	6 22	7 57	8 34	11 20	2 56	...	...	...	...	...	...	
Rouen lft bnk ar	6 26	8 7	9 32	10 43	11 21	...	1 55	...	2 52	3 44	4 42	5 38	6 41	...	8 53	11 40	3 12	...	...	...	...	...	...	
,, right bnk ar	6 44	...	1 & 2	10 40	11 38	...	1 53	1 Cl.	...	...	4 42	...	...	8 22	9 10	...	3 13	...	...	...	...	...	...	
Oissel .....dep	6 27	...	9 18	...	...	1 5	...	2 23	...	3 43	...	...	6 32	...	9 17	12 56	...	9 17	...	...	...	...	...	
Maines	8 21	...	1032	...	...	3 0	...	...	...	5 37	...	...	8 21	...	10 33	2 28	...	10 33	...	...	...	...	...	
Paris ...arr	10 20	...	11 35	...	...	5 5	...	4 35	...	7 35	...	...	10 20	...	11 35	3 55	...	11 35	...	...	...	...	...	

LAVAL and CHATEAU GONTIER.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
All 1 2,3 class.	a.m.	a.m.	p.m.	p.m.	A 1,2,3 class	31 a.m.	noon
Laval (28,33) d	7 37	10 33	6 10	7 55	Chat.-Gont dep	8 43	12 15
Bazougers	8 8	11 26	6 47	8 30	Gennes-Long'taye	9 2	12 33
Gennes-Long'taye	8 40	12 20	7 23	9 1	Bazougers	9 36	1 7
Chat.-Gont ...rr	8 58	12 40	7 40	9 15	Laval .....arr	10 10	1 42

Extra.—Caen to Mezidon, 1 40 p.m.

ALENÇON and CONDÉ.—Chemins de Fer de l'Orne.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.
Alençon (28) dep	5 30	10 45	5 55		Condé.....dep	6 20	10 30	1 45	6 0	
Le Mesle-s-Sarthe	6 15	11 2	6 39		Regmalard	6 38	10 47	2 0	6 17	
Mortagne	6 52	11 43	7 15		Mortagne	7 35	11 43	3 0	7 15	
Regmalard	7 36	12 31	8 0		Le Mesle-s-Sarthe	8 9	12 18	3 31	7 49	
Condé (28) ...arr	7 50	12 45	8 15		Alençon ...arr	8 55	1 3	4 15	8 35	

Fares from Alençon to Condé-s-Huisne, 8fr. 25c., 6fr. 20c., 4f. 55c.

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PARIS TO BREST.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1 & 2	1,2,3	1 & 2	1 Cl.	1,2,3	1 & 2	1,2,3	1 & 2	1 & 2	1,2,3
fr. e.	fr. e.	fr. e.	* a.m. dep	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Fro	m P	aris.	Paris, St. Lazar.	...	...	...	...	10 25	...	...	...	9 15	...	...
...	...	...	Paris Montp.	9 30	7 30	7 55	10 45	...	12 30	5 0	6 0	...	...	10 20
...	...	...	Versailles	9 37	7 51	8 22	11 8	10 57	1 17	5 35	6 59	8 24	9 49	10 58
2 65	2 0	1 45	St. Cyr ..... arr	10 7	...	8 35	...	...	1 27	...	6 9	...	...	11 10
3 45	2 58	1 85	Trappes	10 16	...	8 41	...	...	1 38	...	6 20	...	...	11 24
5 90	4 45	3 20	Rambouillet	11 0	8 29	9 28	11 46	...	2 19	6 12	7 1	9 9	10 28	12 16
7 50	5 60	4 10	Epernon	11 16	...	9 44	...	...	2 35	...	7 17	...	...	12 39
8 50	6 35	4 65	Maintenon	11 29	8 52	9 59	12 9	...	2 46	6 35	7 30	9 36	10 51	12 55
10 80	8 10	5 90	Chartres (Bu.) a	11 55	9 15	10 30	12 30	12 11	3 12	6 56	8 1	9 58	11 12	1 27
...	...	...	,, (89, 31)d	12 0	9 19	10 46	12 35	12 17	3 17	7 10	8 14	10 6	11 20	1 39
13 8	9 75	7 30	Courville	6 1	...	11 16	...	...	3 45	...	8 42	...	...	...
15 25	11 40	8 40	La Loupe	6 36	10 3	11 49	...	...	4 15	7 58	9 12	10 55	12 3	2 44
17 35	13 0	9 65	Condé (32)	6 56	10 21	12 14	1 33	...	4 39	...	9 36	...	...	...
18 35	13 75	10 10	Nogent-le-Rot	7 12	10 33	12 29	1 45	1 21	4 53	8 22	9 51	11 26	12 32	3 30
20 95	15 70	11 45	La Ferté-Bernard	7 43	10 58	1 2	2 10	...	5 24	8 47	10 23	11 53	12 57	4 11
23 0	17 25	12 65	Connerre (61)	8 11	11 19	1 30	2 31	...	5 51	9 8	10 51	12 15	...	4 44
26 0	19 45	14 30	Le Mans (Bu.) a	8 50	11 44	2 9	2 56	2 34	6 30	9 33	11 30	12 42	1 40	5 25
...	...	...	,, (p 28, 33-8)	8 55	12 8	4 35	3 4	...	7 40	...	12 3	...	...	5 40
28 60	21 45	15 70	Domfront	10 38	...	5 12	...	...	8 21	...	...	...	...	6 13
30 40	23 80	16 70	Sille-le-Guillaume	11 6	12 58	5 45	3 42	...	8 59	...	1 15	1 36	...	6 45
33 25	24 95	18 30	Evron	11 49	1 20	6 24	4 7	...	9 46	...	1 45	2 5	...	7 29
35 55	26 70	19 55	La Chap. Anthenaise	12 24	1 48	6 57	4 29	...	10 25	...	...	...	...	7 56
36 35	27 25	19 95	Louverné	12 34	...	7 6	...	...	10 36	...	...	...	...	8 8
37 ...	27 90	20 40	Laval (27, 33)	12 56	2 6	7 33	4 48	...	10 49	...	2 30	2 46	...	8 25
39 15	29 35	21 55	Port-Brillet	1 28	...	7 59	...	...	p.m.	...	...	...	...	8 55
41 40	31 0	22 75	Vitré (39)	1 54	2 47	8 23	5 27	...	...	...	3 17	3 34	...	9 27
43 50	32 60	23 90	Châteaubourg	2 27	...	8 46	...	...	...	...	...	3 58	...	9 48
44 70	33 55	24 55	Noyal	2 44	...	9 2	...	...	...	...	...	...	...	10 6
46 5	34 50	25 35	Rennes (30) arr	3 0	3 25	9 17	6 7	...	...	...	...	...	...	10 20
...	...	...	,, ... dep	4 0	3 25	...	6 7	4 51	a.m.	a.m.	4 0	4 20	...	10 20
48 75	36 55	26 80	Montfort-sur-Meu.	...	4 34	...	8 23	...	6 40	...	4 55	4 35	...	10 57
49 95	37 50	27 50	Montauban-de-Br.	...	4 49	...	8 38	...	7 46	...	5 28	5 1	...	11 20
51 75	38 80	28 40	Caulnes-Dinan	...	5 15	...	9 0	...	8 14	...	5 44	...	...	11 45
52 70	39 60	28 95	Broons	...	5 31	...	9 14	+ 1, 2, 3 class.	8 57	...	6 11	5 31	...	12 10
54 5	40 65	29 75	Plenée-Jugon	...	5 47	...	9 30		9 20	...	6 26	...	...	12 24
56 6	42 0	30 85	Lamballe	...	6 14	...	9 54		9 46	...	6 43	...	...	12 44
58 50	43 85	32 15	Saint Brieuc ar	...	6 47	...	10 25		10 35	...	7 11	6 11	...	1 11
...	...	...	,, (29) dep	...	7 7	...			11 24	...	7 47	6 25	...	1 44
60 10	45 15	33 30	Chatelaudren	...	7 34	...			...	...	8 7	6 48	...	2 9
62 20	46 60	34 30	Guingamp	...	8 2	...			...	...	8 37	...	...	2 39
64 5	48 0	35 25	Belle-Isle-Régard	...	8 29	...			...	...	9 4	7 28	...	3 12
65 25	49 5	35 95	Plouaret Lannion.	1,2,3	8 39	...			...	...	9 31	...	...	3 38
66 55	49 85	36 55	Plounérin	a.m.	9 9	...			...	...	10 10	...	...	4 21
69 35	52 0	38 15	Morlaix	6 50	9 56	...			1,2,3	1,2,3	11 2	8 43	...	5 4
71 20	53 40	39 15	Saint-Thégonnec	7 21	10 23	...			a.m.	p.m.	11 39	...	...	5 34
74 40	55 80	40 90	Landerneau (40)	8 23	11 6	...			10 20	4 30	12 4	9 34	...	6 14
76 75	57 55	42 20	Brest ..... arr	9 7	11 40	...			10 56	5 19	12 45	10 0	...	6 47

SAINT-BRIEUC TO LOUDEAC & PONTIVY.

Mls.	Stations.	1,2,3	1 & 2	1,2,3	1 & 2
Dis.		p.m.	p.m.	a.m.	a.m.
—	PARIS (Montp.) .....dep	5 30	8 0	10 20	7 30
—	LE MANS ..... ,,	12 37	...	5 40	12 8
...	RENNES ..... ,,	4 55	4 35	10 57	11 4
0	Saint-Brieuc (28) ....dep	6 36	5 25	12 25	7 15
30½	Quintin	8 41	...	2 31	9 7
31½	Plœuc-l'Hermitage	9 4	...	4 0	9 37
31½	Uzal	9 18	...	4 22	9 58
33½	Loudeac ..... arr	9 49	...	5 3	9 32
340	Pontivy (40) ..... arr	10 30	...	5 50	10 05

CAEN to COURSEULLES.

All 1,2,3 Class.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Caen (Ouest) dep	7 45	9 45	...	2 40	5 15	4 40	8 0	8 33	5 45	7 58	9 49	...
Caen St. Martin	8 10	10 10	12 30	3 10	5 45	5 10	8 30	8 53	6 10	8 23	10 14	...
Douvres	8 39	10 41	1 1	3 39	6 18	5 43	8 58	9 26	6 43	8 56	10 47	...
Luc-sur-Mer	8 48	10 51	1 12	3 48	6 27	5 51	9 5	9 35	6 52	9 5	10 56	...
St. Aubin	8 59	11 4	1 24	4 0	6 40	6 3	9 17	9 47	7 4	9 17	11 8	...
Courseulles arr	9 10	11 15	1 35	4 10	6 50	6 13	9 27	9 57	7 14	9 27	11 18	...
*Sun. only.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Courseulles dep	7 0	9 45	12 50	3 15	5 15	4 10	7 35	9 0	5 45	7 58	9 49	...
St. Aubin	7 10	9 57	1 0	3 25	5 28	4 23	7 47	9 33	...	...	...	...
Luc-sur-Mer	7 20	10 7	1 11	3 36	5 43	4 38	7 58	9 49	...	...	...	...
Douvres	7 29	10 16	1 20	3 46	5 54	4 48	8 8	9 57	...	...	...	...
Caen (Ouest) arr	8 3	10 50	1 50	4 15	6 22	5 15	8 40	10 25	...	...	...	...

CAEN to MEZIDON and CAEN.

	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Le Mans (28) dp	2 8	5 50	12 25	3 55	7 0	9 55	...	...
Neuville	...	6 8	12 43	4 13	...	10 15	...	...
Montbizot	2 36	6 26	1 1	4 33	...	10 37	...	...
Vivoin Beaumont	2 53	6 46	1 21	4 53	7 40	11 0	a.m.	...
La Hutte	3 9	7 7	1 42	5 14	7 55	11 21	a.m.	...
Alençon (27) ...	3 40	7 39	2 15	5 44	8 17	11 52	11 10	...
Vingthanaps	...	7 55	2 31	5 59	...	...	11 31	...
Almenesches.....	4 31	8 33	3 7	6 34	...	p.m.	12 18	...
Argentan (30)	4 54	9 58	3 45	6 57	9 12	1 27	12 37	...
Fresney-la-Mère	5 25	10 45	...	7 28	...	2 6	...	a.m.
Couliboeuf (27)	5 37	11 1	4 19	7 39	9 39	2 20	...	7 58
Vendeuvres-Jort	5 47	11 14	...	7 49	...	2 37	...	8 37
Mezidon (26) ..	6 9	11 42	4 55	8 12	10 20	3 45	...	8 37
Caen (26) ....arr	6 56	12 40	5 22	8 55	10 58	4 28	...	9 13

EVREUX and LOUVIERS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
(56)	a.m.	a.m.	p.m.	p.m.
Evreux (St. J.) dep	6 15	9 10	12 10	6 20
Acquigny	6 33	9 28	12 28	6 36
Houlbec	6 44	9 39	12 39	6 47
Bourgtheroulde	6 51	9 46	12 46	6 54
Louviers (St. J.)	6 56	9 51	12 51	7 0

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.
Louviers (St. J.) dep	6 15	12 10	6 20	...
Acquigny	6 33	12 28	6 36	...
Houlbec	6 44	12 39	6 47	...
Bourgtheroulde	6 51	12 46	6 54	...
Evreux (Ville)	6 56	12 51	7 0	...

LENS, BULLY-GRENAY and ST. POL.

All 1,2,3 Class.	a.m.	a.m.	p.m.	p.m.
Lens (48, 12) ....dep	6 25	9 13	...	...
Bully-Grenay ..... ,,	6 37	9 26	1 35	6 32
Houdain ..... ,,	6 47	9 36	1 45	6 42
Hesdin ..... ,,	7 17	10 6	2 15	7 12
Frévent ..... ,,	7 34	10 23	2 32	7 29
Auxi-le-Château ,,	7 48	10 37	2 46	7 43
Pernes ..... ,,	8 13	11 1	3 11	8 7
Fruges ..... ,,	8 23	11 11	3 21	8 17
Hesdin-Rollot ... a.	8 36	11 24	3 34	8 30

All 1,2,3 Class.	a.m.	a.m.	p.m.	p.m.
Saint-Pol ..... dep	6 53	11 45	4 0	8 3
Hesdin ..... ,,	7 11	11 59	4 17	8 17
Frévent ..... ,,	7 22	12 7	4 29	8 26
Auxi-le-Château ,,	7 35	12 20	4 42	8 39
Pernes ..... ,,	7 45	12 28	4 51	8 55
Fruges ..... ,,	7 55	12 34	5 4	9 6
Hesdin-Rollot ... ,,	8 10	12 51	5 20	9 20
Frévent ..... ,,	8 23	1 4	5 33	9 33
Auxi-le-Château ,,	8 37	1 18	5 50	9 47
Pernes ..... ,,	8 41	1 22	...	9 51
Hesdin ..... ,,	8 53	1 34	6 4	10 3
Frévent ..... ,,	9 7	1 48	6 18	10 17
Auxi-le-Château ,,	9 20	2 1	6 31	10 30
Pernes ..... ,,	9 34	2 15	6 45	10 44
Hesdin ..... ,,	9 41	...	6 52	10 51
Lens ..... arr	9 56	...	7 7	11 6

BREST TO PARIS.—Chemin de Fer de l'Ouest.

Stations.	1,2,3			1,2,3	1,2,3	1,2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
										a.m.	a.m.	p.m.	a.m.	p.m.	p.m.
Brest.....dep.	...	...	...	...	p.m. 7 11	...	...	...	...	7 9	7 43	3 0	11 32	2 0	4 37
Landerneau	...	...	...	...	7 56	...	...	...	...	7 32	8 22	3 40	12 5	2 24	5 22
Saint-Thégonnec	...	...	...	...	8 44	...	...	...	...	8 14			12 45	...	6 13
Morlaix	...	...	...	...	9 12	...	...	...	...	8 53			1 26	3 19	6 55
Plouneriu	...	...	...	...	...	...	...	...	...	9 34			2 7	...	7 45
Plouaret-Lannion	...	...	...	...	...	...	...	...	...	9 52			2 26	4 2	8 3
Belle-Isle-Bégard	...	...	...	...	...	...	...	a.m.	...	10 10			2 46	...	8 26
Guingamp	...	...	...	...	...	...	...	5 25	...	10 37			3 20	4 42	8 53
Chatelaudren	...	...	...	...	...	...	...	5 50	...	10 59			3 43	...	...
Saint Brieuc .....arr	...	...	...	...	...	...	...	6 21	...	11 26			4 10	5 17	...
.....dep.	...	...	...	...	...	...	...	6 37	...	11 51			4 27	5 42	...
Lamballe	...	...	...	...	...	...	...	7 10	...	12 23			4 56	6 10	...
Plancë-Jugon	...	...	...	...	...	...	...	7 34	...	12 45			5 17	...	...
Broons	...	...	...	...	...	...	...	7 50	...	1 1			5 32	...	...
Caulnes—Dinan	...	...	...	...	...	...	...	8 8	...	1 20			5 49	6 53	...
Montauban-de-Bretagne	...	...	...	...	...	...	...	8 28	...	1 42			6 8	...	...
Montfort-sur-Meu	...	...	...	...	...	...	...	8 45	...	2 0			6 25	7 23	1,2,3
Rennes .....arr.	...	...	...	1 & 2	a.m.	a.m.	9 20	2 35				p.m.	7 0	7 50	p.m.
,, ...dep.	...	...	...	7 37	5 40	11 0	†2 49					3 15	7†40	8 0	8 15
Noyal	...	...	...	...	5 55	11 15	...	...				3 34	...	8 16	8 41
Chateaubourg	...	...	...	...	6 12	11 35	...	...				3 55	...	8 31	9 9
Vitre	...	...	...	8 16	6 40	12 2	3 32					4 27	8 30	8 57	9 56
Port-Brillet	a.m.			...	...	7 8	12 30					5 0	...	...	10 43
Laval	5 55			8 59	7 42	1	4 17					5 30	9 19	9 48	11 26
Louverne	6 7			...	7 53	1 13	...					5 50	...	...	...
La Chapelle Anthenaise	6 23			...	8 6	1 28	4 35					6 4	...	10 5	...
Evron	7 10			9 33	8 44	1 57	5 7					6 48	10 4	10 40	...
Sille-le-Guillaume	8 0			9 59	9 25	2 35	5 44					7 37	10 39	11 14	...
Domfront	8 30	1 & 2		...	9 59	2 59	...	1,2,3,				8 8	...	...	...
Le Mans (*Ref. Stat.*) arr.	9 0	a.m.	a.m.	10 36	10 20	3 26	6 25	p.m.				8 41	11 20	11 54	...
,, ...dep.		7 10	6 0	11 4	11 28	3 41	7 5	7 23				8 56	11 46	12 9	...
Connerre	...	7 38	6 44	...	12 9	4 24	7 31	8 15				9 36	...	12*37	...
La Ferte-Bernard	a.m.	8 2	7 14	...	12 37	4 53	7 55	8 53				10 8	12 36	12*58	...
Nogent-le-Rotrou ...	5 45	8 28	7 48	12 9	1 8	5 26	8 22	9 36				10 48	1 4	1*26	...
Condé	6 30	9 3	8 28	...	1 21	5 40	8 33	9 53				...	...	...	...
Le Loupe	6 56	9 29	8 53	...	1 54	6 13	8 57	10 33				11 34	1 38	2 * 2	...
Courville	7 21	9 40	9 28	...	2 15	6 39	...	11 7				...	...	...	1,2,3
Chartres (*Refresh. Stat.*)	7 25	9 50	9 59	1 14	2 51	7 20	9 44	11 54				12 45	2 25	...	a.m.
,, ...dep.	7 53	10 13	10 32	...	3 23	7 52	10 6	12*23				1 19	2 48	3*15	5 25
Maintenon	8 6	...	10 45	...	3 38	8 7	...	...				...	...	...	5 54
Epernon	8 26	10 42	11 11	...	4 2	8 31	10 33	1*4				1 59	3 14	3*41	6 30
Rambouillet	9 3	...	11 50	...	4 40	9 9	...	...				...	...	...	7 8
Trappes	9 12	...	11 59	...	4 49	9 18	...	...				...	...	...	7 18
St. Cyr .....dep	9 22	11 19	12*9	2*28	*4 58	9*28	11*13	1*58				2*51	3*52	4 25	7 27
Versailles	9 55	11 50	12 40	...	5 29	10 5	11 40	2 40				3 30	...	4 50	8 0
Paris (MontParnasse)arr															
,, (St. Lazare).....arr	...	...	...	3 0	...	...	...	...				...	4 30	...	...

‡1st Class. ‡‡ Chartres to Paris 1.25 p.m. † 1st and 2nd Class Express. ‖ Stop to set down Passengers. * Stop to set down Passengers from Chartres.

Extra.—Rambouillet to Paris, 5.23 p.m.

PONTIVY, LOUDEAC and SAINT BRIEUC.

E.M	Stations.	1,2,3	1,2,3	1 & 2
Dis.		a.m.		
...	**Pontivy** .....dep.	8 58	12 55	6 40
...	**Loudeac**	9 45	1 52	7 40
8½	Uzel	10 15	2 27	8 18
13½	Plemet, ermitage	10 29	2 41	8 38
19½	Quintin	10 55	3 17	9 11
31½	**Saint-Brieuc** .....dep.	11 51	p.m. 4 27	10 0
93	RENNES .....dep.	12 49	p.m. 3 15	7†40
109½	LE MANS .....dep.	7 5	7 23	8 56
326	PARIS (Montp.).....	11 40	2 40	3 30

Stations.	St. Lazare	† 1 & 2 Class	1,2,3	1,2,3	1,2,3	1,2,3
			p.m.	p.m.		
Paris (Montp.) dep.	7 50	3 10	7 20			
Versailles	8 18	3 40	7 47	...	...	...
St. Cyr	8 36	3 59	8 4	...	...	...
Trappes	8 46	4 10	8 16	...	...	...
Chartres	9 5	4 30	8 35	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
Brest dep.	7 50	3 10	7 20						
Illiers	8 18	3 40	7 47	...	...	...	...	...	...
Bailleau	8 36	3 59	8 4	...	...	...	...	...	...
La Taye	8 46	4 10	8 16	...	...	...	...	...	...
Chartres	9 5	4 30	8 35	...	...	...	...	...	...

CAEN AND MEZIDON to LE MANS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
Caen .....dep	a.m. 5 43	9 35	1 40	2 34	6 15	9 56	...		
Mezidon	6 30	10 24	2 13	4 21	6 54	10 42	...		
Vendeuvres	9 26	6 52	10 30	2 34	4 52	7 17	...		
Coulibeuf	9 36	7 6	11 5	2 48	5 10	7 31	11 10	...	
Fresney-le-Mère	...	7 16	11 15	...	5 20	7 41	...	...	
Argentan	...	8 20	12 7	3 47	6 6	8 20	11 43	...	
Almenesches	...	8 36	12 23	...	6 26	8 36	...	...	
Vingthanaps	a.m.	9 16	1 1	4 41	7 14	9 14	...	...	
Alencon	7 0	9 36	1 21	5 2	7 33	9 35	12 39	...	
La Hutte	7 25	10 0	1 43	5 25	...	9 57	12 56	...	
Vivois-Beaumont ...	7 46	10 21	2 4	5 47	...	10 18	1 10	...	
Montbizot	8 6	10 41	2 22	6 6	...	10 36	...	...	
Neuville	8 23	10 59	2 39	6 24	...	10 54	...	...	
Le Mans ..... a	8 40	11 15	2 55	6 40	...	11 10	1 47	...	

CHARTRES and ALENCON.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.				
Chartres (*28*) dep.	8 6	11 10	5 30				
Nogent-le-Phaye	8 27	11 31	5 55				
Houville	8 38	11 45	6 5				
Auneau-Ville	8 55	12 2	6 28				
Auneau (*37*) .....arr	9 5	12 13	6 35				
,, ...dep	9 30	2 40	7 25				
Auneau-Ville	9 35	2 48	7 31				
Houville	10 1	3 11	7 54				
Nogent-le-Phaye	10 10	3 20	8 2				
Chartres (*28*)	10 30	3 45	8 25				

E.M	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.	p.m.	p.m.	p.m.				
...	**Moidrey**	4 45	10	4 25						
...	**M.S.Michel**	5 35	...	9 0	...	...	...	...	...	...
5	Pontorson	5 46	...	9 15	...	...	...	...	...	...
10	Antrain	6 13	...	9 41	...	...	...	...	...	...
16	**St. Brice**	6 47	a.m. 10 14	p.m. 10	5 36					
22	**Fougeres**	7 41	10 42	10 33	6 31					
37	Romagne	8 24	11 26	11 23	7 13					
43	Gerard	8 51	...	11 50	7 40					
49	**Vitre** (*28*)	9 6	...	1 35	...	7 55				

E.M	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.		p.m.						
...	**Vitre** ..... dep.	4 20	...	12 10	...	4 45	...	...	...	...
11	From Vitre (*28*)	4 35	...	12 25	p.m. 5	1	...	...	...	...
15½	Chatillon	5 5	8 30	12 55	5 0	5 29	...	...	...	...
20	Combourg	5 19	8 47	1 10	...	5 43	...	...	...	...
28	**Dol**	6 0	9 20	1 46	5 36	6 22	...	...	...	...
34	**Pontorson**	6 25	...	2 32	...	7 40	...	...	...	...
42½	Antrain	7 36	...	3 27	...	8 5	...	...	...	...
49	**M.S.Mich'l**	7 53	...	3 35	...	8 13	...	...	...	...

* Correspondence to Mont St. Michel and back, 2 francs by Steamer.

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PARIS and GRANVILLE.—Chemin de fer l'Ouest.

Kil.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3
c.	fr. c.	fr. c.		a.m.			a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
0	m P aris		**Paris**(Mont.)d	9 55	...	6 50	8 30	12 30	4 30	8 45		**Granville** dep	...	8 40	6 25	11 0	3 15	5 50
5	...	...	Versailles	10 22	...	7 30	8 52	12 58	4 53	9 15		Vire.....	5 50	9 55	8 8	1 3	5 34	7 34
10	5 80	4 25	Houdan	11 50	a.m.	8 44	9 51	2 25	6 20	10 42		Flers	6 47	10 34	9 24	2 13	6 30	8 36
20	7 55	5 55	**Dreux (21)**...	12 20	5 0	9 21	10 22	3 0	6 55	11 20		Messei	6 58	...	9 37	2 22	...	8 48
25	8 95	6 60	Nonancourt.....	...	5 32	9 48	10 45	3 33	7 34	11 49		Briouze	7 15	10 57	10 4	2 43	1,2,3	9 9
30	10 85	7 95	Verneuil	...	6 16	10 21	11 10	4 13	7 59	12 22		Ecouche	7 45	...	10 42	3 14	p.m.	9 41
35	13 0	9 55	**Laigle** ...arr.	...	6 58	10 53	11 37	4 45	8 30	12 54		**Argentan**	8 10	12 0	12 19	3 37	6 30	10 11
	...	...	...(26)...dep	...	7 11	11 15	11 52	5 0	8 41	1 2		Almenches	8 24	...	12 34	3 53	6 40	10 29
75	15 50	11 35	Le Merlerault...	...	8 5	11 54	12 26	5 46	9 26	1 42		Surdon	8 33	12 19	12 47	4 2	6 50	10 41
40	16 80	12 30	Surdon	...	8 36	12 23	12 49	6 9	9 50	2 4		Le Merlerault...	8 56	12 44	1 13	4 31	7 30	11 10
80	17 15	12 55	Almenches.....	a.m.	8 44	12 32	...	6 16	9 57	...		**Laigle**.....arr.	9 27	1 18	1 57	5 20	8 17	11 49
25	18 20	13 35	**Argentan 25**	5 30	9 11	1 40	1 13	7 0	10 10	2 35		... .dep.	9 47	1 35	2 5	5 52	8 31	12 10
30	19 10	14 0	Ecouche	5 45	9 25	1 57	...	7 14	...	...		Verneuil	10 18	1 53	2 33	6 31	9 22	12 57
30	20 90	15 25	Briouze (76)...	6 22	10 0	2 35	1 51	7 50	...	3 22		Nonancourt.....	10 43	2 18	2 7	7 2	10 5	1 31
30	22 0	16 10	Messei	6 34	10 15	2 54	...	8 5	...	3 43		Dreux	11 22	2 44	3 39	7 39	10 40	2 7
30	23 80	16 40	Flers (31, 33)	6 51	10 35	3 15	2 16	8 22	...	4 2		Houdan	11 55	3 8	4 8	8 16	...	2 43
35	25 0	18 85	Vire.....	7 38	11 20	4 5	2 54	9 10	...	4 54		Versailles	1 38	4 11	5 31	9 57	...	4 7
40	30 30	22 20	Granville arr.	9 30	...	5 53	4 10	10 53	...	6 17		**Paris**(Mont.)a	2 0	4 35	6 5	10 30	...	4 40

Paris to Dreux 5. 55 p.m. Dreux to Paris at 6.24 a.m. ; 9 0 p.m. Laigle to Paris 6.16 a.m.
Surdon to Argentan at 4.23, 8.26 a.m. ; 12.9, 6.26, 8.52 p.m. ; vice versa, 8.20, a.m. ; 12.7, 3.47, 6.6, 8.20, and 11.43 p.m.

PARIS, REDON, LORIENT, QUIMPER, and CHATEAULIN.

M	1 cl.	2 cl.	3 cl.	Stations.	† 1, 2, 3 Cl.	1 & 2	1 & 2	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	a.m.	p.m.					a.m.	a.m.
	From	Paris		**Paris**(Mont.)....dep.	7 30	10 45	5 30	...	10 20		**Chateaulin** .....dep.	...	...	...	9 58
22	26	0	19 45	14 30	**Le Mans**.....arr.	11 44	2 56	11 30	...	2 25		**Quimper**.....arr.	...	...	...	10 44
	...	...	...	...	... .dep.	12 8	3 4	12 30	...	5 40		... .dep.	...	...	6 0	12 26
	46	5	34 50	25 35	**Rennes** .....arr.	3 25	6 5	4 0	...	10 20		**Lorient** .....arr.	4 2	a.m.	7 47	1 59
	...	...	...	...	... (28)...dep	12 45	7 30	4 50a	7 30	10 46		... .dep.	1 45	5 45	8 5	2 8
15	48	65	36 50	26 75	**Guichen**	4 16	8 2	5 21	8 50	11 41		**Henebont**	...	5 59	8 37	2 20
15	50	65	37 95	27 80	**Messac**	4 44	8 30	5 47	9 40	11 44		**Auray**.....	...	6 46	9 25	3 4
15	52	45	39 25	28 85	**Beslé**	5 9	8 56	6 12	...	12 10		**Vannes**	a.m.	7 22	10 21	3 32
15	54	80	41 10	30 10	**Redon** .....arr.	5 37	9 25	6 40	...	12 40		**Redon** .....arr.	...	8 50	12 6	4 53
	...	...	...	...	... (40) ...dep.	5 58	...	6 50	...	12 50		... .dep.	6 41	9 0	12 15	5 10
10	61	55	46 15	33 80	**Vannes** (40)	7 21	3m	8 1	...	2 28		**Beslé**	7 20	9 26	12 44	5 43
10	63	95	47 90	35 10	**Auray** (40)	7 54	Redon	8 39	...	3 3		**Messac**	7 55	9 50	1 17	6 10
10	67	10	50 30	36 85	**Henebont**	8 42	9	9 7	...	3 57		**Guichen-Bourg**	8 30	10 14	1 47	6 35
10	68	20	51 15	37 45	**Lorient** .....arr.	8 55	9	9 18	...	4 16		**Rennes**.....arr.	9 15	10 45	2 25	7 10
	...	...	...	...	.....dep.	9 7	Redon	9 23	...	4 21		.....arr.	11 0	♀249.	3 0	8 0
10	74	75	57 15	41 85	**Quimper** .....arr.	10 50	Chas'tle	10 51	...	6 14		**Le Mans** .....arr.	...	3 26	6 25	11 54
	...	...	...	...	.....dep.	...	5.52 a.m.	...	...	6 24		... .dep.	...	3 41	7 5	12 9
10	79	90	59 95	43 90	**Chateaulin** (40)...	...	...	...	...	7 20		**Paris** [Montparnasse] arr.	...	10 5	11 40	4 50

* PARIS and SAINT MALO.

Stations.	1 & 2	1 & 2	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a m	a.m.	...	p.m.	p.m.	p.m	p.m		a.m.	noon	p.m.	...
Paris (Mont.) dep	7 30	10 45	...	5 30	8 0	10 20	...	**Saint Malo**..dep.	7 0	12 0	5 8	8 0
Le Mans.....arr.	11 44	2 56	...	11 30	...	2 25	...	La Gouesniere....	7 21	12 13	5 22	8 18
... .dep.	12 8	3 4	...	12 30	...	5 40	...	La Fresnais	7 32	12 32	5 31	8 29
Rennes .....arr.	3 25	6 5	a.m.	4 2	4 30	10 20	...	Dol	7 57	12 40	5 48	8 51
... (28)dep.	3 35	...	6 5	5 5	...	11 20	6 0	Bonnemain	8 19	1 0	6 4	9 8
Betton	3 52	...	6 28	5 24	...	11 44	6 24	Combourg.....	8 41	1 15	6 18	9 27
St. Germain-s-Ille	4 3	...	7 22	5 39	...	11 59	6 39	Montreuil-s-Ille ...	9 5	1 33	6 36	9 53
Montreuil-s-Ille	4 16	...	7 55	5 53	...	12 16	6 56	St Germain-s-Ille	9 21	1 45	6 50	10 9
Combourg.....	4 33	...	8 38	6 16	...	12 44	9 23	Betton	9 36	1 57	7 2	10 25
Bonnemain	4 45	...	9 1	6 33	...	1 1	9 41	**Rennes** .....arr.	10 0	2 16	7 21	10 50
Dol (26)	4 59	...	9 50	6 49	...	1 29	10 0	... .dep.	11 0	3 15	8 0	...
La Fresnais	5 12	...	10 20	7 4	...	1 47	10 15	**Le Mans**.....arr.	2 26	6 41	11 54	...
La Gouesniere.....	5 23	...	10 44	7 17	...	2 0	10 26	... .dep.	3 41	6 56	12 9	...
Saint Malo..arr.	5 40	...	11 10	7 35	...	2 21	10 45	**Paris** (Mont.) arr.	10 5	2 30	4 50	...

* First Class Fare from Paris to St. Malo 56 fr. ; 2nd. 42 fr ; 3rd. 30 fr. 85c.
‡ 1, 2, 3 class. † 1 & 2 class. Extra—St. Malo to Rennes, 8 p.m.

GLOS-MONTFORT and PONT-AUDEMER.

F. M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.	(26)	a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.
From	G.	Mont	fort	**Glos-Montfort** d	8 10	12 45	3 40	7 25		**Pont-Audemer**d	6 50	10 20	2 5	5 45
21	0 70	0 55	0 38	Montfort-St.-Philb	8 20	12 53	3 50	7 32		Corneville	7 1	10 33	2 16	5 56
34	0 70	0 55	0 35	Appeville	8 26	12 58	3 56	7 38		Condé.....	7 8	10 40	2 23	6 3
4	0 85	0 65	0 45	Condé	8 31	1 3	4 1	7 43		Appeville	7 13	10 45	2 28	6 10
6	1 35	0 95	0 75	Corneville	8 40	1 10	4 10	7 50		Montfort-St.-Philb	7 19	10 54	2 34	6 19
10	1 95	1 45	1 10	**Pont-Audemer** a	8 50	1 20	4 20	8 0		**Glos-Montfort** a	7 25	11 0	2 40	6 25

CHEMAZE and CRAON.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.
Chemaze	5 45	9 40	2 0	6 40	Craon ..... dep	7 0	2 0	4 40	8 20
(31)	a.m.	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.
Ampoigne	6 2	9 57	2 17	6 57	Ampoigne	6 43	1 43	4 23	8 3
Craon arr	6 34	10 19	2 34	7 19	Chemaze arr	6 58	1 58	4 38	8 18

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SIBLE and CHATEAUBRIANT.

All 1, 2, 3 class.	a.m.	a.m.		p.m.	p.m.	p.m.
Sible.....(33) dep	3 32	8 0	...	1 25	3 31	6 45
Les Agots-St-Brice ...	...	8 15	p.m.	1 50	3 43	7 1
Gennes-Long. 27 d	4 19	8 51	7 20	2 26	4 11	7 37
Chateau-Gontier	4 39	9 16	7 40	2 47	4 30	7 54
Cossaze (30)	4 56	9 33	...	3 4	4 49	8 15
Segré (31) .....arr	5 25	10 2	p.m.	3 33	5 16	8 45
.. ..dep	5 52	10 7	1 39	...	5 20	...
Vergonnes	6 25	10 32	2 14	...	5 53	...
Jordan	7 13	11 27	3 58	...	6 22	...
Chateaubriant 27	7 25	11 40	4 15	...	6 33	...

All 1, 2, 3 class.	a.m.	a.m.	noon	p.m.
Chateaubriant dep	...	6 30	9 53	12 0
Jordan	...	6 40	10 3	12 27
Vergonnes	...	7 7	10 30	1 32
Segré .....arr	...	7 40	11 6	2 38
.. ..dep	5 0	7 44	11 11	2 55
Cossaze	5 31	8 15	11 42	3 29
Chateau-Gontier	5 52	8 35	12 2	3 54
Gennes-Long. dep	6 9	8 50	12 22	4 12
Les Agots-St-Brice...	6 46	9 19	12 55	4 46
Sible .....arr	7 2	9 31	1 10	5 5

p.m.	p.m.
3 31	6 45
3 43	7 1
4 11	7 37
4 30	7 54
4 49	8 15
5 16	8 45
5 20	...
5 53	...
6 22	...
6 33	...

p.m.	p.m.	p.m.
6 35	...	...
6 49	...	...
7 36	...	...
8 6	...	...
8 11	...	...
8 42	p.m.	...
9 3	5 5	...
9 20	5 21	...
9 55	...	...
10 5	...	...

Extra.—Chateau-Gontier to Gennes-Longuefuye, 8.45 a.m., 12.15, 9.13 p.m., vice versa 8.38 a.m.

PONT-DE-L'ARCHE and GISORS.

E.M. 1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dia.	fr. c.	fr. c.	fr. c.				
Fro	Pont 47'A	rch.		P.de-l'Arche	a.m.	a.m.		p.m.
42	0 45	0 65	0 45	Romilly-s-Ande	7 12	10 30	...	7 8
9	1 95	1 45	1 10	Fleury-s Andell	7 34	11 3	...	7 42
13	2 65	2 0	1 45	Menesqueville ...	7 55	11 42	...	7 59
18	3 65	2 75	2 0	Saussay-l-Ande.	8 19	12 18	p.m.	8 21
23	4 65	3 50	2 55	Etrepagny	8 40	12 48	5 2	8 40
33	6 65	5 0	3 65	Gisors (Ville) a	9 14	1 30	5 42	9 10
33	6 65	5 0	3 65	„(22,21)(O. a	9 18	...	5 46	9 14

Dia.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	noon	p.m.	p.m.
...	...	...	...	Gisors (O'at)dp	...	8 35	...	8 7	3 16
...	Fro m	Gisors	...	„ (Ville) „	...	8 48	12 10	8 15	3 30
9	1 95	1 45	1 10	Etrepagny	...	9 20	1 6	8 44	4 30
15	2 95	2 20	1 65	Saussay-l-Ande.	7 0	9 27	1 34	9 4	
22	3 95	2 95	2 10	Menesqueville ...	7 30	9 54	2 9	9 25	...
33	4 65	3 50	2 55	Fleury-s Andell	7 35	10 7	2 36	9 41	...
39	5 75	4 30	3 15	Romilly-s Andel.	7 54	10 25	3 10	10 2	...
52	6 65	5 0	3 65	P.de-l'Arch a	8 6	10 40	3 27	10 20	...

PACY to VERNON and GISORS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
(31)	a.m.	p.m.	p.m.	p.m.
Pacy-s-Eure ...dep.	6 50	9 43	7 9	1 30
Vernon ....arr.	7 32	10 28	7 49	2 10
.. (34) dep.	7 50	10 43	7 54	...
Vernonnet .....dep.	7 56	10 54	8 0	...
Gasny	8 16	11 21	8 18	...
Bray-sur-Eure	8 29	11 44	8 32	...
Bordeaux-St-Clair ...	8 47	12 16	8 48	...
Dangu	9 0	12 40	8 58	...
Gisors (Ville)	9 22	1 10	9 16	...
Gisors (O.) (22,21)a	9 26	1 14	9 20	...

Stations.	a.m.	p.m.	p.m.	p.m.
Gisors (Ouest)...dep	...	8 35	1 45	6 10
Gisors (Ville)	...	8 44	1 55	6 19
Dangu	...	9 1	2 22	6 35
Bordeaux-St-Clair ...	...	9 13	2 41	6 45
Bray-sur-Eces	...	9 34	3 12	7 6
Gasny	...	9 49	3 35	7 19
Vernonnet .....arr.	...	10 11	4 9	7 40
Vernon .....arr.	a.m.	10 17	4 15	7 45
.. ..dep.	6 40	10 40	4 35	8 10
Pacy-s-Eure ....arr.	7 24	11 12	5 15	8 50

ST. QUENTIN and GUISE.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
(16)	a.m.	a.m.	p.m.	p.m.
St. Quentin.....dep	6 0	10 55	1 50	7 0
Ite court.....	6 14	11 5	2 4	7 14
Mezieres-sur-Oise ...	6 23	11 16	2 20	7 23
Sery-l-Mezieres	6 29	11 23	2 24	7 29
Ribemont.....	6 39	11 35	2 40	7 38
Origny Ste. Benoit ...	6 55	11 53	3 0	7 53
Macquigny.....	7 10	12 10	3 16	8 8
Longchamps Boh	7 19	12 22	3 32	8 18
Guise .....arr	7 40	12 44	3 52	8 40

	a.m.	a.m.	p.m.	p.m.
Guise .....dep	8 10	11 0	3 10	7 55
Longchamps Boh	8 30	11 21	3 32	8 16
Macquigny	8 40	11 29	3 43	8 24
Origny Ste. Benoit	8 57	11 51	4 4	8 42
Ribemont.....	9 10	12 9	4 19	8 54
Sery-l-Mezieres.....	9 19	12 19	4 29	9 3
Mezieres-sur-Oise		12 28	4 38	9 8
Itancourt	9 39	12 43	4 53	9 22
St. Quentin .....arr	9 52	12 56	5 7	9 36

ELBEUF and DREUX.

All 1, 2, 3 Cl.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Elbeuf (St.) d	7 28	11 27	...	3 18	6 47	7 45
Caudebec-l-Elb	7 39	11 39	...	3 30	6 57	7 55
Louviers dep	8 24	12 20	...	4 10	7 33	8 32
Acquigny (31)	8 34	12 30	...	4 20	7 43	8 42
Chambry	8 39	12 35	...	4 25	7 48	8 47
Pacy-s-Eure ...	8 53	12 49	...	4 39	8 2	9 1
Merey-Bataille ...	9 10	1 6	...	4 56	8 19	9 18
Merey-Bataille ...	10 19	2 19	4 56	6 5	9 28	10 27
Conches-sur-Iton ...	10 29	2 28	5 5	6 15	9 38	10 37
Dreux (30) ar	10 50	2 50	5 26	6 35	9 58	10 57

ORLEANS and DREUX.

All 1, 2, 3 Cl.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Orleans (34)d	5 40	11 40	3 54	8 0	4 50	...
Patay	6 23	12 19	4 34	8 40	5 26	...
Ouzes	6 37	a.m.	4 48	8 54	5 40	...
.. ..dep	7 5	10 40	12 38	5 16	9 16	...
Chartres.....arr	7 25	11 0	12 58	5 36	9 36	...
.. (28) dep	7 42	9	1 16	8 56	9 46	9 26
Maintenon	8 0	11 38	1 34	6 14	10 4	9 44
Bailleau-l-Pas ...	8 9	11 48	1 43	6 23	10 13	9 53
St. Sauveur-Cha	8 16	11 55	1 50	6 30	10 20	10 0
Dreux (30) arr	8 36	12 15	2 10	6 50	10 40	10 20

GISORS and BEAUVAIS.

1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
a.m.	a.m.	p.m.	p.m.	p.m.
7 0	11 40	1 34	9 4	...
7 39	12 17	2 11	9 38	5
7 43	12 21	2 15	9 42	5 5
8 13	12 49	2 45	10 12	5 35
8 20	12 56	2 52	10 19	5 42

1 Cl.	2 Cl.	3 Cl.				
fr. c.	fr. c.	fr. c.				
0 70	0 55	0 35	Beauvais ....dep	7 0	11 40	1 34
1 40	1 10	0 70	Auneuil	7 39	12 17	2 11
2 10	1 65	1 05	La Bosse	7 43	12 21	2 15
2 80	2 20	1 40	Trye-Chateau ...	8 13	12 49	2 45
3 50	2 75	1 75	Gisors (22) a	8 20	12 56	2 52

PALAISE, BERJOU-FONT-D'OUILLY, and FLERS.

Stations	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	
Palaise (27).....dep	10 10	5 0	...
Martigny	10 38	5 25	...
Messk-Vil.-P.-des-V.	11 16	5 55	p.m.
Berjou (32)	11 50	6 23	6 26
Conde-Sur-Noireau ...	12 7	...	6 50
Flers (30,29)....arr.	12 43	...	7 21

Stations.	1, 2, 3	1, 2, 3	
	a.m.	p.m.	
Flers .....dep.	6 56	2 25	...
Conde-Sur-Noireau	7 46	3 26	...
Berjou	8	3 90	...
Messk-Vil.-P.-des-V.	8 42	3 46	...
Martigny	9 20	4 16	...
Palaise (27).....arr	9 46	4 42	...

SEGRÉ and ANGERS (St. Serge.

	a.m.	a.m.	p.m.	p.m.
Segré (31) .....dep	8 2	10 12	6 40	8 5
Le Lion d'Angers ...	8 36	10 47	7 38	9 3
Angers (33).....arr	9 32	11 40	8 38	10 2
Angers .....dep	6 5	8 25	2 55	6 3
Le Lion d'Angers ...	6 57	9 20	4 23	7 2
Segré .....arr	7 25	9 50	5 4	8

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PARIS and SCEAUX and vice versa.—Chemin de Fer d'Orleans.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
† Sets down only.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	3 h
Paris ..... dep.	12 45	7 5	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5						
Sceaux-Colutun (37)	12 50	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10						
Arcueil-Cachan	12 56	7 17	8 17	9 17	10 17	11 17	12 17	1 17	2 17	3 17	4 17	5 17	6 17	7 17	8 17	9 17	10 17	11 17						
Bourg-la-Reine	1 2	7 24	8 24	9 24	10 24	11 24	12 24	1 24	2 24	3 24	4 24	5 24	6 24	7 24	8 24	9 24	10 24	11 24						
Fontenay	1 7	7 29	8 29	9 29	10 29	11 29	12 29	1 29	2 29	3 29	4 29	5 29	6 29	7 29	8 29	9 29	10 29	11 29						
Sceaux ..... arr	1 13	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 36	5 35	6 35	7 36	8 35	9 35	10 35	11 35						

PARIS and VERSAILLES.—(Right Bank.)

Dis.	Week Days. 1 Cl.	2 Cl.	Sundays & Fêtes. 1 Cl.	2 Cl.	Stations	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	Paris (St. Lazare) dp	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30
...	0 40	0 25	0 55	0 35	Clichy L.	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	7 38	8 38	9 38	10 38	11 38
33	0 55	0 35	0 70	0 35	Asnieres	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42	9 42	10 42	11 42
5	0 65	0 40	0 85	0 55	Courbevoie	7 47	8 47	9 47	10 47	11 47	12 47	1 47	2 47	3 47	4 47	5 47	6 47	7 47	8 47	9 47	10 47	11 47
61	0 65	0 40	0 85	0 65	Puteaux	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53	10 53	11 53
71	0 65	0 40	0 85	0 65	Suresnes	7 56	8 56	9 56	10 56	11 56	12 56	1 56	2 56	3 56	4 56	5 56	6 56	7 56	8 56	9 56	10 56	11 56
91	0 80	0 55	1 10	0 80	Saint Cloud	8 2	9 2	10 2	11	12 2	1 2	2 2	3 2	4 2	5 2	6 2	7 2	8 2	9 2	10 2	11 2	12 2
103	0 95	0 65	1 35	1 10	Sèvres, Ville d'Avray	8 7	9 7	10 7	11 7	12 7	1 7	2 7	3 7	4 7	5 7	6 7	7 7	8 7	9 7	10 7	11 7	12 7
131	1 35	1 10	1 35	1 10	Viroflay	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15
144	1 65	1 35	1 65	1 35	Versailles (r. b.) a.	8 19	9 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19	10 19	11 19	12 19

Extra Trains—Paris to Versailles, 7.0, 9.0 a.m., 5.0, 5.25, 6.0, 6.25, 9.30, 10.30, 11.30 p.m.; 12.30 night.

PARIS (Montparnasse), and VERSAILLES.—(Left Bank.)

Week Days. 1 Cl.	2 Cl.	Sundays & Fêtes. 1 Cl.	2 Cl.	Stations.	Trains.																	
fr. c.	fr. c.	fr. c.	fr. c.	Paris (Montparnasse) ..... dep.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	From	Paris			7 35	8 5	10	11	12	1	2	3	4	5	5	6	6 35	7	8	9	10	11
0 30	0 20	0 40	0 30	Ouest Ceinture	7 41	8 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	5 11	6 41	7 11	8 11	9 11	10 11	11 11	12 11
0 65	0 35	0 85	0 35	Clamart	7 49	8 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	5 19	6 49	7 19	8 19	9 19	10 19	11 19	12 19
0 90	0 55	0 85	0 55	Meudon	7 53	8 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	5 23	6 53	7 23	8 23	9 23	10 23	11 23	12 23
0 90	0 55	0 85	0 60	Bellevue	7 57	8 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	5 27	6 57	7 27	8 27	9 27	10 27	11 27	12 27
0 90	0 55	1 10	0 85	Sèvres	8 0	8 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	5 30	7 0	7 30	8 30	9 30	10 30	11 30	12 30
1 10	0 80	1 35	0 85	Chaville	8 6	8 36	10 36	11 36	12 36	1 36	2 36	3 36	4 36	5 36	5 36	7 6	7 36	8 36	9 36	10 36	11 36	12 36
1 35	0 90	1 35	0 90	Viroflay	8 9	8 39	10 39	11 39	12 39	1 39	2 39	3 39	4 39	5 39	5 39	7 9	7 39	8 39	9 39	10 39	11 39	12 39
1 65	1 20	1 65	1 20	Versailles (L.) ar.	8 15	8 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	5 45	7 15	7 45	8 45	9 45	10 45	11 45	12 45

Extra—Paris to Versailles 6.35, 7.5, 8.35, 9.5, 9.35 a.m., and at 4.35, 5.35, 6.5, 7.35, 9.5, p.m., and 12.40 night.

PARIS and ST. GERMAIN.—Chemin de Fer de l'Ouest. Suburban Lines.

Fares from Paris to St.-Germain, 1 fr. 65 c.; 1 fr. 35 c.

Stations.	All 1 & 2 Class.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	night
Paris (St.-Lazare) dp		7 25	8 85	9 25	10 85	11 25	12 35	1 35	2 35	3 35	4 36	5 30	5 35	6 35	7 35	8 34	9 25	10 25	11 25	12 15	12 45	1 45	2 45
Asnières		7 44	8 44	9 44	10 44	11 44	12 44	1 44	2 44	3 44	4 44	...	5 45	6 44	7 44	8 44	9 44	10 44	11 44	12 44	1 14	2 14	3 14
Nanterre		7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	...	5 56	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 25	2 25	3 25
Rueil **		8 0	9 0	10 0	11	0 42	0	1 0	2 0	3 0	4 0	5 0	5 49	6 1	7 0	8 0	9 0	10 0	11 0	12 0	1 30	2 30	3 30
Chatou		8 4	9 4	10 4	11 4	11 42	1 4	1 4	2 4	3 4	4 4	5 4	5 53	6 4	7 4	8 4	9 4	10 4	11 4	11 42	1 34	2 34	3 34
Vésinet		8 8	9 8	10 8	11 8	11 46	1 8	1 8	2 8	3 8	4 8	5 8	5 57	6 8	7 8	8 8	9 8	10 8	11 8	11 46	1 38	2 38	3 38
Le Pecq		8 14	9 14	10 14	11 14	11 52	1 14	1 14	2 14	3 14	4 14	5 14	6 9	6 14	7 14	8 14	9 14	10 14	11 14	11 52	1 44	2 44	3 44
St.-Germain ... arr		8 21	9 21	10 21	11 21	11 59	1 21	1 21	2 21	3 21	4 21	5 21	6	6 21	7 21	8 21	9 21	10 21	11 21	11 59	1 51	2 51	3 51
St.-Germain ...dep		6 55	7 55	8 30	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 57	7 56	8 55	9 55	11 0				
Le Pecq		7 6	8 6	8 36	9 6	10 6	11 6	12 6	1 6	2 6	3 6	4 6	5 6	6 6	7 6	8 6	9 6	10 6	11 6				
Le Vésinet		7 10	8 10	...	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 13	8 10	9 10	10 10	11 10				
Chatou		7 14	8 14	8 43	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 17	8 14	9 14	10 14	11 14				
Rueil **		7 18	8 18	8 47	9 18	10 18	11 18	12 18	1 19	2 18	3 18	4 18	5 18	6 18	7 21	8 18	9 18	10 18	11 18				
Nanterre		7 23	8 23	...	9 23	10 23	11 23	12 23	1 24	2 23	3 23	4 23	5 23	6 23	7 26	8 23	9 23	10 23	11 23				
Asnières		7 35	8 35	...	9 37	10 35	11 35	12 35	1 37	2 35	3 35	4 35	5 37	6 37	7 37	8 35	9 35	10 35	11 43				
Paris (St.-Lazare) arr		7 43	8 43	9 5	9 45	10 43	11 43	12 43	1 45	2 43	3 43	4 43	5 45	6 45	7 45	8 43	9 43	10 43	11 50				

† Stops to set down only.

Extra Trains—Paris to St. Germain, 5.10, 5.55, 6.30, and 11.35 p.m. St. Germain to Paris, 6.15, 7.30, 9.30 a.m. 5.22 p.m.

** Rueil and Marly-le-Roi.—Steam Tramway, every hour from 7.8 a.m. to 9.8 p.m.

HAVRE and MONTIVILLIERS.

Extra Service on Sundays.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Havre ..... dep	5 55	7 35	9 45	11 50	3 30	5 40	7 10	6 30	
Harfleur	6 6	7 50	9 56	12 1	3 31	5 51	7 21	8 41	
Rouelles	6 11	7 57	10 1	12 6	3 36	5 56	7 26	8 46	
Demi-Lieue ..	6 15	8 2	10 5	12 10	3 40	6 0	7 30	8 50	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Montivilliers ...	6 37	8 22	11 17	1 42	5 7	6 17	7 48	9 18	
Demi-Lieue ...	6 31	8 26	11 21	1 46	5 11	6 21	7 48	9 23	
Rouelles	6 35	8 30	11 25	1 50	5 15	6 25	7 52	9 27	
Harfleur	6 40	8 35	11 30	1 55	5 20	6 30	7 57	9 32	

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SCEAUX and PARIS, and vice versa.—Chemin de Fer d'Orleans.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m
Sceaux ....dep.	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 4
Fontenay............	6 47	7 47	8 47	9 47	10 47	11 47	12 47	1 47	2 47	3 47	4 47	5 47	6 47	7 47	8 47	9 47	10 47	11 4
Bourg-la-Reine..........	6 53	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53	10 53	11 5
Arcueil-Cachan	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12
Sceaux-Ceinture	7 6	8 6	9 6	10 6	11 6	12 6	1 6	2 6	3 6	4 6	5 6	6 6	7 6	8 6	9 6	10 6	11 6	12
Paris ....arr.	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 1

VERSAILLES (Right Bank) and PARIS.

Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m
Versailles (R.Bnk) d	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	11 30
Viroflay	7 5	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	...	11 3
Sevres, Ville de Avray	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12	11 11	11 4
Saint-Cloud..........	7 17	8 17	9 17	10 17	11 17	12 17	1 17	2 17	3 17	4 17	5 17	6 17	7 17	8 17	9 17	10 17	11 16	11 4
Suresnes	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	...	11 5
Puteaux	7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27	9 27	10 27	...	11 5
Courbevoie	7 32	8 32	9 32	10 32	11 32	12 32	1 32	2 32	3 32	4 32	5 32	6 32	7 32	8 32	9 32	10 32	...	12 2
Asnieres	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	7 38	8 38	9 38	10 38	...	12 8
Clichy L.	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42	9 42	10 42	...	12 1
Paris (S. Lazare) ar.	7 49	8 49	9 49	10 49	11 49	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49	9 49	10 49	11 35	12 1

Extra Trains.—Versailles to Paris at 6.30, 7.30, 8.30, 9.30, 10.30 a.m., 5.30 p.m.

VERSAILLES (Left Bank) and PARIS (Montparnasse).

Stations	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m
Versailles (Left Bank) ......dep.	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 5	6 35	7 35	8 35	9 35	10 35	11 2
Viroflay	6 42	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 12	6 42	7 42	8 42	9 42	10 42	...
Chaville	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 15	6 45	7 45	8 45	9 45	10 45	...
Sevres	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 20	6 50	7 50	8 50	9 50	10 50	...
Bellevue	6 53	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 23	6 53	7 53	8 53	9 53	10 53	...
Meudon	6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 27	6 57	7 57	8 57	9 57	10 57	...
Clamart	7 2	8 2	9 2	10 2	11 2	12 2	1 2	2 2	3 2	4 2	5 2	6 2	6 32	7 2	8 2	9 2	10 2	11 2	...
Ouest Ceinture...	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	6 41	7 11	8 11	9 11	10 11	11 11	...
Paris (Mnt.Par.	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	6 46	7 16	8 16	9 16	10 16	11 16	11 5

Extra Trains from Versailles to Paris, 8.5, 9.5, 10.5 a.m., and 5.5, 7.5, 8.5, 9.5 p.m., on Week Days.

LE MANS, ANGERS and NANTES.

1 Cl.	2 Cl. fr. c.	3 Cl. fr. c.	Stations. (33, 34)	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	from	Paris.		a.m.	noon	p.m.	p.m.	p.m.		a.m.	a.m.
			La Mans ......dep	9 30	12 3	2 34	4 50	9 41	...	2 0	5 55
6	21 30	15 55	La Suze (39)	10 5	12 40	...	5 25	10 7	* 1, 2, & 3 class	...	6 23
5	22 90	16 80	Avoise............	10 44	12 59	...	6 4	10 34		...	6 52
0	23 90	17 50	Sable ....arr	11 8	1 17	3 22	6 28	10 32		2 50	7 10
	...	...	„ (34, 39) dep	11 13	1 22	3 26	6 33	—		3 3	7 15
5	25 30	18 85	Morannes	11 43	1 45	...	7 3	...		...	7 38
5	26 60	19 56	Tierce............	12 14	2 7	...	7 34	...		...	8 1
5	26 25	20 70	Angers St. Serge 31	...	2 44	4 25	8 17	...		4 7	8 25
0	28 35	20 75	La Maitre- Ecole } arr	12 53	2 37	...	...	...	*	4 2	8 31
	...	...	} dep	12 53	2 38	...	8 13	...	—	4 3	8 32
5	28 40	20 80	Angers ....arr	1 1	2 45	4 35	8 21	p.m.	a.m.	4 10	8 39
	...	...	„ (35, 30) d	..	2 55	4 40	8 48	6 40	4 30	4 20	10 50
10	32 70	24 25	Cholet (38)......arr	...	4 48	...	10 40	10 40	6 5	...	12 49
30	34 95	24 25	Bressuire (31)...arr	...	6 5	...	...	...	7 31	...	2 15
75	36 50	26 70	Nantes ....arr	...	5 46	6 20	11 0	10 35	—	5 55	1 40
	...	...	„ (30, 40) dp	...	...	*7 45	...	...	...	6 10	2 0
25	40 90	29 45	St. Nazaire arr	...	...	10 3	...	...	...	8 21	4 20
15	41 25	28 45	La Roche-s-Y.	...	...	10 16	...	...	...	8 49	4 35
					p.m.			a.m.	a.m.	p.m.	p.m.
	...	...	La Roche-s-Y.	...	8 10	...	...	5 10	9 3	...	5 0
	...	...	St. Nazaire dp	...	6 30	1 & 2	...	...	9 25	1 45	5 20
	...	...	Nantes ....arr	...	9 1	a.m.	...	7 25	11 45	4 13	7 17
	...	...	„ ....dep	...	11 55	7 0	...	8 10	12 15	5 10	7 35
	...	...	Bressuire	a.m.	...	...	...	8 2	11 35	4 30	...
	...	...	Cholet............	4 54	...	...	...	9 22	1 1	6 6	...
	...	...	Angers ....arr	6 48	2 9	8 41	p.m.	11 13	2 55	8 12	9 9
	...	...	„ ....dep	—	5 55	8 54	7 13	11 55	3 50	...	9 25
	...	...	La Maitre- Ecole } arr	...	5 59	...	7 18	11 59	3 54	...	9 29
	...	...	} dep	...	6 0	...	7 19	12 0	3 55	...	9 30
	...	...	Angers St. Serge 31	...	5 55	8 50	...	11 49	3 44	...	9 25
	...	...	Tierce	...	6 39	...	7 56	12 31	4 25	...	...
	...	...	Morannes	...	7 10	...	8 34	12 55	4 49	...	...
	...	...	Sable ....arr	a.m.	7 40	9 52	9 4	1 19	5 11	...	10 33
	...	...	„ ....dep	6 0	7 45	9 55	9 12	1 25	5 18	...	10 37
	...	...	Avoise............	...	8 11	...	9 38	1 47	5 38	...	...
	...	...	La Suze	6 38	8 48	...	10 19	2 17	6 7	...	...
	...	...	Le Mans .....arr	7 0	9 25	10 41	10 56	2 45	6 34	...	11 34

CAEN and LAVAL.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.
en (28) ...dep	4 0	7 31	11 44	5 10
nt-Remy....	5 9	8 45	12 44	6 9
ecy .. ..[31	5 29	9 6	1 1	6 27
rjou-Cahan	5 39	9 17	1 10	6 36
nde sur Noireau	6 0	9 38	1 28	6 53
ers (Buffet) arr	6 33	10 11	1 56	7 21
„ (30.31) dep	7 1	10 39	2 30	7 29
omfront Orne	8 1	11 26	3 20	8 14
nbrieres	8 52	12 10	4 10	8 56
ayenne	9 33	12 46	4 54	9 31
rtigné	9 53	1 6	5 21	9 50
Chapelle A.......	10 4	1 17	5 39	10 2
val 27.24 arr	10 23	1 36	6 0	10 2

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.
Laval ....dep	3 11	5 44	10 17	4 26
LaChapelle-A	3 33	6 4	10 43	4 46
Martigné	3 49	6 16	10 58	4 57
Mayenne	4 20	6 47	11 31	5 21
Ambrieres	4 54	7 17	12 9	5 54
Domfront Orne	5 48	8 5	1 2	6 [illegible]
Flers.............arr	6 40	8 52	1 53	7 [illegible]
„ ....dep	7 0	9 3	2 25	7 [illegible]
Conde sur Noireau	7 30	9 31	2 56	8 [illegible]
Berjou-Cahan	7 48	9 54	3 [illegible]	8 [illegible]
Clecy	7 58	9 59	3 20	8 [illegible]
Saint-Remy.........	8 15	10 16	3 37	8 [illegible]
Caen ....arr	9 15	11 15	[illegible]	9 3

Extra.—Laval to Mayenne, 1.25 and 7.0 p.m. Mayenne to Laval, 6.38 a.m. and 3 20 p.m. Flers to Domfront, 5.28 p.m., vice versa 9.10 p.m.

MONTLUCON and GANNAT.

E.M. Dis.	1 Cl. fr. c. Fro	2 Cl. fr. c. m P	3 Cl. fr. c. aris	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
—				Paris ....dep.	p.m. 10 5	...	a.m. 7 0	a.m. 9 10	a.m. 12 40
...	...	...	...	Orleans ...dep.	a.m. 1 40	...	1,2,3 11 44	12 5	a.m. 5 50
...	...	...	...	Montlucon (42) dp	a.m. 7 50	a.m. 6 49	p.m. 6 10		p.m. 1 35
111½	40 45	30 10	22 10	Commentry	8 24	7 17	6 39		2 8
115	41 0	30 70	22 55	Hyds........................	8 49	7 30	6 53		2 22
122½	42 40	31 75	23 30	Lapeyrouse (40).......	9 34	7 52	7 16		2 46
127½	43 50	32 60	23 90	Louroux-de-Bouble...	9 59	8 9	7 32		3 3
132½	44 45	33 30	24 45	Bellenave	10 20	8 25	7 49		3 17
138½	45 70	34 25	25 10	St.-Bonnet-Ebreuil...	10 47	8 43	8 6		3 32
145	46 90	35 20	25 75	Gannat (60) ...arr.	11 19	9 3	8 27		3 51

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Gannat...........dep.	a.m. 5 5	a.m. 11 40	p.m. 4 5	p.m. 9 5	a.m. ...
St.-Bonnet-Ebreuil...	5 22	11 57	4 31	9 23	...
Bellenave	5 40	12 16	5 2	9 44	...
Louroux-de-Bouble ..	5 56	12 33	5 29	10 4	...
Lapeyrouse	6 13	12 47	5 39	10 22	9 28
Hyds	6 32	1 6	...	10 41	9 57
Commentry	6 47	1 16	6 51	10 55	10 17
Montlucon......arr	7 15	1 44	7 23	11 21	10 50
Orleans ...arr.	p.m. 2 21	p.m. 9 25	...	...	p.m. 4 10
Paris ....arr.	4 30	12 51	...	...	6 23

PARIS to TOURS and BORDEAUX, via ORLEANS.—Chemin de fer d'Orleans.

E.M. Dis.	1 cl. fr. c. Fro	2 cl. fr. c. m P	3 cl. fr. c. aris	Stations.		1,2,3	1,2,3	1 Ex	1 Cl.	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3		1 Ex	1 Ex	1 Ex	1,2,3	1,2,3	1,2,3
						a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—				Paris ...Buffet......dep.		12 40	7 0	8 45	9†10	9 30	10 15	11 40	2 35	5 15		7 45	8 20	8 45	9 40	10 5	11 45
3½	0 70	0 55	0 35	Orléans-Ceinture		...	...	...	...	...	...	11 46	...	5 20		...	...	...	...	...	...
3½	0 70	0 55	0 35	Vitry		12 52	...	...	...	...	...	11 51	...	5 28		...	...	...	...	10 16	...
6½	1 20	0 70	0 60	Choisy-le-Roi..............		1 2	7 16	...	...	...	...	12 2	2 50	5 36		...	...	...	...	10 23	...
9½	1 85	1 25	0 95	Ablon		1 12	...	...	...	...	...	12 10	...	5 44		...	...	...	...	10 31	...
10½	2 5	1 55	1 15	Athis-Mons................		1 17	...	...	...	...	...	12 15	...	5 49		...	...	...	...	10 36	...
12½	2 30	1 75	1 25	Juvisy (56)................		1 24	7 33	...	9 31	...	...	12 22	3 4	5 58		...	...	...	10 13	10 43	12 9
13	2 65	2 0	1 45	Savigny-s-Orge		1 33	...	...	...	...	...	12 29	...	6 5		...	...	...	...	10 50	...
15	2 95	2 20	1 45	Epinay-s-O.		1 40	...	...	...	...	...	12 35	...	6 10		...	...	...	...	10 56	...
18	3 55	2 65	1 75	Saint Michel		1 54	7 50	...	...	...	...	12 45	...	6 19		...	...	...	...	11 5	...
20	3 95	2 95	2 10	Bretigny (37)		2 7	8 0	...	9 47	...	...	12 54	3 25	6 30		8 20	...	9 23	10 44	11 15	12 30
23	4 55	3 40	2 30	Marolles		...	8 11	...	...	...	...	1 6	...	6 39		...	...	...	...	...	...
25	4 95	3 65	2 65	Bouray		...	8 18	...	...	...	...	1 14	...	6 47		...	...	...	...	...	...
26½	5 25	3 95	2 90	Lardy		...	8 24	...	...	...	...	1 20	...	6 53		...	...	...	...	...	...
28½	5 65	4 20	3 10	Chamarande	1,2,3	...	8 31	...	...	...	...	1 27	...	6 59		...	...	...	...	...	...
30½	6 5	4 50	3 30	Etréchy	a.m.	...	8 37	...	...	...	...	1 33	...	7 5		...	...	...	...	...	...
35	6 85	5 15	3 75	Etampes Buf....	5 2	3 6	8 53	9 36	10 14	10 41	11 18	1 58	4 6	7 21		8 47	9 20	9 54	11 27	11 54	1 6
43½	8 60	6 45	4 70	Monnerville.........	5 52	...	9 23	...	...	...	...	2 28	4 36	7 47		...	...	...	...	...	...
46½	9 20	6 90	5 5	Angerville	6 4	...	9 31	...	...	...	...	2 36	4 44	7 55		...	...	10 22	...	...	...
50½	9 95	7 45	5 50	Boisseaux	6 20	...	9 41	...	...	...	...	2 46	4 54	8 5		...	...	...	...	...	...
55½	10 90	8 25	6 5	Toury......... ...	6 49	4 15	10 15	...	10 52	11 24	...	3 1	5 7	8 17		9 25	...	10 39	12 17	12 46	1 56
60½	11 70	8 80	6 40	Chateau-Gaillard	7 5	...	10 24	...	...	...	...	3 10	5 16	8 26		...	...	...	...	...	...
64½	12 50	9 40	6 90	Artenay	7 22	...	10 36	...	...	...	...	3 21	5 27	8 37		...	...	...	12 31	...	...
67	13 30	9 95	7 30	Chevilly	7 37	...	10 46	...	...	...	...	3 30	5 36	8 46		...	...	...	...	...	...
70½	13 90	10 45	7 60	Cercottes............	7 49	...	10 55	...	...	...	...	3 38	5 44	8 53		...	...	...	...	...	...
...	...	...	...	Les Aubrais ¶......	8 6	...	11 5	10 30	11 23	11 57	12 20	3 48	5 54	...		9 56	10 26	11 12	12 53	1 21	2 30
75½	14 90	11 15	8 15	Orleans ......arr	8 18	5 10	11 18	10 47	11 33	12 7	12 43	4 0	6 4	9 15		10 12	10 40	11 27	1 14	1 31	2 43
...	...	...	...	„ (31, 40, 41) dep		6 10	12 40	10 30	11 35	12 5		4 20	6 15				10 18	11 6			2 12
...	...	...	...	Les Aubrais...Buf....dep		...	...	10 56	11 55	12 22	...	...	...	...			10 31	11 22	...	...	2 40
79	15 60	11 70	8 55	La Chapelle St. Mesmin		6 24	12 52	...	...	...		...	6 29	...			...	...	...	...	...
82½	16 35	12 25	9 0	Saint Ay		6 35	1 2	...	...	...		...	6 40	...			...	...	...	...	...
87½	17 10	12 85	9 40	Meung-sur-Loire		6 45	1 11	...	...	12 46		4 45	6 50	...			...	11 44	...	...	3 7
91½	18 5	13 55	9 95	Beaugency		7 1	1 23	...	12 24	12 59		4 58	7 5	...			...	11 56	...	...	3 24
96½	19 55	14 65	10 75	Mer (Chambord)		7 19	1 38	...	...	1 14		5 13	7 22	1,2,3			...	12 9	...	...	3 41
102	20 15	15 15	11 10	Suevres		7 28	1 46	...	...	...		...	7 31	class			...	..	...	...	...
105	20 80	15 60	11 40	Ménars.........................		7 37	1 55	...	...	...		...	7 40	p.m.			...	...	...	...	...
110½	21 90	16 40	12 0	Blois Buffet................		8 1	2 12	11 45	1 0	1 45		5 43	8 2	4 15			11 33	12 35	...	...	4 19
116½	23 15	17 35	12 75	Chousy		8 15	2 24	...	...	...		5 56	8 16	4 29			...	...	...	...	...
120	23 75	17 80	13 5	Onzain (Chaumont)......		8 25	2 33	...	1 17	2 8		6 6	8 26	4 40			...	...	...	...	4 37
123½	24 40	18 30	13 40	Veuves		8 34	2 41	...	...	...		6 14	8 35	4 49			...	...	...	...	...
127½	25 20	18 90	13 90	Limeray		8 44	2 50	...	...	...		6 24	8 45	4 50			...	...	...	...	...
131	26 0	19 45	14 30	Amboise		8 57	2 59	...	1 39	2 24		6 35	8 57	5 13			...	1 8	...	...	5 2
134½	26 70	20 5	14 65	Noizay		9 8	3 9	...	...	...		6 45	9 8	5 24			...	...	...	...	...
136½	27 10	20 35	14 90	Vernou		9 15	3 15	...	...	...		6 51	9 15	5 31			...	...	...	...	...
138½	27 50	20 60	15 10	Vouvray		9 23	3 22	...	...	...		6 59	9 23	5 39			...	...	...	...	...
139½	27 60	20 65	15 15	Montlouis.....................		9 27	3 26	...	...	...		7 3	9 27	5 43		1,2,3	...	...	1,2,3	1,2,3	...
...	...	...	...	St. Pierre des Corps Buf.		...	...	12 39	2 1	2 49		...	...	...		class	12 24	1 30	class	class	5 27
145½	28 80	21 60	15 80	Tours (38, 39) ¶ arr		9 32	3 50	12 44	2 11	3 2		7 27	9 32	6 8		p.m.	12 43	1 50	p.m.	a.m	5 36
...	...	...	...	„ Buf. dep				12 19		2 56		7 37				5 0	12 16	1 23	12 55	7 10	5 20
...	...	...	...	St. Pierre des Corps Buf.		...	...	12 34	...	3 7		...	...	...		...	12 34	1 40	...	...	5 45
152½	30 15	22 65	16 60	Monts		...	...	...	...	...		8 1	...	...		5 26	...	...	1 21	7 35	...
157½	31 25	23 45	17 20	Villeperdue		...	...	...	...	...		8 19	...	...	...	6 4	...	...	1 39	7 52	...
163½	32 95	24 55	18 0	Saint Maure		...	...	...	...	3 48		8 29	...	...	...	6 34	1 14	2 19	2 1	8 11	6 27
172½	34 10	25 55	18 75	Port-des-Piles		...	...	...	...	4 2		8 57	...	...	...	7 0	...	...	2 20	8 28	6 41
174½	34 55	25 95	19 0	Les Ormes.....................		...	...	...	...	4 9	...	9 8	...	...	...	7 19	...	2 36	2 30	8 38	6 49
1	2	3	4			5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

Column 7: Beyond Etampes only.

Column 10: Also takes 2nd & 3rd class to Limoges and beyond. † Takes 2nd class Passengers having connections to effect and going beyond 125 miles.

Column 14: Extra Trains—Paris to Bretigny, 6.40, 7.30 a.m., 12.25, 4.15, 11.0 p.m.; Paris to Etampes, at 9.45 and 10.30, a.m.; 1.20, 5.0, 6.0 and 8.55 p.m.; to Juvisy, 8.0, 11.30 a.m.; 2.15, 6.15 p.m.

Column 15: ¶ Change for Orleans, or, in going from Orleans, to Tours.

Column 16: For Stations beyond Orleans only.

ANGERS to MONTREUIL-BELLAY.

Dis.	1 Cl. 2 Cl. fr. c.	3 Cl. fr. c.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
0	9 95	6 70	**Angers (Me-Ecole)**....dep	4 50	8 40	12 5	6 0
8	8 25	5 55	La Pyramide	4 59	8 54	12 13	6 9
13	7 10	4 85	Juigne-sur-Loire.....	5 14	9 14	12 33	6 24
23	5 10	3 45	Quince-Brissac	5 37	9 39	12 55	6 39
32	4 00	2 65	Thouarce.....	5 44	10 11	12 51	6 56
37	3 45	2 50	Jouannet	5 52	10 21	...	7 4
37	3 45	2 50	Martigue Briand	5 59	10 39	1 3	7 11
41	2 65	1 80	St. Georges-Chatel	6 14	11 2	1 15	7 24
44	2 35	1 60	Doué-la-Fontaine.....	6 28	11 29	1 27	7 38
51	1 90	1 30	Le Vaudelenay	6 44	11 59	1 42	7 54
61	0 75	0 50	**Montreuil-Bel (48) ar**	6 56	12 15	1 54	8 6

Dis.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
	Montreuil-Bellay dep	7 4	9 4	3 48	5 36
8	Le Vaudelenay	7 16	9 16	4 0	5 57
15	Doué-la-Fontaine	7 31	9 31	4 16	6 30
23	St.-Georges-Chatel	7 43	9 42	4 28	6 51
32	Martigne-Briand	7 56	9 53	4 40	7 21
37	Jouannet	8 3	9 59	4 47	7 30
37	Thouarce	8 12	10 8	4 58	7 47
44	Quince-Brissac.....	8 27	10 22	5 12	8 19
51	Juigne-sur Loire.....	8 39	10 33	5 24	8 41
56	La Pyramide.....	8 52	10 46	5 37	9 2
64	**Angers (Me-Ecole) ...arr**	9 0	10 54	5 45	9 15

Dis.	1 Cl. 2 Cl. fr. c.	3 Cl. fr. c.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
0	3 30	2 45	**Orléans (37)** ....dep	7 0	12 25	5 30	...
3	2 70	1 90	Neuville	8 3 a.m.	1 15	6 40	...
8	1 55	1 10	Pithiviers	8 50	1 49	7 30	...
17	0 75	0 50	**Malesherbes (56)ar**	9 37	2 34	8 7	...
			CORBEIL	...	3 23	4 26	9 54

Dis.	1 Cl. 2 Cl. fr. c.	3 Cl. fr. c.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
			CORBEIL ..... dep	...	12 30	5 30	...
17			**Malesherbes** ....dep	7 35	1 0	6 40	12 50
9			Pithiviers	8 16	1 40	7 45	1 22
8			Neuville	8 58	...	8 25	...
			Orléans(31,34,40)	9 55	...	9 30	...

ORLEANS and MALESHERBES.

VILLEFRANCHE-SUR-CHER and ROMORANTIN.

From Villefranche (36) to Romorantin, at 5.40, 9.25 & 10.30 a.m.; 1.15, 3.33, 3.37, & 9.46 p.m.—(In 17 min.)
From Romorantin to Villefranche, at 6.18, and 10.0, 11.20 a.m., 2.4, 5.50, 9.30, and 10.20 p.m.—(In 16 min.)
Fares—From Villefranche-s-Cher to Romorantin, 1st class, 90c., 2nd class, 70c., 3rd class, 55c.

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PENNE TO VILLENEUVE-SUR-LOT.

Stations. (Lot et Gar.)	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Penne 39 d	5 0	5 58	7 0	8 53	9 56	2 20	3 35	7 32	9 5
Villeneuve	5 17	6 15	7 17	9 10	10 13	2 47	3 52	7 49	9 22

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Villen'uve d	5 30	8 20	9 22	1 57	3 2	7 0	8 25	9 4[illegible]
Penne 39 a	5 47	8 37	9 39	2 14	3 19	7 17	8 42	9 5[illegible]

BORDEAUX and LE BUISSON.

Stations.	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3
				p.m.	p.m.	p.m.
PARIS ....dep	...	...	...	8 20	11 0	11 45
* 1, 2, 3 class		a.m.		a.m.	p.m.	p.m.
Bordeaux (34) dp	...	9 45	...	*5 45	5 29	2 55
Saint Loubes	...	10 18	...	6 18	5 51	...
Vayres (35)	...	10 35	...	6 35	6 7	...
Libourne (47) arr	...	10 58	...	7 1	6 23	3 35
Saint Emilion	...	11 16	...	7 19	6 54	3 50
Castillon	...	11 [illegible]	...	7 44	7 20	4 7
Volines	...	12 11	...	8 11	7 47	4 25
Ste-Foy-la-Grande	...	12 31	...	8 32	8 10	4 40
Gardonne	a.m.	...	p.m.	8 45	8 26	4 54
Bergerac	6 0	...	2 15	9 15	8 53	5 25
Lalinde	6 46	...	2 55	...	...	6 4
Tremolat	7 6	...	3 14	...	...	6 21
Le Buisson (39) a	7 25	...	3 32	...	...	6 37
AGEN .... „	10 26	...	...	...	...	9 43

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	p.m.	a.m.		p.m.		
AGEN ....dep	1 45	5 5	...	...	...	...
Le Buisson... „	4 13	8 0	...	7 15	...	...
Tremolat	4 29	8 18	...	7 35	...	...
Lalinde	4 44	8 35	...	7 56	a.m.	...
Bergerac	5 20	9 16	...	8 40	5 30	...
Gardonne............	5 42	9 41	p.m.	...	5 56	...
Ste-Foy-la-Grande	5 54	9 54	1 20	...	6 10	...
Velines	6 11	10 10	1 43	...	6 29	...
Castillon	6 32	10 29	2 14	...	6 56	...
Saint Emilion.........	6 51	10 45	2 39	...	7 20	...
Libourne (47) dp	7 8	11 0	3 0	...	7 40	...
Vayres	7 24	...	3 17	...	7 56	...
Saint-Loubes	7 38	...	3 32	...	8 10	...
Bordeaux (36) ar	8 10	11 42	4 7	...	8 45	...
PARIS ....arr	5 27	...	...	...	9' 5	...

Tessonnieres (40) to Albi (44) 2.10, 6.35, 9.10, 11.30 a.m.; 12.17, 4.35, 6.42, 7.13, 9.55 p.m.; and vice versa a. 4.30, 8.40, 7.15, 10.45 a.m.; 12.10, 1.40, 4.00, 5.35, 8.0 p.m.

Extra Trains.—Etampes to Paris, at 10.45 a.m., 2.20, 4.15, 8.15, and 9 40 p.m. Bretigny to Paris, 8.0 a.m., 1.0, 5.57, & 9.53 p.m. Juvisy to Paris, 7.45 a.m., 12.35, 5.3, & 8.5 p.m.

BORDEAUX to TOURS, ORLEANS and PARIS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3			1,2,3	1,2,3
	a.m.	a.m.			a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.			p.m.	p.m.
Bordeaux (St. Jean) d	...	7 25	...	...	7 25	6 45	7 25	6 30	1 26	7 10	11 40	11 30		...	5 26	...
„ (Bastide) dep	6 40	8 0	...	...	7 50	7 20	8 20	...	1 55	8 35	12 54	12 0		...	7 5	9 30
Lormont	6 51	...	...	...	...	...	8 41	...	2 6	...	1 2	...		...	7 16	9 41
La Grave d'Ambares ...	7 4	8 17	...	...	...	...	8 54	...	2 19	...	1 19	12 21		...	7 29	9 54
Saint Loubes	7 11	...	...	...	...	...	9 1	...	2 26	...	1 26	...		...	7 36	10 1
St-Sulpice-D'Izon	7 20	...	...	...	...	...	9 8	...	2 33	...	1 34	...		...	7 43	10 8
Vayres...	7 27	...	...	...	...	...	9 17	...	2 42	...	1 45	...		...	7 53	10 17
Arveyres............	7 34	...	...	...	...	...	9 25	...	2 50	...	1 54	...		...	8 0	10 25
Libourne (47)	7 46	8 41	...	...	8 23	8 6	9 41	7 11	3 3	9 11	2 7	12 55		...	8 13	10 38
Saint-Denis-de-Pile a....	7 58	...	a.m.	...	...	...	9 54	...	3 15	...	2 22	...		...	8 25	10 50
Coutras (39) *Buffet*...	9 20	9 4	5 35	...	8 41	8 26	10 8	7 33	3 29	9 30	3 16	1 27		...	8 50	11 4
Les Eglisottes	9 34	...	5 56	...	...			...			3 31	...		...	9 6	
La Roche Chal. St. Aig.	9 48	9 26	6 18	...	...	...	...	7 51	...	...	3 45	1 53		...	9 21	...
Chalais............	10 13	9 43	7 0	...	...	...	...	8 10	...	...	4 12	2 18		...	9 45	...
Montmoreau	10 39	10 3	7 43	...	...	...	...	8 30	...	...	4 40	2 47		...	10 16	...
Charmant	11 1	...	8 20	...	...	...	...	...	...	...	5 6	...		...	10 32	...
Mouthiers	11 11	...	8 34	1,2,3	...	...	...	...	...	...	5 17	...		...	10 42	...
La Couronne	11 21	...	8 48	class	...	...	...	...	...	...	5 28	...		...	10 52	...
Angoulême (47)...arr	11 36	10 40	9 8	a.m.	9 50	...	...	9 4	...	...	5 43	3 40		...	11 7	...
„ *Buffet*...dep	11 53	11 0		6 40	10 15	...	...	9 10	...	...	5 55	3 50		...		...
Vars	12 13	...	...	7 4	...	...	...	...	...	...	6 19	...		...	...	...
St-Amand-de-Boix......	12 21	...	...	7 14	...	...	...	...	...	...	6 29	...		...	...	...
Luxé............	12 37	11 32	...	7 31	...	...	...	9 39	...	...	6 46	4 33		...	...	...
Moussac	12 51	...	...	7 48	...	...	...	...	...	...	7 3	...		...	...	...
Ruffec *Buffet*	1 10	11 57	...	8 14	10 59	...	...	10 5	...	...	7 29	5 8		...	...	...
Civray (for Charr'x)......	1 33	12 16	...	8 37	...	...	...	10 22	...	...	7 54	5 23		...	...	...
Epanvillers............	1 51	...	...	8 52	...	...	...	...	...	...	8 10	5 47		...	...	...
Couhé Verac	2 5	12 28	...	9 8	...	...	...	...	...	...	8 27	6 2		...	...	...
Vivonne	2 27	...	...	9 31	...	...	...	...	...	...	8 51	6 25		...	...	...
Iteuil............	2 36	...	...	9 41	...	...	...	...	...	...	9 2	6 35		...	...	...
Ligugé............	2 46	...	...	9 51	...	1,2,3	...	...	...	...	9 13	6 45		...	...	...
Saint-Benoit	2 54	...	...	9 59	...	class	1 Cl.	...	...	...	9 21	6 53		...	...	...
Poitiers ([illegible]) a	3 5	1 13	...	10 11	11 55	p.m.	p.m.	11 11	...	a.m.	9 33	7 5		...	...	...
„ *Buffet*...dep	3 15	1 23	...		12 0	5 50	10 42	11 20	...	10 35		7 22		...	...	...
Chasseneuil	3 28	...	...	...	...	6 5	...	...	...	10 49	...	7 36		...	...	...
Clan	3 35	...	...	...	...	6 14	...	...	...	10 56	...	7 43		...	...	...
Dissais-s-Vienne	3 42	...	1,2,3	...	...	6 22	...	...	...	11 4	...	7 51		...	...	...
La Tricherie	3 49	...	class	...	...	6 30	...	...	...	11 11	...	7 58		...	...	...
Les Barres	3 59	...	a.m.	...	...	6 40	...	...	...	11 20	...	8 7		...	...	...
Chatellerault	4 19	2 1	6 5	...	12 32	6 59	11 14	11 52	...	11 37	...	8 29		...	...	...
Ingrandes-sur-Vien......	4 29	...	6 19	...	...	7 11	...	...	...	11 48	...	8 40		...	...	...
Dangé	4 41	...	6 35	...	...	7 25	...	...	...	12 1	...	8 53		...	...	...
Les Ormes	4 53	2 22	6 50	...	...	7 39	11 33	...	...	12 11	...	9 5		...	...	...
Port-des-Piles	5 4	2 28	7 3	...	...	7 49	...	...	...	12 19	...	9 14		...	...	...
Sainte-Maure............	5 20	2 47	7 41	...	...	8 13	11 54	12 31	...	1 9	...	9 41		...	...	...
Villeperdue............	5 56	...	8 14	...	...	8 37	...	...	...	1 35	...	10 4		...	...	...
Monts	6 17	...	8 34	1,2,3	...	8 53	...	...	...	1 52	1,2,3	10.21		...	...	...
St Pierre des Corps *Buf.*	...	3 26	...	class	1 30	...	...	1 7	1 & 2	...	class	...		...	1,2,3	...
Tours (p 37, [illegible]) arr.	6 40	3 50	9 7	a.m.	1 44	9 18	12 30	1 26	a.m.	2 19	a.m.	10.45		...	p.m.	...
„ *Buffet*......dep	7 0	3 24		10 20	1 19		12 42	1 5	6 0		6 35	11*25	11†35	...	4 45	...
St Pierre des Corps *Buf*	...	3 35	...	...	1 35	...	...	1 15	...	...	...	...	...	...	...	...
Montlouis	7 23	...	...	10 48	...	...	...	...	...	...	6 57	...	11 57	...	5 14	...
Vouvray	7 27	...	...	10 52	...	...	...	...	...	...	7 1	...	12 1	...	5 18	...
Vernou............	7 35	...	...	10 58	...	...	...	...	...	...	7 7	...	12 7	...	5 24	...
Noizay............	7 42	...	...	11 5	...	...	...	...	...	...	7 13	...	12 13	...	5 31	...
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

* 1 & 2 Class. † 1, 2, 3 Class.

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PARIS TO ORSAY AND LIMOURS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.
Paris ...dep.	6 5	8 5	10 5	12 5	3 5	5 5	6 0	8 5	10 5
Saint Cloud	6 16	8 16	10 16	12 16	3 16	5 16	6 10	8 16	10 16
Versailles-Rive-Gauche	6 27	8 27	10 27	12 27	3 27	5 27	6 21	8 27	10 27
Chaville-Velizy	6 36	8 36	10 36	12 36	3 36	5 36	6 30	8 36	10 36
Jouy	6 45	8 45	10 45	12 45	3 45	5 45	6 39	8 45	10 45
Massy-Palaiseau	6 54	8 54	10 54	12 54	3 54	5 54	6 48	8 50	10 52
Igny	7 2	9 2	11 2	1 2	4 2	6 2	6 56	9 2	11 0
Orsay	7 16	9 16	11 15	1 16	4 16	6 16	7 9	11 13	
Gif-sur-Yvette	7 26	9 26	11 27	1 26	4 26	6 26	7 12	11 23	
Bures-Amblainville	7 37	9 37	11 37	1 37	4 37	6 37	7 25	11 34	
Limours ...arr	7 43	9 43	11 44	1 43	4 43	6 43	7 31	11 40	
	a.m.	a.m.	a.m.	noon	p.m.	p.m.		p.m.	p.m.
Limours dep.	6 32	8 32	10 32	12 32	3 32			7 31	9 32
Bures-sur-Yvette	6 39	8 39	10 39	12 39	3 39			7 39	9 39
Gif-sur-Yvette	6 52	8 52	10 52	12 52	3 52			7 52	9 52
Orsay	7 1	9 1	11 1	1 1	4 1	p.m.		8 1	10 1
Igny	7 10	9 10	11 10	1 10	4 10	5 12		8 10	10 10
Massy-Palaiseau	7 25	9 25	11 25	1 25	4 25	5 25		8 25	10 25
Jouy	7 31	9 31	11 31	1 31	4 31	5 31		8 31	10 31
Chaville-Velizy	7 39	9 39	11 39	1 39	4 39	5 39		8 39	10 39
Versailles-Rive-Gauche	7 52	9 52	11 52	1 52	4 52	5 52		8 52	10 52
Saint Cloud	8 6	10 6	12 6	2 6	5 6	6 6		9 6	11 6
Paris ...arr.	8 16	10 16	12 16	2 16	5 16	6 16		9 16	11 16

Extra—Paris to Orsay, 7.5 a.m., 1.5 & 4.5 p.m., and *vice versa*, 8.12 a.m., 9.12 and 9.12 p.m.

PARIS to TOURS via VIERZON (all 1, 2, 3 Class).

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From Paris (Austerlitz) ...dep.	6 10	9 45	12 25	4 15	6 0	8 55	11 0	
Brétigny (for Dourdan)	6 58	10 41	1 3	5 04	7 4	10 25	12 12	
Etampes	7 20	11 0	1 25	5 26	7 26	10 50	12 34	
Toury	8 34	11 27	2 40	6 34	7 42	10 50	1 50	
Artenay (for Orléans)	9 1	11 52	3 7	7 1	8 9	11 17	2 17	
Patay	9 18	12 9	3 24	7 18	8 26	11 34	2 34	
Coulmiers	9 29	12 20	3 35	7 29	8 37	11 45	2 45	
Gidy	9 36	12 27	3 42	7 36	8 44	11 52	2 52	
Orléans	9 50	12 40	3 56	7 50	8 58	12 6	3 6	
Meung	10 10	1 0	4 16	8 10	9 18	12 26	3 26	
Beaugency	10 20	1 10	4 26	8 20	9 28	12 36	3 36	
Tavers	10 30	1 20	4 36	8 30	9 38	12 46	3 46	
Cravant	10 37	1 27	4 43	8 37	9 45	12 53	3 53	
Vouvray	10 47	1 37	4 53	8 47	9 55	1 3	4 3	
Tours	11 0	1 50	5 6	9 0	10 8	1 16	4 16	

PARIS to TOURS via VIERZON (all 1, 2, 3 Class).

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From Paris (Austerlitz) ...dep.	6 10	9 45	12 25	4 15	6 0	8 55	11 0	
Brétigny (for Dourdan)	6 58	10 41	1 3	5 04	7 4	10 25	12 12	
Etampes	7 20	11 0	1 25	5 26	7 26	10 50	12 34	
Toury	8 34	11 27			7 42	10 50	1 50	
Artenay (for Orléans)	9 1	11 52	3 7	7 1	8 9	11 17	2 17	
Patay	9 18	12 9	3 24	7 18	8 26	11 34	2 34	
Coulmiers	9 29	12 20	3 35	7 29	8 37	11 45	2 45	
Gidy	9 36	12 27	3 42	7 36	8 44	11 52	2 52	
Orléans	9 50	12 40	3 56	7 50	8 58	12 6	3 6	
Meung	10 10	1 0	4 16	8 10	9 18	12 26	3 26	
Beaugency	10 20	1 10	4 26	8 20	9 28	12 36	3 36	
Tavers	10 30	1 20	4 36	8 30	9 38	12 46	3 46	
Cravant	10 37	1 27	4 43	8 37	9 45	12 53	3 53	
Vouvray	10 47	1 37	4 53	8 47	9 55	1 3	4 3	
Tours	11 0	1 50	5 6	9 0	10 8	1 16	4 16	

BORDEAUX and LA SAUVE.

Fares 3fr. 30c, 2fr. 45c, 1fr. 8

Stations.	a.m.	p.m.
Bordeaux...dp	8 10	1 20
La Sauve ...arr	9 15	2 55
Stations.	a.m.	a.m.
La Sauve dep	6 40	11 30
Bordeaux arr	7 50	1 0

NANTES & CHATEAUBRIANT.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.
Nantes ...dep.	7 55	2 25	7 35
Nort	8 26	3 22	8 21
Blain	8 46	3 42	8 41
Châteaubriant ...arr	9 44	4 39	9 39
Châteaubriant ...dp	6 23	4 55	4 10
Blain	7 21	5 53	5 8
Nort	7 41	6 13	5 28
Nantes ...arr	8 36	7 10	6 23

TOURS to PARIS, via VENDOME.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Tours ...dep.	6 15	12 45	3 15	5 50	8 15	9 45		
Notre-Dame-d'Oé	6 45	1 40	3 39	6 20	8 45	10 15		
Château-Renault	7 53	1 40	4 48	7 13	9 47			
St. Amand-le-Vend	8 19	2 28	5 26	8 14	10 20			
Vendôme	a.m. 8 49	3 27	6 06	9 35	11 34			
Vaves	5 0	9 36	3 27	6 06	9 35	11 34		
Châteaudun Bif.	5 33	10 31	4 15	7 47		12 32		
Authon	5 50	11 0	4 32	8 4		12 50		
Ablis-Paray	6 30	11 11	4 45	8 25		1 8		
Dourdan	6 42	11 30	4 56	8 39	p.m.	1 26		
Brouillet	7 36	11 15	5 30	7 9	12 4	5 17	9 6	4 10
Nanterre			5 55	7 31	12 32			4 36

Extra Trains

Dourdan to C
tesaudun, 5.30 a

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TOURS AND LE MANS.—Chemin de Fer d'Orleans.

Dist. 61½ miles.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	a.m.		a.m.	a.m.	p.m.	p.m.	
From	m Tours		**Tours** [p. 36].....dep.	6 25	11 15	4 5	7 47	1 23	**Le Mans** ..... dep.	7 5	11 55	5 0	9 0	2
0 95	0 70	0 55	**Mettray**(Col. Agricole)	6 52	11 42	4 27	8 14	2 24	**Aubigne**.....	9 14	12 57	6 11	10 10	3
4 65	3 50	2 55	**Dissay-sous-Courcillon**..	7 41	12 33	5 10	9 2	...	**Chateau-du-Loir**	8 37	1 21	6 36	10 39	3
4 80	3 60	2 60	**Chateau-du-Loir**	7 53	12 53	5 24	9 15	3 34	Dissay-sous-Courcillon ..	8 44	1 30	6 45	...	
6 30	4 70	3 45	**Aubigne** (38)	8 16	1 16	5 39	9 36	3 56	Mettray (Col. Agricole)	9 27	2 19	7 37	11 43	4
10 90	8 25	6 5	**Le Mans** (38, 39) arr	9 22	2 21	6 35	10 49	5 0	**Tours** ..... arr	10 5	2 46	8 4	12 43	4

TOURS AND VIERZON

S. M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	...	p.m.		a.m.	a.m.	a.m.	p.m.	p.
—	From	m Tours		**Tours** .....(36) dep	7 30	11 5	3 39	...	7 10	**Vierzon**.....dep	3 20	6 52	11 10	2 45	7
7½	0 65	0 45	0 40	**Veretz**	8 1	11 34	4 3	...	7 33	**Menneton-s.-Ch.**	...	7 19	11 32	3 14	8
15½	2 45	1 85	1 35	**Blere-Lacroix**	8 30	11 42	4 26	...	7 56	**Villefranche**	3 50	7 37	11 46	3 32	8
20	3 45	2 55	1 85	**Chenonceaux**	8 46	11 53	4 39	...	8 8	**Chabris-Gièvres**	...	7 49	11 56	3 45	8
24½	4 25	3 20	2 35	**Montrichard**	9 3	12 5	4 55	...	8 21	**Selles-s.-Cher.**	4 10	8 3	12 9	4 0	9
36½	6 60	4 85	3 55	**St. Aignan-Noyer**.....	9 33	12 28	5 25	...	8 56	**St. Aignan-Noyer**.....	4 27	8 27	12 27	4 26	9
44½	8 10	6 10	4 45	**Selles-s.-Cher.**	9 54	12 47	5 47	...	9 15	**Montrichard**	4 44	9 1	12 56	4 59	9
49½	9 20	6 90	5 5	**Chabris-Gièvres** a.m	10 9	1 0	6 0	p.m.	9 28	**Chenonceaux**.....	4 58	9 18	1 7	5 14	9
54½	10 20	7 60	5 80	**Villefranche**(35)	6 40	10 24	1 13	6 14	3 40	9 44	**Blere-Lacroix**	5 8	9 31	1 18	5 27	9
...	11 30	8 50	6 20	**Menneton-s.-Ch.**	6 57	10 38	1 25	6 27	3 59	9 58	**Veretz**	5 27	9 53	1 38	5 51	10
70½	13 30	9 95	7 30	**Vierzon**(40-2)	7 32	11 9	1 50	6 55	4 37	10 36	**Tours** ..... arr	5 57	10 21	2 4	6 18	11

POITIERS to NIORT and LA ROCHELLE.

Dis.	1 Cl. From	2 Cl. P	3 Cl. aris	Stations.	1 cl.	1,2,3	1,2,3	1 & 2	
				PARIS (pp. 34, 36) d.	8 45	11 45	8 45	9 30	...
				❖ 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.	
—	40 90	30 65	22 45	**Poitiers** (35 41) dep.	*8 35	8 20	2 15	*5 50	...
17	44 10	33	24 25	**Lusignan**	...	9 16	2 53	6 39	...
30	44 80	33 85	24 80	La Motte-St. Her	4 35	10 1	3 20	7 15	...
34	44 80	33 85	24 80	**Saint Maixent**	4 47	10 17	3 32	7 32	...
40	44 80	33	24 80	**Niort** (38)	5 20	11 7	4 6	8 30	...
54	47 45	35	26 25	**Mauze**	5 51	11 46	4 33	9 6	...
70	49	37	27 15	**Surgeres**	6 10	12 10	4 50	9 28	...
79	50 95	38 45	28 20	Aigrefeuille Junction (39)	6 34	12 38	5 10	9 55	...
90	52 65	39 75	29 10	**La Rochelle** (38 41) a.	7 1	1 10	5 37	10 23	...

E. M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
—	From	P	aris		a.m.	a.m.	noon	p.m.	
11½	...	...	...	**La Rochelle** .....dep.	6 0	8 10	12 0	6 50	...
20½	...	...	...	Aigrefeuille Junction	6 33	8 38	12 37	7 17	...
28	...	...	...	**Surgeres**	6 59	8 57	1 6	7 38	...
41½	...	...	...	**Mauze**.....	7 21	9 14	1 30	7 57	...
56	...	...	...	**Niort**	8 6	9 48	2 19	8 36	...
60	...	...	...	**Saint Maixent**	8 46	10 18	3 3	9 7	...
73½	...	...	...	La Motte St. Her	9 0	10 30	3 21	9 18	...
90	...	...	...	**Lusignan**	9 44	10 57	4 10	9 48	...
...	...	...	...	**Poitiers** .....arr	10 27	11 33	4 57	10 24	...
				PARIS ..... arr	4 57	9 5		5	5a.m.

AIGREFEUILLE and ROCHEFORT.

Dis.	All 1, 2, 3 class.	a.m.	a.m.	noon	p.m.	p.m.	p.m.		
—	**Aigrefeuille** .....dep.	6 38	9 41	12 42	5 14	7 20	9 59	...	...
7½	Cire	6 46	9 53	12 51	5 22	7 30	10 8	...	...
11½	Rochefort (G d'échange)	7 2	9 17	1 8	5 38	7 49	10 25	...	...
21½	**Rochefort** ..... arr.	7 9	9 26	1 15	5 45	7 56	10 32	...	...

Dis	1 Cl. 2 Cl. 3 Cl			Stations.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Fro	Roc. hefo	rt		**Rochefort** ...dep.	5 55	8 0	11 54	4 17	6 40	9 4	
6	...	...	...	R'fort (G. d'échange)	5 50	8 4	11 58	4 22	6 44	9 9	
11	1 55	1 20	0 85	Cire	6 17	8 22	12 20	4 52	7 2	9 34	
21½	2 20	1 65	1 25	**Aigrefeuille** ... arr.	6 36	8 31	12 30	5 5	7 11	9 49	

SABLE and ST. CALAIS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.
Sable (32) dp	5 50	10 0	3 0	5 35
Verron ..... (30)	6 43	11 6	4 3	6 36
La Fleche ..	7 4	11 20	4 17	6 44
Luche-Pringe	7 25	11 45	4 40	...
Aubigne...arr	8 8	12 47	5 31	...
,, ...dep	8 24	1 15	5 46	...
Vaas ..... (36)	8 32	1 24	5 57	...
Chateau-) a	8 42	1 37	6 10	...
du-Loir) d	8 46	1 41	6 42	...

Stations (61)	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
St.-Calais dep	5	0	10 55	3 45
Beese-sur-B. ...	5	40	11 25	4 11
Chateau-) a	7	38	12 28	5 11
du-Loir) d	7	43	12 34	5 30
Vaas	7	55	12 47	5 41
Aubigne...arr	8	3	12 56	5 49
,, ...dep	8	37	1 23	6 17
Luche-Pringe	9	24	2 20	7 8
La Fleche ..	5	55	10 0	3 8
Verron	6	4	10 14	3 17

LA FERTE-BERNARD and NIORT.

M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
F	From	Ang'rs		ARCHES ..... (39) dep	a.m.	a.m.	p.m.	p.m.	p.m.	...	...	...
				La Ferte-Bernard dep	4 30	10 40	...	...	...	...	...	...
				Chemille	4 32	10 56	2 34	9 31	...	...	...	...
				Chatelet	4 45	11 20	3 43	9 31	...	...	...	...
				Chatillon-St.-Aub. ...	5 2	11 40	3 59	9 31	...	...	...	...
				Bressuire (71)	5 32	12 12	4 13	10 40	...	...	...	...
				Cholet	6 7	12 57	4 51	10 40	...	...	...	...
				Chatillon-St.-Aub. ...	6 43	1 33	5 26	...	...	...	...	...
				Chemille	7 31	2 19	6 17	...	...	...	...	...
				Chalonnes	7 51	2 39	6 37	...	...	...	...	...
				La Possonniere ...	8 40	4 25	7 23	...	...	...	...	...
				Angers ..... arr.	9 23	5 14	8 15	...	...	...	...	...

MONTREJEAU-LUCON and CAHORS.

1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
2 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
3 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Niort .....dep.	4 33	...	...	...	1 0	5 45	...	...	...	...	...	...	...	...	...	...
Coulonges	5 33	...	...	...	1 57	6 37	...	...	...	...	...	...	...	...	...	...
Bressuire (71).....	6 2	...	...	...	2 29	7 6	a.m.	...	...	...	...	...	...	...	...	...
Parthenay.....	6 27	...	...	...	2 54	7 31	12 23	5 27	a.m.	...	...	...	...	...	...	...
Thouars	6 53	...	...	...	3 18	7 57	12 49	5 50	5 32	...	...	...	...	...	...	...
Montreuil-Bellay ...	7 18	...	...	...	3 43	8 22	1 14	6 15	6 0	...	...	...	...	...	...	...
Saumur	7 38	...	...	...	4 3	8 42	1 34	6 35	6 20	...	...	...	...	...	...	...
Angers	8 23	...	...	...	4 48	9 27	2 19	7 20	7 5	...	...	...	...	...	...	...
Chemille	9 14	...	...	...	5 39	10 18	3 10	8 11	7 56	...	...	...	...	...	...	...
Chatillon-St.-Aub. ...	9 52	...	...	...	6 17	10 56	3 48	8 49	8 34	...	...	...	...	...	...	...
Chatelet	10 24	...	...	...	6 49	11 28	4 20	9 21	9 6	...	...	...	...	...	...	...
Bressuire	11 23	...	...	...	7 48	...	5 19	10 20	10 5	...	...	...	...	...	...	...
Cholet	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chatillon-St.-Aub. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chemille	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chalonnes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
La Possonniere ...	11 13	...	...	...	9 38	...	6 9	11 10	10 55	...	...	...	...	...	...	...
Angers ..... arr.	11 53	...	...	...	10 23	...	6 49	11 50	11 35	...	...	...	...	...	...	...
1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
2 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
3 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Stations.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Cahors ..... dep	4 40	1	0	5 45	...	...	...	...	...	...	...	...	...	...	...	...
Puy-L'Eveque	5 39	2	3	6 57	...	...	...	...	...	...	...	...	...	...	...	...
Fumel	6 0	2	25	7 23	1 48	...	...	...	...	...	...	...	...	...	...	...
Monsempr'n-Lar. ...	6 41	3	1	8 4	2 31	1st class	...	...	...	...	...	...	...	...	...	...
Agen ..... (39) dep	6 48	3	8	8 11	2 38	...	...	...	...	...	...	...	...	...	...	...
Paris	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
,, ... arr.	19 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

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LA FLECHE and LA SUZE.

All 1, 2, 3 Class.	a.m.	a.m.	p.m.	
La Fleche (38) dp	5 0	10 10	4 40	...
Malicorne	5 43	11 18	5 24	...
La Suze (33)... arr	6 13	11 59	5 54	...

	a.m.	p.m.	p.m.	
La Suze ......dep	6 50	1 25	6 20	...
Malicorne	7 20	2 11	6 50	...
La Fleche ..... arr	8 0	3 0	7 29	...

TOURS, to SAUMUR, ANGERS, NANTES, SAVENAY, and ST. NAZAIRE.—Chemin de fer d'Orleans.

1 cl.	2 cl.	3 cl	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1 Ex.	1,2,3	1,2,3	1,2,3
fr. c. From	fr. c. m P	fr. c. aris.	PARIS (34) dep.	a.m. 12 40	a.m. 9 30	a.m. 9 10	...	...	p.m. 8 45	...	p.m. 11 0	a.m. 11 40
				a.m.	p.m.	p.m.			a.m.		a.m.	p.m.
28 80	21 65	15 80	**Tours**.........dep.	11 45	5 25	1 52	...	...	1 23	...	6 55	8 30
...	...	...	St. Pierre des Cor.	...	...	2 8		...	1 47	...	...	...
30 15	22 65	16 60	Savonnieres	12 4	5 46	...		...	...	...	7 17	8 54
34 25	25 65	18 80	**Port Boulet** ...	12 56	6 45	3 5		a.m.	2 43	...	8 20	10 1
36 35	27 25	19 95	**Saumur (42)**	1 25	7 15	3 32	*1, 2, 3 Class.	6 45	3 8	...	8 56	10 36
38 90	29 20	21 35	La Menitré	1 59	7 50	3 58	...	7 25	3 31	...	9 37	11 10
41 70	31 35	22 95	**Angers (28)** arr	2 40	8 33	4 30	a.m.	8 13	3 58	p.m.	10 25	11 52
...	...	...	" ....dep	2 55	8 48	4 40	6 0		*4 20	6 40	10 50	
43 70	32 75	24 0	**La Poisonre 38**	3 37	9 17	4 59	6 35	...	4 38	7 30	11 23	...
46 90	35 20	25 75	Varades	4 22	9 59	5 28	7 30	...	5 4	8 33	12 10	...
48 55	36 40	26 65	**Ancenis**	4 45	10 18	5 44	8 1	...	5 19	9 7	12 39	...
49 95	37 50	27 50	Clermont-s.-Loire	5 6	...	...	8 24	...	...	9 38	1 0	...
51 75	38 80	28 40	Sainte Luce	5 31	...	...	8 51	...	...	10 15	1 25	...
52 55	39 40	28 90	**Nantes**.........arr.	5 46	11 0	6 20	9 7	a.m.	5 55	10 35	1 40	p.m.
...	...	...	" [40] dep.	...		*7 45	9 30	7 35	6 10		2 0	5 20
...	...	...	La Bourse	...	...	7 55	9 39	7 45	6 19	...	2 10	5 30
55 0	41 80	30 80	**Savenay** (p. 40)	...	...	9 18	10 54	9 9	7 39	...	3 35	7 15
58 5	43 80	31 95	**St. Nazaire** arr.	...	...	10 3	11 37	...	8 21	...	4 20	8 4

Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,8	1,2,3	1,2,3
		a.m.		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
St. Nazaire dp	...	6 30	...	9 25	1 45	...	5 20	...	6 30
Savenay (40)	...	7 35	...	10 20	2 35	5 35	6 0	...	7 20
La Bourse	...	9 11	...	11 39	4 6	6 45	7 10	...	8 54
Nantes ...arr.	a.m.	9 18	a.m.	11 46	4 13	6 52	7 17	...	9 1
" (40) dep.	7 0		8 10	12 15	5 10		7 35	11 55	9 30
Sainte Luce	...	...	8 22	12 26	5 23		...	...	9 48
Clermont-sur-L	...	...	8 49	12 49	5 50		..	...	10 25
Ancenis	7 33	...	9 10	1 13	6 18		8 9	12 41	10 56
Varades	7 47	a.m.	9 31	1 34	6 41		8 23	12 59	...
La Poissonn	8 19	6 15	10 33	2 22	7 36		8 51	1 41	...
Angers (28) a	8 41	6 48	11 7	2 55	8 12		9 9	2 9	p.m.
" ...dep	8 49	7 0	11 21	3 10			†9 30	2 19	5 35
La Menitré	9 13	7 40	12 0	3 55	...		9 58	2 52	6 18
Saumur (42)	9 40	8 20	12 40	4 44	...		10 28	3 26	6 56
Port Boulet	10 1	8 51	1 7	5 15	...		10 51	3 53	
Savonnieres	...	9 48	2 3	6 26	...		...	...	...
St. Pierre (Bif.)	...	...	...	...	...		...	...	...
Tours .....arr.	10 55	10 12	2 27	6 50	...		11 52	5 5	...
34, 37, 38	p.m.	p.m.	p.m.	a.m.	...		a.m.	p.m.	...
PARIS ...arr	4 30	6 40	9 5	2 31	...	† 1st Class.	5 5	2 48	...

BORDEAUX, PERIGUEUX, and BRIVE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	nigh	a.m.	a.m.	p.m.	p.m.	p.m.	
Bordeaux ....dep	12 0	6 40	7 30	1 55	7 5	8 35	...
Coutras	3 0	8 55	8 30	3 40	9 35		...
Soubie	...	9 19	...	4 5	9 57		...
Mussidan	4 25	10 0	9 19	4 43	10 30		...
Saint-Astier	5 11	10 32	9 43	5 16	10 56		...
Perigueux..........arr	5 52	11 4	10 8	5 47	11 23		...
" (39) .....dep	6 30	12 30	10 30	6 35	...		...
Niversac	6 46	1 0	10 46	6 52	...		...
Thenon	7 24	2 10	11 20	7 35	...		...
Condat	7 47	2 52	...	7 59	...		...
Brive (39, 40) .....arr	8 30	4 25	12 28	8 49	...		...
	p.m.		p.m.	a.m.			
ALBI ....arr	2 54	...	7 40	2 35	...		...
TOULOUSE ....arr	3 49	...	7 50	3 23	...		...

Stations.		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		nght	a.m.	a.m.		a.m.	
TOULOUSE ....dep	...	12 40	5 0	5 30	...	11 20	...
ALBI .... "	...	1 30	5 40	5 40	...	12 10	...
		a.m.	a.m.	p.m.		p.m.	
Brive (41) ....dep	...	7 42	11 29	1 32	...	6 10	...
Condat	...	8 32	...	2 50	...	6 56	...
Thenon	...	9 3	12 29	3 55	...	7 36	...
Niversac	1,2,3	9 44	1 1	5 3	...	8 26	...
Perigueux ....arr	a.m.	10 3	1 18	5 31	p.m.	8 47	p.m.
" ....dep	6 35	...	1 30	...	4 40	9 4	11 25
Saint-Astier	6 58	...	1 52	...	5 16	9 24	...
Mussidan	7 26	...	2 21	...	5 55	9 50	12 37
Soubie	7 56	...	...	...	6 35	...	...
Coutras 35) ....arr	8 12	...	3 9	...	7 2	10 37	1 42
Bordeaux ....arr	10 32	...	4 27	...	10 13	11 55	4 41

LIMOGES and AGEN.

Stations.	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3
Paris ....dep	...	2 35	7 45	..	9 40	12 40	10 15
	...	a.m.		a.m.	a.m.	p.m.	p.m.
Limoges (40).......dep	...	†3 58		6 10	9 20	3 20	6 30
Nexon	...	4 25		6 58	9 56	3 57	7 1
Thiviers	...	5 22		8 18	11 0	5 9	8 0
Perigueux..........arr	p.m.	6 6		9 24	11 56	6 9	8 53
" (39) .....dep	5 20	6 22			12 5	6 35	...
Niversac	5 36	6 37		...	12 20	7 10	...
Miremont	6 15	7 14		...	12 54	8 21	...
Le Buisson (37)	6 52	7 52		a.m.	1 31	9 22	a.m.
Monsempron (38) arr	8 19	9 17		6 30	2 58	11 6	6 25
Penne (36) ....arr	8 55	9 44		7 0	3 28	...	6 55
Agen (43, 46) ....arr	9 41	10 26		7 49	4 18	...	7 45
AUCH ....arr	...	1 29		...	9 30	...	...
TARBES ....arr	...	4 37		...	...	...	...

† 1,2,3 Class.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
	a.m.	a.m.		a.m.	p.m.		
TARBES ....dep	...	...	...	7 25	1 0	...	...
AUCH ....dep	...	...	...	10 29	4 12	...	...
Agen ....dep	5 5	7 50	...	1 45	6 38	...	...
Penne	5 52	8 47	...	2 24	7 27	...	...
Monsempron	6 21	9 16	...	2 53	7 58	...	...
Le Buisson	7 55	...	...	4 8	9 27	...	...
Miremont	8 45	...	...	4 50	10 6	...	...
Niversac	9 31	...	...	5 33	10 48	...	...
Perigueux ......arr	9 52	a.m.	p.m.	5 52	11 7	...	...
" ....dep	10 24	7 0	1 35	6 5	11 34	...	...
Thiviers	11 15	8 1	2 37	7 2	12 33	...	...
Nexon	12 12	9 10	3 48	8 3	1 35	...	...
Limoges ....arr	12 41	9 36	4 20	8 29	2 6	...	...
Paris ....arr	12 51	6 23	3 55	4 39	2 48	...	...

BRIVE and TULLE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	p.m.	a.m.
PARIS......dep.	7 45	2 35	9 40	10 15
	a.m.	a.m.	p.m.	p.m.
Brive (40 dp	6 50	8 50	1 20	10 40
Aubazine	7 10	9 10	1 44	11 0
Cornil	7 31	9 27	2 5	11 16
Tulle......arr.	7 52	9 48	2 28	11 36

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.
Tulle......dep.	5 15	10 20	7 55
Cornil	5 30	10 36	8 9
Aubazine	5 44	10 53	8 23
Brive...... arr	6 5	11 14	8 41
	p.m.	a.m.	p.m.
PARIS..... arr.	6 23	3 55	2 48

Brive to Tulle., 5.55 p.m. and *vice versa* at 6 20 a.m., and 4 45 p.m.

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ORLEANS, and TOULOUSE.

E.M	1 cl	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex	1,2,3	1,2,3
Dis.	fr. c	fr. c.	fr. c.		a.m.	nght	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Fr	m	Paris.	PARIS [p. 34] dep.	9 10	12 40	10 15	11 40	2 35	7 45	9 40	10 5	
75¼	14 90	11 15	8 15	**Orleans** ..... dep.	11 44	5 50	12 5	4 15	6 39	9 47	12 38	1 40	
				Les Aubrais [*Bifur.*]	...	...	12 35	...	...	10 2	1 3	...	
...	...	...	...	.....	...	...	...	...	...	...	...	...	
90¾	17 60	13 20	9 55	**La Ferté**	12 17	6 26	...	4 59	7 4	...	...	...	
100	19 55	14 65	10 75	**Lamotte**	12 41	6 56	1 17	5 36	7 35	10 48	1 56	2 34	
111¾	21 75	16 30	11 95	**Salbris**	1 7	7 27	...	6 19	7 59	11 3	2 21	2 59	
126¾	24 60	18 45	13 50	**Vierzon(38,42)**½	1 42	8 5	1 57	7 10	8 37	11 28	2 56	3 33	
...	...	...	...	.....dep	2 48	8 25	2 5	...	8 44	11 33	3 25	...	
128¾	27 0	20 22	14 85	**Rouilly**	3 21	9 0	...	...	9 14	...	3 52	...	
135	29 5	21 75	16 0	**Issoudun**	3 53	9 35	2 43	...	9 41	12 11	4 16	...	
148¾	32 35	24 30	17 80	**Chateauroux** ...	4 42	10 22	3 12	...	10 19	12 41	4 54	...	
165¾	36 20	27 15	19 90	**Argenton**.....	5 11	11 18	3 47	...	11 10	1 16	5 49	...	
181¾	40 0	30 0	21 90	La Souterraine	5 47	11 54	4 54	1,2,3	12 51	2 19	7 18	1,2,3	
213¾	43 10	32 30	23 70	Fromental	6 20	1 19	...	p.m.	...	...	7 32	p.m.	
219¼	45 20	33 90	24 85	**St Sulp Laval-S**	9 11	2 2	5 29	3 7	1 48	2 51	8 10	4 15	
231¼	49 5	36 75	26 95	**Puy-l'Arbert**	...	2 53	...	3 43	2 42	...	8 58	...	
250	49 25	36 95	27 10	**Limoges** .....arr	10 14	3 3	6 5	3 48	2 50	3 24	9 7	5 16	
				(39,42)d	...	4 20	6 30	...	4 25	3 28	9 20	...	
269¾	51 75	38 80	28 40	Nèzon	1,2,3	5 11	7 5	...	5 0	4 3	10 0	...	
274¼	54 45	40 85	29 95	Saint Yrieix	p.m.	6 9	7 46	...	5 50	4 41	10 44	...	
294¼	57 60	43 20	31 70	Pompadour.....	3 15	7 20	...	...	6 54	...	11 46	...	
311¾	61 80	46 35	33 95	**Brive** .....arr	5 10	8 37	9 30	...	8 22	6 26	12 52	...	
				(39).... dep	6 15	...	9 35	...	8 35	6 32	1 5	...	
328¾	65 25	48 95	35 90	St. Denis	7 9	...	10 16	...	9 20	7 6	1 46	...	
345¾	68 45	51 35	37 65	Gramat	8 10	...	10 58	...	10 11	7 48	2 31	...	
371¾	74 50	55 85	40 90	Figeac	9 14	1,2,3	11 39	1,2,3	10 2	8 31	3 19	1,2,3	
				Capdenac .....arr	9 28	a.m.	11 48	p.m.	11 11	8 46	3 28	p.m.	
				(41, 42) dep	a.m.	7 0	11 52	8 15	11 31	9 5	3 44	5 6	
390	74 95	56 10	40 90	Villefranche	5 55	9 1	12 37	9 17	12 26	9 52	4 17	6 34	
412¾	79 25	59 20	43 25	Lexos (41).....	7 0	...	1 20	...	1 23	10 39	5 10	7 39	
426¾	82 20	61 60	44 90	Cahuzac	7 45	...	...	...	2 3	...	...	8 28	
442¾	85 5	63 70	45 40	Tessonnieres (36)...	8 2	...	2 6	...	2 16	11 27	6 27	8 45	
447¾	86 40	64 70	47 20	St. Sulpice	8 48	...	2 40	...	2 56	12 2	...	9 43	
466¾	89 10	67 10	48 40	**Toulouse(44)**arr	9 48	...	3 22	...	3 49	12 45	7 50	10 46	
				MONTREJEAU.....	1 48	...	9 19	...	9 35	5 50	...	...	
				RAGNERES-DE-L.	3 25	...	11 27	...	...	7 41	...	...	
				NARBONNE..... „	2 36	...	7 16	...	8 40	4 56	1 35	1 35	
				PORT BOU ..... „	...	...	12 15	...	...	9 30	4 0	4 0	
				BARCELONA ..... „	...	...	7 31	...	...	...	10 49	10 49	

AURAY and PONTIVY.—Chemin de Fer d'Orleans.

1 Cl.	2 cl	3 cl.	Stations.	1,2,3	1,2,2	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.		a.m.	a.m.	p.m.
Fro	m Pa	ris	**Auray (30)**dep.	7 12	11 0	8 20	**Pontivy**	5 0	11 50	6 15
71	95	53	10 39	5	Baud.....	7 54	11 50	9 12	Baud.....	5 48	12 42	7 4
75	85	56	90	41	5	**Pontivy (32)**...	8 40	12 40	10 1	**Auray** .....arr	6 31	1 30	7 51

VIVIEZ and DECAZEVILLE.

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Viviez (41)dep	5 50	7 55	9 40	2 20	4 30	7 10	8 29	...	**Decazeville**d	5 25	7 25	9 5	1 50	4 5	6 25	7 45	...
Decazeville a	6 0	8 5	9 50	2 30	4 40	7 20	8 30	...	**Viviez** ....arr	5 35	7 35	9 15	2 0	4 15	6 35	8 5	...

LAPEYROUSE and SAINT-ELOI.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Paris to Saint-Eloi.
(34)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	(227 mls.) 1st cl. 43fr. 60c.
Lapeyrouse	7 55	9 50	2 55	7 20	10 25		**Saint-Eloi** d	5 35	8 50	2 5	5 15	9 40		2nd cl. 3rd 32fr. 60c.; cl.
Saint-Eloi a	8 22	10 17	3 22	7 47	10 52		**Lapeyrouse**	6 0	9 15	2 30	5 40	10 5		23fr. 90c.

NANTES and LANDERNAU.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 cl.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.				p.m.			p.m.			a.m.	p.m.	a.m.	p.m.
Fro	m Pa	ris	PARIS .....dep.	...	...	8 45	...	...	11 0	BREST.....dep	...	...	2 11	7 43	2 0
...	...	...	.....	...	...	a.m.	a.m.	p.m.	p.m.	**Landernau**dep.	...	...	3 10	8 30	2 40
...	...	...	**Nantes(39)**....dep.	...	...	¤6 10	9 30	7 45	2 0	**Chateaulin** dep.	...	...	5 28	9 56	4 17
55	0 41	30	20	80	**Savenay (39)**.....	...	7 32	11 0	9 25	5 40	**Quimper** ..... a.m.		6 0	10 42	10 53
57	5 41	95	30	85	**Dreffeac**	a.m.	8 4	11 33	10 1	4 17	**Lorient**.....		5 44	8 5	1 8
59	75 44	0	32	30	**Redon (30)**	6 50	8 52	12 50	10 48	5 58	**Auray**		6 45	9 30	2 5
61	95 45	55	33	85	Malansac.....	7 15	9 23	1 29	...	6 38	**Vannes**		7 23	10 21	2 41
65	20 48	5	35	70	**Elven**..... a.m.	7 47	10 0	2 10	...	7 5	Elven		7 48	10 54	...
66	55 49	5	36	5	**Vannes (30)**	8 25	8 5	10 22	2 35	...	7 30	Malansac.....		8 22	11 38	p.m.
68	90 50	80	37	30	**Auray (40)**.....	7 6	8 35	11 10	3 16	...	8 5	**Redon**.....		9 5	1 7	6 0
72	70 54	5	39	70	**Lorient**.....	8 2	9 22	12 10	4 21	a.m.	9 7	Dreffeac.....		9 43	1 46	6 37
81	20 60	5	44	10	**Quimper**	...	10 51	2 2	6 24	6 20	10 50	**Savenay** .....arr		10 15	2 19	7 6
81	20 60	5	44	10	**Chateaulin** ....arr	...	...	2 53	7 30	7 21	...	**Nantes**..... arr		11 46	4 13	9 1
81	20 60	5	44	10		...	...	4 20	9 27	9 12	...			a.m.	p.m.	p.m.

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TOULOUSE and ORLEANS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3
		a.m.	p.m.	p.m.		a.m.	a.m.	a.m.
Barcelona ...dep	...	...	2 20	2 20	...	...	...	6 45
Cerbere .... „	...	7 30	9 40	9 40	...	...	...	2 30
Narbonne ...... „	...	11 59	11 56	11 56		7 22	9 0	7 41
Bagneres-de-L „	...	...	...	...		...	7 40	4 5
Montrejeau ... „	...	...	...	...		6 0	9 45	6 11
	a.m.	p.m.	a.m.	a.m.		a.m.	p.m.	night
Toulouse ...... dep	8 30	5 20	5 0	5 30		11 20	2 52	12 40
St. Sulpice	10 7	6 17	5 40	6 21		12 3	3 46	1 24
Tessonnieres.......	11 16	7 21	6 15	7 9		12 39	4 36	2 8
Cabazac		7 36	...	7 34		...	4 51	...
Lexos	a.m.	8 33	7 3	8 7		1 26	5 31	2 50
Villefranche-de-R. ...	6 5	9 39	7 48	9 2		2 13	6 28	3 34
Capendac ......arr	6 59	a.m.	8 28	9 53		2 50	7 18	4 11
„ ....dep		4 0	8 38	10 5		3 0	7 45	4 17
Figeac	...	4 40	8 51	10 20		3 14	8 0	4 28
Gramat................	...	6 33	9 43	11 20	...	4 11	8 59	5 16
St. Denis	...	8 4	10 26	11 59	...	4 46	9 38	5 51
Brive ....arr	a.m.	9 49	11 5	12 46	p.m.	5 24	10 27	6 29
„ ....dep	7 0			12 55	3 35	5 49	10 39	6 36
Pompadour............	8 14	...	...	2 6	4 57	...	...	...
Saint Trieix	9 14	...	...	3 6	6 17	7 43	12 40	8 32
Nexon	10 2	1,2,3	1,2,3	3 48	7 15	8 19	1 16	9 10
Limoges ....arr	10 42	p.m.	a.m.	4 20	7 58	8 44	1 47	9 36
„ .... dep	†5 55	12 49	7 15	4 30		8 52	2 35	10 0
Puy-Imbert	...	12 52	...	4 35	...	...	...	...
St. Sulpice	7 1	1 56	8 16	5 56	...	9 36	3 22	10 53
Fromental	7 39	2 22		6 24	...	...	...	...
La Souterraine	7 48	2 41	†a.m.	6 46	...	10 7	4 12	11 26
Argenton.............	9 4	3 50		8 2	...	11 4	5 20	12 31
Chateauroux	10 2	4 48		8 57	...	11 43	6 17	1 11
Issoudun	10 42	5 26	...	9 33	...	12 12	6 53	1 40
Reuilly	11 7	5 51	1,2,3	9 58	1 Cl.	...	7 18	...
Vierzon..............arr	11 40	6 24	p.m.	10 31	p.m.	12 48	7 51	2 17
„ ....dep	12 35	7 5	11 15	10 50	12 18	12 57	8 5	2 37
Salbris	1 15	7 42	11 45	11 20	12 43	1 20	8 41	...
Lamotte	1 53	8 16	12 13	11 48	1 7	1 43	9 15	3 18
La Ferté	2 23	8 43	...	...	...	...	9 40	...
Les Aubrais (Bv)........	...	...	...	...	2 13	2 22	...	4 0
Orleans ....arr	3 9	9 25	1 9	12 44	2 21	2 43	10 23	4 10
Paris ....arr	8 3	12 51	4 18	3 55	4 30	4 39	2 48	6 23

Extra.—Limoges to St. Sulpice Lauriere, 2 21 a.m.

Extra.—Vierzon to Paris, 4.40 a.m.

ORLEANS and GIEN.

E.M. Dist.	Stations.	1,2,3	1,2,3	1,2,3
		a.m.	p.m.	p.m.
...	**Orleans (34)** dep.	5 30	12 15	6 50
...	Checy-Mardie.........	5 53	12 48	7 14
...	Chateauneuf-s-L ...	6 24	1 39	7 51
...	Sully-les-Bordes......	6 52	2 24	8 17
...	Ouzouer-Damp	7 13	2 59	8 38
...	**Gien (58)** ....arr.	7 41	3 39	9 6

Stations.	1,2,3	1,2,3	1,2,3	
	a.m.	p.m.	p.m.	
Gien ....dep.	6 10	1 10	6 45	...
Ouzouer-Damp	6 33	1 47	7 8	...
Sully-les-Bordes......	6 50	2 18	7 23	...
Chateauneuf-s-L ...	7 20	3 18	8 5	...
Checy Mardie	7 47	4 7	8 39	...
Orleans...............	8 13	4 42	9 5	...

MONTAUBAN and LEXOS.

Stations.	1,2,3	1,2,3	1,2,3
[43	a.m.	p.m.	p.m.
Montauban (B. V.)	4 50	1 45	5 15
„ (V. N.)	5 3	2 2	5 30
Saint-Etienne	5 17	2 20	5 45
Negrepelisse	5 27	2 35	5 56
Montricoux	5 39	3 0	6 10
Bruniquel	5 50	3 25	6 22
Penno	6 3	3 44	6 38
Saint-Antonin	6 28	4 25	7 4
Lexos (41) ....arr.	6 51	4 54	7 28
	1 cl.	p.m.	
Paris ....arr. a.m.	3 55	2 48	...

Stations.	1,2,3	1,2,3	1,2,3
	p.m.		p.m.
Paris.........dep.	2 35	...	9 40
	p.m.	a.m.	p.m
Lexos ....dep.	1 40	7 10	5 35
Saint-Antonin ...	2 8	7 35	6 9
Penne	2 25	7 58	6 42
Bruniquel	2 37	8 11	7 14
Montricoux	2 49	8 23	7 35
Negrepelisse	3 2	8 41	7 54
Saint-Etienne ...	3 13	8 58	8 8
Montauban ...	3 28	9 9	8 34
„ ...... (V.B.)	3 42	9 23	8 49

BOURGES and SAINCAIZE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Bourges sp.42	4 44	9 16	3 29	8 31	11 25
Avor	5 18	9 53	4 4	9 8	11 49
Nérondes	5 44	10 19	4 29	9 33	12 7
Le Guetin ...	6 18	10 53	5 3	10 7	...
Saincaize 59a	6 26	11 1	5 11	10 15	12 37

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Saincaize dep	1 20	8 45	12 35	3 55	8 10
Le Guetin ...	...	8 50	...	4 0	8 15
Nerondes	1 50	9 20	1 7	4 34	8 54
Avor	2 5	9 39	1 22	4 55	9 18
Bourges	2 26	10 7	1 43	5 25	9 50

POITIERS and ST.-SULPICE-LAURIERE.

Stations.	1 Cl.	1,2,3	1,2,3	1,2,3
Paris (34)...dep.	8 45	11 45	11 0	9 30
	a.m.	a.m.	a.m.	p.m.
Poitiers ...dep.	*3 40	8 30	11 15	5 24
St.-Benoit	3 49	8 39	11 30	5 33
Nieuil-L'Espoir ...	...	9 2	12 0	5 53
Fleure	...	9 13	12 19	6 3
L'Hommaize	4 26	9 25	12 33	6 16
Lussac-les-Chat...	4 42	9 45	12 54	6 35
Montmorillon	5 6	10 9	1 21	6 56
Lathus	5 27	10 32	1 45	7 19
Thiat..................	5 39	10 47	1 59	7 31
Le Dorat..........	5 56	11 7	2 20	7 50
Droux	6 11	11 22	2 38	8 2
Chateau-Ponsac...	6 34	11 46	3 6	8 24
Bessines	6 49	12 1	3 25	8 36
Bersac...[40, 42	7 4	12 17	3 46	8 52
St.-Sulpice-Lau	7 18	12 30	3 56	9 2

*1,2,3 Class.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
St.-Sulpice-L.	5 55	8 50	3 30	6 20
Bersac	6 5	9 1	3 43	6 31
Bessines	6 20	9 19	3 58	6 47
Chateau-Ponsac	6 35	9 38	4 18	7 1
Droux	6 57	10 2	4 34	7 23
Le Dorat..........	7 11	10 22	4 55	7 49
Thiat..................	7 28	10 46	5 17	8 8
Lathus	7 40	10 59	5 32	8 20
Montmorillon	8 8	11 22	6 6	8 40
Lussac-les-Chat...	8 30	11 44	6 34	9 1
L'Hommaize	8 54	12 4	6 54	9 20
Fleure	9 14	12 18	7 8	9 33
Nieuil-L'Espoir...	9 25	12 28	7 18	9 43
Saint-Benoit	9 46	12 48	7 38	10 3
Poitiers ...... arr	9 58	12 59	7 49	10 14
	1 Cl.		...	1 Cl.
Paris...........arr.	4 57	9 5		5 5

RODEZ AND CAPDENAC.

	a.m.	a.m.	p.m.	p.m.
[Ro]dez (Buffet) dep	5 50	...	12 15	5 10
[Sal]les-la-Source ...	6 10	...	12 36	5 28
[St.] Christophe	6 51	...	1 18	6 5
[Cra]nsac	7 22	5 20	1 49	6 33
[Au]bin	7 30	5 29	1 56	6 40
[Vi]viez (40)..........	7 46	6 0	2 10	6 54
[Pea]chot	7 53	6 10	2 17	7 1
[Ca]pdenac (40) arr	8 18	6 44	2 43	7 25

		a.m.	p.m.	p.m.
Capdenac ...dep	...	9 0	3 50	7 35
Peachot	...	9 20	4 11	7 59
Viviez (40)	...	9 32	4 23	8 15
Aubin	...	9 42	4 32	8 26
Cransac..............	...	9 51	4 46	8 41
St. Christophe...	...	10 24	5 16	9 18
Salles-la-Source......	...	11 12	6 4	10 16
Rodez (Buffet)... a	...	11 33	6 23	10 39

NIZAN, ST. SYMPHORIEN and SORE.

	a.m.	p.m.	p.m.	
[Niz]an (41) ...dep	9 45	4 15	7 5	...
[Vi]llandraut	10 8	4 30	7 28	...
[St.] Symphorien	10 40	...	7 59	...
[So]re...............arr	11 10	...	...	...

	a.m.	p.m.		
Sore ....dep	...	4 20	...	Other
St. Symphorien	6 0	5 50	...	Trains
Villandraut............	6 25	6 10	...	on local
Nizan ....arr.	7 5	6 30	...	market days.

LANGON and BAZAS.

1 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
fr. c	[43	a.m.	p.m.	p.m.	p.m.
Fro	**Langon** dep	9 10	3 50	6 20	7 45
0 85	Roaillan	9 21	4 1	6 37	7 56

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	p.m.	p.m.	
Bazas ...dep	5 10	7 0	2 40	6 30	...
Nizan	5 42	7 20	2 58	6 55	...

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Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	E.M.	1 cl.	2 cl.	3 cl.
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	Dist.	fr. c.	fr. c.	fr. c.
Montlucon 36,42	...	8 15	1 50	...	8 0	11 29	From	m 95	Sulp	tice.
Treignat	...	9 10	2 38	...	9 16	...	8	1 55	1 15	0 85
Parsac	...	9 55	3 17	...	10 17	...	28	3 60	2 70	2 0
Aubusson ...dep	3 45	9 15	2 30	5 25	9 45	...	37½	5 50	4 10	2 95
Fournaux	...	9 35	2 50	5 42	10 8	...	—	—	—	—
Lavaveix-les-Mines	4 22	9 58	3 22	6 5	10 33	...	5	0 95	0 70	0 55
Busseau-d'Ahun	4 35	10 11	3 36	6 16	10 47	...	9½	1 95	1 45	1 10
Busseau-d'Ahun	4 53	10 37	3 52	6 25	11 36	1 17	15	3 5	2 30	1 70
Gueret.....	5 27	12 25	4 17	7 33	12 3	1 44	48	8 5	6 0	4 40
Marsac (Creuse) [40	6 26	1 22	...	8 29	...	...	63½	11 45	8 60	6 30
St. Sulpice-L. arr.	6 48	1 43	5 21	8 57	...	2 46	76½	15 0	11 25	8 25

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
St. Sulpice-L. dep.	2 18	8 25	1 53	5 50
Marsac (Creuse)	...	8 51	2 16	6 12
Gueret.....	4 22	9 57	3 20	7 16
Busseau-d'Ahun	4 41	10 23	3 44	7 40
Busseau-d'Ahun	5 5	10 50	4 5	7 50
Lavaveix-les-Mines	5 23	11 16	...	8 8
Fournaux	5 45	11 43	4 41	8 32
Aubusson ...arr.	6 1	11 59	4 55	8 48
Parsac.....	5 23	11 14	4 23	8 45
Treignat	6 0	12 4	5 12	9 51
Montlucon .....arr	6 34	12 48	5 51	10 43

CAPDENAC and ARVANT.

Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.				p.m.	p.m.		p.m.				a.m.		p.m.
From	Paris.		Paris .....dep. (40)	...	...	7 45	2 35	...	9 40	**Arvant**.....	...	...	8 45	...	6 0
				a.m.	a.m.	a.m.			p.m.	Lempdes	...	...	8 57	...	6 12
...	...	...	**Capdenac** ...dep.	4 50	9 10	11 0	...	...	7 55	Blesle	...	...	9 16	...	6 32
70 50	52 80	38 50	**Maurs**	a.m.	6 51	9 58	11 50	p.m.	8 46	**Massiac**	a.m.	...	9 28	...	6 50
70 50	52 80	38 50	**Aurillac**	4 58	9 56	11 28	1 25	5 30	10 18	**Murat**	5 20	...	10 47	...	8 21
71 20	53 35	38 85	Arpajon (Cantal)...	5 6	...	...	1 36	5 43	...	Arpajon (Cantal)...	7 26	a.m.	12 39	p.m.	10 19
75 50	56 70	41 85	**Murat**	6 56	...	...	3 30	7 44	...	**Aurillac**	7 40	5 20	12 54	4 50	10 33
75 50	56 70	41 85	**Massiac**	7 55	...	...	4 31	...	...	**Maurs**.....	...	6 54	2 24	6 25	...
75 50	56 70	41 85	**Blesle**	8 7	...	...	4 43	...	...	**Capdenac** ...arr	...	7 45	3 11	7 16	...
75 50	56 70	41 85	Lempdes	8 26	...	...	5 2	...	...		...	a.m.	1 Cl.	p.m.	...
75 50	56 70	41 85	**Arvant (60)** arr	8 38	...	...	5 15	...	...	PARIS .....arr	...	3 55	4 39	2 46	...

VIERZON, BOURGES, MONTLUCON, and MOULINS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
PARIS (40) dep.	10 15	10 5	12 40	...	11 40	2 35	7 45				p.m.	p.m.		a.m.		p.m.
	p.m.	a.m.	a.m.		p.m.	p.m.	p.m.	**Moulins**..... dep	...	4 25	12 30	...	8 25	...	7 25
Vierzon.....dep	2 25	3 40	8 15	...	7 33	10 42	11 40	Souvigny	...	4 46	1 3	...	8 57	...	7 46
Marmagne	3 0	...	8 50	...	8 8	...	...	Tronget	...	5 17	2 12	...	9 31	...	8 26
Bourges (41) arr	3 16	4 25	9 6	p.m.	8 24	11 30	12 22	Chavenon.....	...	5 36	2 43	...	9 51	...	8 46
,, ...dep	3 23	4 36	9 24	6 10				Villefranche	...	5 50	3 4	a.m.	10 5	...	8 59
Saint Florent	3 56	5 8	10 4	6 53	...	...	...	**La Presle...dep**	...	6 5	3 33	6 5	10 20	...	9 20
Chateauneuf-s-C..	4 19	5 32	10 40	7 30	...	...	...	Commentry	...	6 23	4 11	6 47	10 39	...	9 48
La Celle-Bruere...	...	5 53	11 10	7 56	...	...	...	**Montlucon** arr	p.m.	6 50	4 47	7 15	11 7	a.m.	10 14
Ainay-le-Vieil ...	...	6 21	11 49	8 39	...	...	...	,, ...dep		2 0	7 0		11 20	7 25	...
Vallon	5 27	6 44	12 20	9 12	...	...	...	Les Trillers	...	2 16	7 14	...	...	7 38	...
Les Trillers	...	7 7	12 46	9 41	...	1, 2, 3	...	Vallon	...	2 41	7 34	...	11 49	7 58	...
Montlucon arr	6 1	7 24	1 5	10 3	...	a.m.	...	Ainay-le-Vieil ...	...	3 7	7 57	...	...	8 22	...
,, (36,42) dp	6 25	7 50	1 20	...	...	6 49	...	La Celle-Bruere ...	...	3 47	8 31	...	...	9 48	...
Commentry	7 5	8 19	1 53	...	...	7 22	...	Chateauneuf-s-C	...	4 21	8 53	...	12 51	9 9	...
La Presle (42) a	7 28	8 39	2 13	...	...	7 53	...	Saint Florent	...	4 57	9 23	...	1 13	9 36	...
Villefranche	7 41	8 51	2 25	...	...	...	...	**Bourges** .....arr	...	5 31	9 55	a.m.	a.m.	10 10	...
Chavenon.....	7 56	9 6	2 44	...	...	...	...	,, ...dep	...	5 40	10 5	2 30	6 45	1 46	10 15
Tronget	8 27	9 32	3 11	...	...	...	...	Marmagne	...	5 56	10 22	...	7 2	...	10 39
Souvigny	8 56	10 0	3 37	...	...	...	...	**Vierzon** .....ar	...	6 24	11 3	3 10	7 43	2 23	11 2
Moulins (53-6a)	9 21	10 25	4 2	...	...	...	...	PARIS ... arr	...	12 51	4 18	10 57	2 46	6 23	4 20

LA PRESLE AND BEZENET.

	(42)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
La Presle	dep.	8 45	10 30	2 20	3 40	6 10	7 37	...
Bezenet	...arr.	8 58	10 43	2 33	3 53	6 23	7 50	...

	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Bezenet...dep.	5 45	9 55	1 55	3 5	5 40	7 5
La Presle arr.	5 55	10 5	2 5	3 15	5 50	7 45

POITIERS and SAUMUR.

1 Cl	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.	(36-8, 41)	a.m.	a.m.	a.m.	noon	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Fro'	Poitiers		**Poitiers** ..... dep	...	5 50	10 45	12 15	6 45		**Saumur** .....dep	6 25	8 10	...	1 25	7 40	4 55
1 45	1 10	0 70	Migne et les Lourd	...	6 9	11 19	12 35	7 8		**Montreuil Bel**	7 11	8 50	12 38	2 6	8 21	5 38
2 65	1 95	1 30	Neuville	...	6 28	11 43	12 58	7 27		**Les Trois Moutiers**	7 39	...	1 19	...	8 49	...
7 55	5 60	3 75	Moncontour	...	7 26	12 15	2 3	8 25		**Loudun**.....	8 13	...	1 56	...	9 16	...
...	...	...	**Arcay (71)**	...	7 47	2 44	2 24	8 56		**Arcay (71)**.....	8 33	...	2 40	3 20	9 37	...
10 50	7 80	5 20	**Loudun (71)** ..... ,,	...	8 0	2 42	2 43	9 15		Moncontour.....	8 52	...	4 19	3 36	9 58	...
11 70	8 65	5 80	**Les Trois Moutiers**	...	8 37	4 26	...	...		N. nville.....	9 53	...	6 24	4 21	11 1	...
11 40	8 55	6 0	**Montreuil Bel (35)** ...	7 18	8 52	5 14	3 35	10 22		Migne et les Lourd	10 8	...	7 10	...	...	...
13 65	9 75	6 90	**Saumur (20)** .....arr	7 48	9 48	6 25	4 15	11 0		**Poitiers** .....arr	10 30	...	7 40	4 50	11 35	...

TOURS and CHATILLON-SUR-INDRE.

E.M.	1 Cl	2 Cl	3 Cl	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fr. c	fr. c	fr. c		a.m	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.
—	From	m	Tours	**Tours-Orl.(34, 38)** dep	5 45	10 36	12 50	7 0	**Chatillon** .....dep	7 5	12 20	3 0	7 55
3½	0 70	0 55	0 35	Joue-les-Tours	6 10	10 59	1 37	7 30	**Loches** .....dep	7 55	1 2	4 17	8 39
10½	2 5	1 55	1 15	Montbazon	6 27	11 32	1 57	7 54	Chambourg.....	8 8	1 15	4 34	8 56
24½	4 95	3 65	2 65	Chambourg	7 7	12 38	2 40	8 35	Montbazon	9 3	1 56	5 14	9 30
39	5 75	4 30	3 15	**Loches** ..... arr	7 20	1 6	2 58	8 47	Joue-les-Tours	9 28	2 18	5 37	9 53

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BORDEAUX, TOULOUSE and CETTE.—Chemin de Fer du Midi.

STATIONS	1 Cl.	1,2,	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.
	a.m.	a.m.	p.m.	p.m.	a.m.			a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bordeaux (Buff) dp.	†8 15	6 10	1 40	4 35	9 30			5 35	6 50	9 0	11 50	7 0				
Bègles	...	6 17	1 48	4 43	9 37			5 42	...	...	...	7 7				
Villenave-d'Ornon	...	6 25	1 56	4 50	9 45			5 50	...	...	...	7 15				
Cadaujac	...	6 31	2 2	4 55	9 51			5 56	...	...	...	7 21				
St.-Médard-d'Eyrans	...	6 40	2 12	5 6	10 1			6 5	...	...	...	7 31				
Beautiran	8 35	6 50	2 23	5 17	10 15			6 14	...	9 25	...	7 44				
Portets	...	6 58	2 29	5 23	10 21			6 20	...	...	...	7 50				
Arbanats	...	7 6	2 37	5 31	10 29			6 27	...	...	...	7 58				
Podensac	...	7 14	2 45	5 40	10 37			6 34	...	...	...	8 6				
Cérons	8 49	7 22	2 54	5 49	10 47			6 42	...	9 42	...	8 16				
Barsac	...	7 30	3 2	5 57	10 56			6 49	...	...	...	8 24				
Preignac	...	7 37	3 11	6 4	11 3			6 57	...	...	...	8 31				
Langon (41)	9 5	7 53	3 32	6 25	11 20			7 5	...	10 3	1 15	8 40				
Saint-Macaire	...	...	8 1	3 38	6 32	11 27										
St.-Pierre-d'Aurillac	...	8 8	3 45	6 40	11 35											
Caudrot	...	8 15	3 53	6 4	11 44											
Gironde	...	8 24	4 0	6 57	11 53											
La Réole	9 25	8 36	4 11	7 10	12 6					10 41	1 46					
Marmande	9 49	9 13	4 30	8 9	12 35					8 4 11	9 2 25					
Tonneins	10 9	9 42	5 0	8 48						11 32	2 55					
Aiguillon	10 23	10 6	5 38	9 6						11 49	3 17					
Port-Ste-Marie	10 34	10 39	5 52	9 34						12 2	3 33					
Agen (*Buffet*)	39,46 a 10 55	11 15	6 26	10 5						8 56	12 28	4 6	5	p.m		
,, ... dep	11 20	11 35	7 0							9 1	12 40	4 30	2	35		
Valence-d'Agen	11 50	12 26	7 52								1 15	5 21	3	28		
Moissac (T. 92)	vd. lft. 12 11	12 55	8 21								1 38	5 52	4	19		
Castelsarrasin	12 23	1 12	8 37								1 55	6 9	4	49		
Montauban Buff ar.	12 43	1 25	9 5							10 8	2 18	6 40	4	55		
,, (41) dep.	12 48	1 40	9 15							10 12	2 23	6 44	5	0		
Grisolles	1 15	2 33	9 52								2 54	7 39	5	38		
Toulouse ..... arr	1 45	3 30	10 35								3 28	8 15	6	25
,, 41-4.5 (*Buff*) d	2 0	4 0									3 48		6	45
Villefranche	2 35	4 55									4 31		7	51
Castelnaudary (44)	3 3	5 43									5 3		8	43
Carcassonne ...arr.	3 41	6 41									6 0		9	55
,, (46) ....dep.	3 50	7 1									6 0			
Lezignan (Aude)	4 30	8 2									6 46			
Narbonne Buff arr.	4 55	8 40									7 16			

STATIONS	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.
MARSEILLES, ...	11 35	11 35	...	...	...	7 15	...	11 5	6 20	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m	p.m	p.m
Cette (Buffet) ... ,,	5 55	†5 40	6 50	4 50	9 15	2 35	6 25	5 30	10 40	
Les Onglous	6 18	...	...	5 14	9 40	2 58	6 48	...	...	
Agde	6 31	6 7	7 26	5 30	9 55	3 11	7 4	6 5	...	
Vias	6 39	...	...	5 36	10 9	3 19	7 14	...	...	
Beziers	7 15	6 40	8 10	...	10 55	4 0	8 0	6 45	11 24	
Narbonne (Buff) arr.	7 53	7 8	8 45	...	11 33	4 40	8 38	7 16	11 48	
Narbonne...dep.	...	8 20	...	...	12 20	5 30	...	9 15	1 50	
Rivesaltes	a.m.	10 3	...	...	2 0	7 10	...	11 10	...	
Perpignan	6 35	10 35	...	...	2 35	7 45	...	11 22	3 2	
Collioure ...arr.	7 36	11 29	...	...	3 35	8 34	...	...	...	
Port Vendres a.	7 42	11 37	...	...	3 30	8 50	...	...	...	
Banyuls-s.-M.	8 3	11 48	...	...	4 5	9 1	...	...	...	
CERBERE	8 25	12 10	...	...	4 20	9 25	...	...	3 55	
PORTBOU ....arr	8 30	12 15	...	...	4 35	9 30	...	...	4 0	
BARCELONA, ...arr	...	7 31	...	...	...	...	...	...	10 45	
Narbonne .....dep.	8 8	7 22	9 0	...	11 59	5 5	8 50	7 41	11 56	
Lezignan	8 55	7 49	...	...	12 50	5 55	9 36	8 18	...	
Carcassonne (Buff	10 0	8 32	10 20	a.m.	1 55	6 57	10 48	9 8	12 53	
,, ...dep	...	8 42	10 40	6 5	2 10	7 12	...	9 16	12 58	
Castelnaudary	...	9 38	11 55	7 15	3 25	8 37	...	10 12	1 33	
Villefranche	...	9 54	12 40	7 57	4 8	9 17	...	10 45	...	
Toulouse .....arr	a.m.	10 30	1 40	8 55	5 4	10 20	...	11 26	2 27	
,, Buff....dep	6 25	11 0	2 25	9 45		4 6 20	...	11 46	2 40	
Grisolles	7 15	11 30	3 10	10 32	...	7 8	...	...	...	
Montauban (p. 41)	7 52	11 55	3 46	11 15	...	7 47	...	12 44	3 26	
,, Buffet dep.	8 0	12 0	4 0	11 20	+ p.m.	7 57	...	12 49	3 39	
Castelsarrasin	8 32	12 22	4 30	11 52		8 30	...	1 14	...	
Moissac	8 56	12 36	4 49	12 10		8 49	...	1 31	...	
Valence-d'Agen	9 26	12 57	5 21	1 2	...	9 20	...	1 53	...	
Agen (*Buffet*)	10 14	1 25	6 9	2 0	a.m.	10 10	p.m.	2 24	4 37	
,, ...dep.	10 38	1 40	6 40		5 10		4 0	2 36	4 42	
Port-Ste-Marie	11 18	2 1	7 18	...	5 47	...	4 42	3 1	...	
Aiguillon	11 33	2 12	7 32	...	6 0	...	4 57	3 14	...	
Tonneins	12 0	2 29	7 55	...	6 21	p.m.	5 26	3 32	...	
Marmande	12 34	2 54	8 30	...	6 51	3 20	6 5	4 5	5 40	
La Réole	1 13	3 18	8 56	...	7 26	4 0	6 45	4 36	...	
Gironde	1 23	...	...	...	7 36	4 10	6 55	4 45	...	
Caudrot	1 32	...	...	...	7 45	4 19	7 4	4 54	...	
St. Pierre-d'-Aurillac ...	1 40	...	...	...	7 52	4 29	7 14	5 2	...	
Saint-Macaire	1 48	...	...	a.m.	8 0	4 37	7 24	5 9	...	
Langon	2 6	3 45	9 30	6 20	8 16	4 55	7 40	5 23	...	
Preignac	2 17	...	...	6 30	8 30	5 4	7 51	...	...	
Barsac	2 25	...	...	6 38	8 40	5 12	8 0	...	...	
Cérons	2 35	4 0	9 48	6 47	8 50	5 21	8 12	5 39	...	
Podensac	2 41	...	...	6 54	8 58	5 28	8 19	...	...	
Arbanats	2 49	...	...	7 3	9 7	5 36	8 29	...	...	
Portets	2 58	...	...	7 12	9 15	5 44	8 38	...	...	
Beautiran	3 5	4 15	10 7	7 19	9 22	5 55	8 50	5 55	...	
Saint-Médard-d'Eyrans	3 15	...	...	7 28	9 32	6 5	9 0	...	...	
Cadaujac	3 25	...	...	7 38	9 41	6 14	9 10	...	...	
Villenave-d'Ornon	3 31	...	...	7 44	9 47	6 20	9 16	...	...	
Bègles	3 39	...	...	7 53	9 56	6 29	9 25	...	...	
Bordeaux	3 50	4 40	10 35	8 4	10 5	6 40	9 35	6 20	6 55	

STATIONS	1 Cl.	1,2,	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bordeaux (Buff) dp.	†8 15	6 10	1 40	4 35	9 30			
Bègles	...	6 17	1 48	4 43	9 37			
Villenave-d'Ornon	...	6 25	1 56	4 50	9 45			
Cadaujac	...	6 31	2 2	4 55	9 51			
St.-Médard-d'Eyrans	...	6 40	2 12	5 6	10 1			
Beautiran	8 35	6 50	2 23	5 17	10 15			
Portets	...	6 58	2 29	5 23	10 21			
Arbanats	...	7 6	2 37	5 31	10 29			
Podensac	...	7 14	2 45	5 40	10 37			
Cérons	8 49	7 22	2 54	5 49	10 47			
Barsac	...	7 30	3 2	5 57	10 56			
Preignac	...	7 37	3 11	6 4	11 3			
Langon (41)	9 5	7 53	3 32	6 25	11 20			
Saint-Macaire	...	...	8 1	3 38	6 32	11 27		
St.-Pierre-d'Aurillac	...	8 8	3 45	6 40	11 35			
Caudrot	...	8 15	3 53	6 4	11 44			
Gironde	...	8 24	4 0	6 57	11 53			
La Réole	9 25	8 36	4 11	7 10	12 6			
Marmande	9 49	9 13	4 30	8 9	12 35			
Tonneins	10 9	9 42	5 0	8 48				
Aiguillon	10 23	10 6	5 38	9 6				
Port-Ste-Marie	10 34	10 39	5 52	9 34				
Agen (*Buffet*)	39,46 a 10 55	11 15	6 26	10 5				
,, ...dep	11 20	11 35	7 0					
Valence-d'Agen	11 50	12 26	7 52					
Moissac (T. 92)	vd. lft. 12 11	12 55	8 21					
Castelsarrasin	12 23	1 12	8 37					
Montauban Buff ar.	12 43	1 25	9 5					
,, (41) dep.	12 48	1 40	9 15					
Grisolles	1 15	2 33	9 52					
Toulouse ..... arr	1 45	3 30	10 35					
,, 41-4.5 (*Buff*) d	2 0	4 0						
Villefranche	2 35	4 55						
Castelnaudary (44)	3 3	5 43						
Carcassonne ...arr.	3 41	6 41						
,, (46) ....dep.	3 50	7 1						
Lezignan (Aude)	4 30	8 2						
Narbonne Buff arr.	4 55	8 40						

STATIONS	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.
MARSEILLES, ...	11 35	11 35	...	...	...	7 15	...	11 5	6 20	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m	p.m	p.m
Cette (Buffet) ... ,,	5 55	†5 40	6 50	4 50	9 15	2 35	6 25	5 30	10 40	
Les Onglous	6 18	...	...	5 14	9 40	2 58	6 48	...	...	
Agde	6 31	6 7	7 26	5 30	9 55	3 11	7 4	6 5	...	
Vias	6 39	...	...	5 36	10 9	3 19	7 14	...	...	
Beziers	7 15	6 40	8 10	...	10 55	4 0	8 0	6 45	11 24	
Narbonne (Buff) arr.	7 53	7 8	8 45	...	11 33	4 40	8 38	7 16	11 48	
Narbonne...dep.	...	8 20	...	...	12 20	5 30	...	9 15	1 50	
Rivesaltes	a.m.	10 3	...	...	2 0	7 10	...	11 10	...	
Perpignan	6 35	10 35	...	...	2 35	7 45	...	11 22	3 2	
Collioure ...arr.	7 36	11 29	...	...	3 35	8 34	...	...	...	
Port Vendres a.	7 42	11 37	...	...	3 30	8 50	...	...	...	
Banyuls-s.-M.	8 3	11 48	...	...	4 5	9 1	...	...	...	
CERBERE	8 25	12 10	...	...	4 20	9 25	...	...	3 55	
PORTBOU ....arr	8 30	12 15	...	...	4 35	9 30	...	...	4 0	
BARCELONA, ...arr	...	7 31	...	...	...	...	...	...	10 45	
Narbonne .....dep.	8 8	7 22	9 0	...	11 59	5 5	8 50	7 41	11 56	
Lezignan	8 55	7 49	...	...	12 50	5 55	9 36	8 18	...	
Carcassonne (Buff	10 0	8 32	10 20	a.m.	1 55	6 57	10 48	9 8	12 53	
,, ...dep	...	8 42	10 40	6 5	2 10	7 12	...	9 16	12 58	
Castelnaudary	...	9 38	11 55	7 15	3 25	8 37	...	10 12	1 33	
Villefranche	...	9 54	12 40	7 57	4 8	9 17	...	10 45	...	
Toulouse .....arr	a.m.	10 30	1 40	8 55	5 4	10 20	...	11 26	2 27	
,, Buff....dep	6 25	11 0	2 25	9 45		4 6 20	...	11 46	2 40	
Grisolles	7 15	11 30	3 10	10 32	...	7 8	...	...	...	
Montauban (p. 41)	7 52	11 55	3 46	11 15	...	7 47	...	12 44	3 26	
,, Buffet dep.	8 0	12 0	4 0	11 20	+ p.m.	7 57	...	12 49	3 39	
Castelsarrasin	8 32	12 22	4 30	11 52		8 30	...	1 14	...	
Moissac	8 56	12 36	4 49	12 10		8 49	...	1 31	...	
Valence-d'Agen	9 26	12 57	5 21	1 2	...	9 20	...	1 53	...	
Agen (*Buffet*)	10 14	1 25	6 9	2 0	a.m.	10 10	p.m.	2 24	4 37	
,, ...dep.	10 38	1 40	6 40		5 10		4 0	2 36	4 42	
Port-Ste-Marie	11 18	2 1	7 18	...	5 47	...	4 42	3 1	...	
Aiguillon	11 33	2 12	7 32	...	6 0	...	4 57	3 14	...	
Tonneins	12 0	2 29	7 55	...	6 21	p.m.	5 26	3 32	...	
Marmande	12 34	2 54	8 30	...	6 51	3 20	6 5	4 5	5 40	
La Réole	1 13	3 18	8 56	...	7 26	4 0	6 45	4 36	...	
Gironde	1 23	...	...	...	7 36	4 10	6 55	4 45	...	
Caudrot	1 32	...	...	...	7 45	4 19	7 4	4 54	...	
St. Pierre-d'-Aurillac ...	1 40	...	...	...	7 52	4 29	7 14	5 2	...	
Saint-Macaire	1 48	...	...	a.m.	8 0	4 37	7 24	5 9	...	
Langon	2 6	3 45	9 30	6 20	8 16	4 55	7 40	5 23	...	
Preignac	2 17	...	...	6 30	8 30	5 4	7 51	...	...	
Barsac	2 25	...	...	6 38	8 40	5 12	8 0	...	...	
Cérons	2 35	4 0	9 48	6 47	8 50	5 21	8 12	5 39	...	
Podensac	2 41	...	...	6 54	8 58	5 28	8 19	...	...	
Arbanats	2 49	...	...	7 3	9 7	5 36	8 29	...	...	
Portets	2 58	...	...	7 12	9 15	5 44	8 38	...	...	
Beautiran	3 5	4 15	10 7	7 19	9 22	5 55	8 50	5 55	...	
Saint-Médard-d'Eyrans	3 15	...	...	7 28	9 32	6 5	9 0	...	...	
Cadaujac	3 25	...	...	7 38	9 41	6 14	9 10	...	...	
Villenave-d'Ornon	3 31	...	...	7 44	9 47	6 20	9 16	...	...	
Bègles	3 39	...	...	7 53	9 56	6 29	9 25	...	...	
Bordeaux	3 50	4 40	10 35	8 4	10 5	6 40	9 35	6 20	6 55	

† Also 2nd and 3rd Class between Bordeaux, Langon, Agen, Montauban, Toulouse, Narbonne, Beziers, and etc

Extra.—Langon to Bordeaux, 10.50 a.m.

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TOULOUSE-MATABIAU AND BAYONNE.

Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
(40, 43)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
Toulouse *Buff* dep.	...	6 0	9 10	10 50	2 15	6 0
Portet-St-Simon	...	6 39	9 40	11 10	2 50	6 31
Muret	...	6 47	9 53	11 24	3 12	6 50
Carbonne	...	7 41		11 58	3 51	7 38
Cazeres-sur-Garonne	...	7 43	...	12 21	4 15	7 55
Boussens (46)	...	8 12	...	12 45	4 41	8 26
Saint-Martory	...	8 23	...	12 56	4 54	8 38
Saint-Gaudens	...	8 56	...	1 25	5 27	9 11
Montréjeau[E]arr.	...	9 19	...	1 48	5 50	9 35
,, (46) dep.	4 50	9 39	...	1 58	6 15	—
Lannemezan	5 45	10 13	...	2 33	6 51	...
Capvern	6 1	10 28	...	2 57	7 6	...
Tournay	6 35	10 56	...	3 5	7 35	...
Tarbes *Buffet*...arr.	7 19	11 32	...	3 38	8 35	p.m.
,, (45, 46) dep.	7 40	12 0	...	3 54	8 45	6 30
Ossun	7 59	12 18	...	4 14	8 54	6 56
Lourdes (45)	8 30	12 44	...	4 40	9 10	7 34
Saint-Pé	8 50	1 0	...	4 57	...	7 52
Coarrase-Nay	9 16	1 20	...	5 20	...	8 18
Assat	9 36	1 34	1,2,3	5 34	...	8 45
Pau (Buffet) ....arr	9 48	1 45	p.m.	5 45	a.m.	9 0
,, ...dep	10 15	1 55	12 35	6 10	5 20	—
Lescar	10 27	2 7		6 21	5 31	...
Lacq	11 5	2 45	12 59	6 54	6 8	...
Orthez	11 34	3 13	1 21	7 22	6 35	...
Puyoo	12 0	3 43	1 40	7 46	6 59	...
,, (46)	12 16	3 55		7 54	7 11	...
Peyrehorade	12 48	4 30	...	8 30	7 43	...
Bayonne (45, 46)	1 45	5 42	...	9 27	8 53	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3
		a.m.	a.m.	a.m.		p.m.	p.m.
Bayonne.....dep.	...	...	...	5 25	10 45	...	1 46	5 40
Peyrehorade	...	...	...	6 41	11 45	...	2 41	7 2
Puyoo .....arr.	...	...	...	7 10	12 15	p.m.	3 13	7 35
,, ...dep	...	...	...	7 20	12 25	12 16	3 19	7 47
Orthez	...	...	...	7 56	12 49	12 30	3 50	8 15
Lacq	...	...	...	8 27	1 17	12 58	4 17	8 40
Lescar	...	...	...	9 12	1 37	...	5 0	9 17
Pau (Buffet).....arr.	...	...	...	9 25	1 46	1 21	5 15	9 33
,, ...dep.	...	7 5	9 52	2 1			5 46	
Assat	...	7 18	10 4	2 13	...		6 0	...
Coarrase-Nay	...	7 39	10 18	2 27	...		6 22	...
Saint-Pé	...	a.m.	8 5	10 43	2 47	...	6 48	...
Lourdes	...	6 25	8 35	11 6	3 10	...	7 21	...
Ossun	...	6 42	8 55	11 23	3 28	...	7 42	...
Tarbes *Buffet*...arr.	...	6 58	9 12	11 40	3 45	p.m.	7 59	...
,, ...dep.	...	7 20		12 5	4 0	6 25	—	
Tournay	...	8 5		12 44	4 37	7 38	...	...
Capvern	...	8 42		1 17	5 9	8 13	...	...
Lannemezan	...	8 58		1 28	5 21	8 45	...	...
Montréjeau[E]arr a.m.		9 33		1 55	5 46	9 25	...	...
,, (Luchon)dep.	6 0	9 45		2 10	6 11	...	...	...
Saint-Gaudens ...	6 30	10 17		2 37	6 37	...	...	...
Saint-Martory	7 2	10 47		3 7	7 7	...	...	...
Boussens	7 20	11 7		3 26	7 27	...	...	...
Cazeres-sur-Gar. ...	7 44	11 29		3 46	7 52	...	...	...
Carbonne	8 7	12 0		4 14	8 15	...	...	...
Muret	8 43	12 23		4 50	8 53	...	...	...
Portet-St-Simon ...	9 0	12 48		5 13	9 19	...	...	...
Toulouse	arr.	9 30	1 10	5 37	9 43	...	...	...

[E] 9.10 a.m. Montréjeau to Tarbes. 9.40 a.m. to p.m.

TOULOUSE, FOIX, and TARASCON.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.	(40, 43)	a.m.	p.m.	p.m.	p.m.
rom	Toul	ouse	**Toulouse St. C.** d.	...	9 30	2 40	6 15
6 85	2 10	1 50	Venerque	...	10 2	3 27	7 40
4 15	3 10	2 30	Auterive	...	10 43	4 6	7 33
3 0	5 95	4 40	**Pamiers**	1,2,3	11 39	5 8	8 18
9 10	6 80	5 0	Varilhes	a.m.	11 56	5 30	8 57
0 90	7 60	5 60	**Foix**	7 30	12 25	6 5	9 25
1 90	8 25	6 5	St Antoine	7 50	12 37	6 22	9 42
2 10	9 5	6 55	**Tarascon**.....arr.	8 20	12 55	6 46	10 6

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Tarascon .....dep.	5 35	9 30	1 45	5 30	...
St. Antoine	5 57	10 5	2 2	5 52	...
Foix	6 20	10 20	2 25	6 20	...
Varilhes	6 36	—	2 43	6 40	...
Pamiers	6 58	...	3 10	7 3	...
Auterive	7 58	...	4 10	8 10	...
Venerque	8 19	...	4 30	8 33	...
Toulouse ..... arr.	8 55	...	5 15	9 01	...

CASTELNAUDARY, CASTRES, MAZAMET to CARMAUX.

1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.	(43)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
From	Ca	stelnau	dary	**Castlnaudy** dp	5 20	7 50	12 0	3 35	8 55	...
6¼	3 15	2 40	1 75	Revel	...	6 4	8 40	12 50	4 29	9 33
23¾	4 65	3 50	2 55	Lampaut	...	6 24	9 2	1 12	4 53	9 59
36¾	5 25	3 9	2 90	Soual	...	6 34	9 13	1 22	5 4	10 8
10	5 90	4 45	3 20	LaCremade	...	6 43	9 23	1 33	5 15	10 17
54¼	6 75	5 5	3 70	**Castres** ...arr	...	6 54	9 35	1 45	5 29	10 28
...	...	...	...	,, ...d p	...	7 5	9 55	2 5	6 5	10 45
5	0 95	0 70	0 55	Labruguiere	...	7 28	10 12	2 31	6 21	11 0
11¾	2 35	1 75	1 25	**Mazamet** arr	...	7 46	10 36	2 55	6 43	11 17
					a.m.	a.m.	p.m.	p.m.	p.m.	
From		Castres		**Castres** .....dep	5 25	10 0	2 0	5 55	...	
9¾	1 85	1 35	0 95	Lautrec	...	5 51	10 26	2 30	6 27	...
17¾	3 45	2 5	1 75	Labastarie	...	6 16	10 56	2 57	7 0	...
21¾	4 15	3 10	2 30	Mousquette	...	6 29	11 12	3 11	7 18	...
28	5 90	4 45	3 20	**Albi** Midi	...	7 10	12 30	3 55	8 10	...
28	6 5	4 55	3 30	**Albi** Orléans	...	7 20	12 30	4	8 20	...
40	7 85	5 90	4 30	**Carmaux** ...arr	...	8 0	1 10	4 38	9 0	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Carmaux dep	...	5 55	10 35	2 40	6 50	...
Albi Midi	...	6 21	11 30	3 25	8 21	...
Albi Orléans	...	7 5	12 5	4 5	6 0	...
Mousquette	...	7 36	12 38	4 33	6 31	...
Labastarie	...	7 57	12 58	4 51	6 56	...
Lautrec	...	8 20	1 28	5 18	7 23	...
Castres .....arr	...	9 0	1 50	5 46	7 50	...
	a.m.	a.m.	p.m.	p.m.	p.m.	
Mazamet dep	4 30	8 35	11 35	4 40	7 10	...
Labruguiere ...	4 49	9 4	12 0	5 5	7 39	...
Castres ...arr	5 2	9 20	12 15	5 21	7 55	...
,, ...dep	5 15	9 36	12 30	6 10	8 10	...
LaCremade	5 26	9 49	12 46	6 22	8 23	...
Soual	5 35	10 0	12 58	6 33	8 34	...
Lampaut	5 44	10 10	1 13	6 44	8 46	...
Revel	6 5	10 35	1 45	7 10	9 13	...
Castlnaudyarr	6 48	11 20	2 32	7 57	10 0	...

BORDEAUX, LAMOTHE and ARCACHON.

Stations.	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
PARIS .....dep	...	8 20	...	...	...	...	...
Bordeaux .....arr	...	7 10	...	...	...	...	...
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
,, (34) dep	6 5	8 0	10 25	1 15	5 0	5 25	...
Facture	7 14	...	11 31	2 25	...	6 37	...
Lamothe .....arr	7 21	8 49	11 37	2 32	5 45	6 44	...
,, (35) dep	7 34	9	11 42	2 45	5 49	7 5	10 0
La Teich	7 41	...	11 49	2 52	...	7 12	10 7
Gujan-Mestras	7 51	9 16	11 57	3 1	6	7 21	10 15
La Teste	8 5	9 26	12 7	3 15	6 12	7 37	10 25
Arcachon .....arr	8 11	9 31	12 13	3 21	6 18	7 43	10 31

Stations.	1,2,3	1 Cl.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Arcachon .....dep	6 35	7 25	10 40	1 45	4 5	6 0
La Teste.....	6 44	7 33	10 47	1 53	4 12	6 11
Gujan-Mestras.....	6 59	7 50	11 2	2 8	4 26	6 28
Le Teich.....	7 8	7 58	11 10	2 16	...	6 36
Lamothe .....arr	7 14	8 3	11 15	2 21	4 39	6 41
,, ...dep	...	8 5	11 27	...	4 40	7 1
Facture	...	8 12	11 35	...	4 48	7 15
Bordeaux .....arr	...	9 20	12 45	...	5 30	8 13
,, ...dep	...	...	...	...	6 30	11 30
PARIS .....arr	...	...	...	...	5 27	8 3

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BORDEAUX to IRUN.—TARBES, BAGNERES DE BIGORRE, LOURDES, and BAGNERES-DE-LUCHON.—

Chemin de Fer du Midi.

N.M.	1 Cl.	2 Cl.	3 Cl.	2 Cl.	Stations.	1,2,3	Ex	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.		fr. c.	fr. c.		a.m.	p.m.				a.m.
					PARIS (p. 34)		8 20				9 30
					BORDEAUX.....arr.		7 10		p.m.	p.m.	11 10
Pro		Bor	dea	ux.	Bordeaux Buffet) dep.	6 5	9 0		1 15	5 25	11 35
12		0 65		0 40	Pessac	6 17	8 11		1 27	5 37	
17		1 20		1 25	Pierroton	6 38			1 48	5 58	
22		2 00		1 45	Marcheprime	6 55			2 5	6 16	
32		4 45		3 5	Lamothe (44)	7 28	8 54		2 37	6 49	12 41
36		10 90		6 35	Labouheyre	8 30	9 46		3 46	7 50	1 58
52		13 60		10 5	Morcenx (Buffet)...arr.	9 3	10 6		4 14	8 27	2 25
					BORDEAUX .....dep.	6 5			1 15	5 25	11 35
					BAYONNE, "	6 25			12 20	4 56	11 2
67		12 60		10 5	Morcenx (Buff.) dep.	10 30			4 50	8 50	2 45
93		17 25		13 65	Mont-de-Marsan	11 30			6 0	10 10	3 47
111		22 15		16 60	Aire	12 13			6 58		4 43
120		24 0		18 0	Riscle	12 41			7 30		5 17
141		28 20		21 15	Vic-de-Bigorre...(40)	1 37	1, 2, 3		8 39		6 15
152		30 30		22 75	Tarbes (Buff.) .....a.	2 10	p.m.		9 0	p.m.	7 38
					" (44, 46).....dep.		12 16		9 15	4 10	7 38
161		32 0		24 0	Montgaillard		12 45		9 45	4 50	8 16
168		33 0		24 75	Bagneres de Bigorre		12 58		10 0	5 10	8 35
					Pierrefitte(45).....arr.	5 35					9 5
					Bagneres-de-L.. "	7 41					10 57
					Morcenx (Buffet) dep.	9 38	10 35		4 38	8 42	2 50
76		15 15		11 35	Rion	9 48	10 51		4 58	9 1	
91		18 22		13 65	Hiat (46)	10 29	11 21		5 39	9 40	
102		22 36		16 0	Saint Vincent	11 24	11 56		6 43	10 23	4 55
125		24 60		18 30	Hayonne (St. Esprit)arr	12 5	12 26	p.m.	7 37	11 0	5 10
					" (46).....dep.	9* 20		6 0			5 10
139		26 0		19 15	Biarritz (46).....	9 41		6 25			5 32
137		27 20		20 45	St. Jean de Luz	10 13		7 1			5 54
153		28 76		21 50	Hendaye (Buffet) .. arr.	10 40	2 0	7 30			6 25
168		30 5		21 75	Irun (Parkitme)(666)a.	10 45	2 0	7 35			6 30
		From		Paris	(Madrid time). dep.		2 40				7 30
		184	40.	138 10	MADRID ..... arr		9 10				7 30

Tarbes to Bagneres-de-Bigorre, 12.0 noon, 3.40 p.m.

	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3		
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
MADRID.....dep.	...	...	...	4 40	...	8 30	...	...
Irun (666) ..... "	...	6 10	...	10 45	...	7 45	...	...
Hendaye ..... "	...	7 20	...	12 20	3 20	8 35	...	...
St. Jean de Luz	...	7 46	...	12 45	3 50	10 0	...	...
Biarritz	...	8 18	...	1 10	4 22	10 33	...	...
Bayonne (St. Esprit) arr.	...	8 35	p.m.	1 25	4 40	10 53	...	...
" (46) .....dp.	6 25	...	12 20	1 35	4 58	11 20	...	...
Saint Vincent	7 15	...	1 7	5 43	12 4	...	...	...
Hiat.....arr.	7 58	...	2 6	2 34	6 26	12 43	...	...
" .....dep.	8 15	...	2 50	2 42	6 40	12 53	...	...
Rion	8 59	...	3 48	3 18	7 25	...	...	...
Morcenx (Buffet) .....arr.	9 17	...	4 14	3 28	7 45	1 53	1, 2, 3	...
Bagneres-de-L... dep	...	...	7 40	12 25	...	...	p.m.	a.m.
Pierrefitte ..... "	...	a.m.	10 5	10 5	p.m.	...	...	6 30
Bagneres de Bigorre ...	...	10 25	...	...	2 35	...	2 25	6 20
Montgaillard	...	10 43	...	...	2 54	...	5 43	6 39
Tarbes (Buffet) ...arr.	a.m.	11 15	...	...	3 22	...	6 15	7 9
" (44, 46).....dep.	5 0	...	11 55	4 5	...	...	...	...
Vic-de-Bigorre	5 20	...	12 16	4 25	...	...	...	...
Riscle	5 53	...	1 11	5 33	...	...	...	...
Aire	6 31	...	1 49	6 11	...	...	...	...
Mont-de-Marsan arr.	7 49	...	2 16	6 51	...	...	...	...
" .....dep.	7 57	...	2 21	7 2	...	...	...	...
Morcenx (Buffet) arr.	8 57	...	3 15	8 1	...	...	...	...
BAYONNE, "	12 5	...	7 37	11 0	...	...	...	...
BORDEAUX	12 45	...	8 22	10 52	...	...	...	...
Morcenx (Buffet).....dep.	9 45	...	4 35	3 42	8 30	2 20	...	...
Labouheyre	10 15	...	5 16	4 5	8 51	3 2	...	...
Pichic	11 9	...	6 34	...	...	...	...	...
Lamothe	11 37	...	7 1	4 59	9 56	4 34	...	...
Marcheprime	11 53	...	7 23	...	...	...	...	...
Pierroton	12 16	...	7 48	...	...	...	...	...
Pessac	12 31	...	8 9	5 36	...	...	5 38	...
Bordeaux (St).....arr	12 45	...	8 22	5 50	10 52	5 50	...	...
" .....dep.	...	...	11 30	6 30	11 30	7 25	...	...
PARIS.....arr	...	...	8 3	5 27	8 3	9 5	...	...

BORDEAUX, PUILLAC, LE VERDON.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	noon	p.m.		a.m.	a.m.	p.m.	p.m.
Bordeaux, dep.	6 45	8 15	12 18	5 30	Le Verdon dep	5 0	8 35	2 10	6 45
Lagrave	7 33	9 4	1 8	6 18	St-Vivien	5 33	9 28	2 46	7 16
Pauillac	8 10	9 38	1 53	7 0	Le Pointe	6 33	10 39	3 47	8 11
St. Laur. St. Jul.	8 19	9 48	2 3	7 16	Le Pauillac	6 47	10 52	4 1	8 24
Le Pointe	8 33	10 3	2 17	7 30	St. Laur. St. Jul.	6 59	11 4	4 14	8 35
St. Vivien	9 30	10 59	3 19	8 26	Lagrave	7 31	11 36	4 47	9 2
Le Verdon arr	9 50	11 18	3 39	8 45	Bordeaux ... arr	8 23	12 27	5 37	9 50

TOULOUSE and ALBI.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.
Toulouse 60, 65, 66	6 30	2 40	5 50	...	Auch ..... dep	6 5	10 15	4 30	...
Colomiers	6 54	3 23	6 38	...	Aubiet	6 41	10 51	5 2	...
Brax	7 19	3 42	6 53	...	L'Isle Jourdain ...	7 46	11 49	7 19	...
L'Isle Jourdain ...	7 50	4 10	7 24	...	Brax	8 15	12 18	7 48	...
Faubiet	8 53	5 8	8 24	...	Colomiers	8 40	12 41	8 11	...
Auch (46) ..... arr	9 27	5 47	9 0	...	Toulouse ..... arr	9 30	1 21	8 51	...

LOURDES and PIERREFITTE-NESTALAS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.
Lourdes (44) dep	8 45	2 55	7 45	...	Pierrefitte-Nest. dep	7 15	10 5	6 0	...
Lugagnan	8 59	3 0	8 0	...	Argeles-Vieuzac ...	7 30	10 20	6 25	...
Boo-Silhen	9 10	3 11	8 11	...	Boo-Silhen	7 39	10 31	6 34	...
Argeles-Vieuzac ...	9 22	3 25	8 25	...	Lugagnan	7 51	10 43	6 46	...
Pierrefitte-Nest. arr	9 35	3 35	8 35	...	Lourdes ..... arr	8 5	10 60	7 0	...

AGEN AND TARBES.

Agen (Buffet) dep. — Astaffort — Castex-Lectourois — Lectoure — Fleurance — Auch (45) arr.

Agen (Buffet) dep.	5	0	11	25	...	...	...	...	...	...	p.m.	7	30
Astaffort	5	36	12	5	...	...	...	...	...	...		8	6
Castex-Lectourois	5	50	12	19	...	...	...	...	...	...		8	20
Lectoure	6	6	12	34	...	...	...	...	...	...		8	35
Fleurance	6	23	12	49	...	...	...	...	...	...		8	50
Auch (45) arr.	7	5	1	29	p.m.	...	...	...	...	...		9	30
... dep.	7	20	1	44	6	0	...	...	...	...		...	...
L'Isle-de-Noé	8	3	2	19	6	50	...	...	...	...		...	...
Mirande	8	21	2	36	7	12	...	...	...	...		...	...
Miélan	9	16	3	8	8	0	...	...	...	...		...	...
Rabastens	9	52	3	43	8	44	...	...	...	...		...	...
Vic-en-Bi-jorre (45) dep.	10	3	3	55	8	58	...	...	...	...		...	...
Tarbes (Buff.) arr	10	40	4	27	9	37	...	...	...	...		...	...

Tarbes (Buff.) dep. — Vic-en-Bi-jorre (45) arr. dep. — Rabastens — Miélan — Mirande — L'Isle-de-Noé — Auch (45) arr. ... dep. — Fleurance — Lectoure — Castex-Lectourois — Astaffort — Agen (43) arr.

Tarbes (Buff.) dep.	a.m.	7	25	1	0	5	45	...	...	...	p.m.
Vic-en-Bi-jorre (45) arr.		7	50	1	30	6	10	...	...	...	
... dep.		7	52	1	40	6	12	...	...	...	
Rabastens		8	3	1	52	6	30	...	...	...	
Miélan		8	22	2	30	7	12	...	...	...	
Mirande		9	11	3	13	8	7	...	...	...	
L'Isle-de-Noé		9	27	3	29	8	24	...	...	...	
Auch	a.m.	10	4	3	59	9	17	...	...	...	
... dep.		7	6	10	39	4	12	...	...	...	
Fleurance		7	50	11	13	4	50	...	...	...	
Lectoure		8	15	11	33	5	8	...	...	...	
Castex-Lectourois		8	30	11	48	5	16	...	...	...	
Astaffort		8	46	12	3	5	29	...	...	...	
Agen (43) arr.		9	20	12	47	5	59	...	...	...	

Bayonne to Biarritz—Bayonne: Depart every hour, from 6.0 a.m. to 10.0 p.m., and every half-hour from 1.30 to 9.0 p.m.; also at 10.0 and 11.30 p.m. Biarritz: Depart every hour from 6.30 a.m. to 12.30 p.m.; and every half-hour from 1.0 to 6.30 p.m.; also at 9.30 and 10.30 p.m. (45 min.)

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NANTES, LA ROCHE-SUR-YON SAINTES, COUTRAS and BORDEAUX.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.	[37, 39]	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Fro	Nan	tes.	**Nantes**.....dep	...	...	6 30	...	10 5	...	2 5
...	...	...	**La Roche-s.-Yon**.ar	...	...	8 49	...	12 44	...	4 35
...	...	...	„ (71) dep	...	4 55	9 10	...	12 55	2 50	6 35
14 0	10 45	7 70	**Lucon**	...	6 1	10 1	...	1 50	4 0	7 32
17 5	12 75	9 35	Velluire (Font.-le-C.).	...	6 47	10 33	...	2 27	4 50	8 10
19 25	14 40	10 60	**Marans**	...	7 22	10 56	...	2 56	5 29	8 41
22 25	16 65	12 20	**La Rochelle** ...ar	a.m.	8 3	11 26	...	3 32	6 10	9 20
			(39)...dep	6 10	8 35	11 45	...	3 40	6 20	9 30
22 85	17 10	12 55	Angoulins	6 19	8 47	11 54	...	3 48	6 30	9 38
25 55	19 10	14 10	**Rochefort (38)**.arr	6 55	9 30	12 28	...	4 22	7 15	10 16
...	...	...	„ (Gare) dep	7 3	...	12 34	...	4 30	7 30	10 24
...	...	...	„ (Exchange)	7 9	...	12 38	...	4 35	7 36	10 30
26 40	19 75	14 55	Charente (Tounay) ...	7 18	...	12 47	...	4 44	7 48	10 39
29 0	21 65	15 95	Saint Savinien	7 57	...	1 16	...	5 13	8 26	11 9
29 80	22 30	16 45	Taillebourg **(42)**	8 12	...	1 28	...	5 26	8 43	11 22
31 10	23 25	17 10	**Saintes (42)** .....arr	8 25	a.m.	1 40	...	5 38	9 0	11 34
...	...	...	..... dep	8 45	6 30	1 48	...	6 0	...	11 46
31 80	23 80	17 55	Chaniers	8 56	6 42	...	...	6 10	...	...
32 20	24 10	17 75	**Bellianf (42)**.....	9 9	6 57	2 4	...	6 21	...	12 4
34	25 45	18 75	**Pons (71)**	9 35	7 35	2 27	...	6 46	...	12 27
35 15	26 30	19 35	Mosnac (S.-Genis)	9 48	...	2 40	...	6 59	...	...
36 35	27 20	20 0	**Jonzac**	10 5	...	2 56	...	7 15	...	12 53
38 95	29 15	21 45	**Monendre**	10 43	...	3 28	...	7 48	...	1 24
41 5	30 75	22 60	**Saint Mariens**	11 8	...	3 52	p.m.	8 12	a.m.	1 42
...	...	...	**(47)** dep	11 12	...	3 55	5 20	8 18	7 5	1 45
42 15	31 55	23 20	Marcenais.....	11 29	...	4 11	5 50	8 35	7 23	...
43 90	32 85	24 20	Guitres	11 51	1 C1	4 32	6 40	8 56	7 48	...
44 60	33 40	24 60	**Coutras [39]** ...arr	12 5	p.m.	4 45	7 0	9 10	8 5	2 25
...	...	...	..... dep	12 41	5 4	5 13	8 40	9 36	8 21	2 56
45 0	34 0	25 0	**Libourne(36)**...arr	1 1	5 20	5 39	9 5	9 50	8 41	3 25
45 0	34 0	25 0	**Bordeaux** ..... arr	1 47	5 52	6 55	10 13	10 34	9 25	4 41

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Bordeaux.....dep	...	...	7 30	7 50	12 50	6 30
Libourne.....	...	...	8 6	8 23	2 7	7 11
Coutras .....arr	...	...	8 25	8 39	2 39	7 30
	a.m.		a.m.		p.m.	p.m.
„ .....dep	6 11	...	8 57	...	2 58	7 37
Guitres	6 25	...	9 10	...	3 9	7 52
Marcenais	6 48	...	9 31	...	3 32	8 16
Saint Mariens arr	7 4	...	9 46	...	3 48	8 34
„ ...dep	7 5	...	9 50	...	3 53	...
Montendre.....	7 36	...	10 16	...	4 20	...
Jonzac	8 12	...	10 50	...	4 56	...
Mosnac (S.-Genis).....	8 27	...	11 4	...	5 11	...
Pons	8 46	a.m.	11 21	...	5 32	...
Belliant	9 15	6 35	11 42	...	5 58	...
Chaniers	9 22	...	11 49	...	6 6	1,2,3
Saintes .....arr	9 32	6 48	11 58	...	6 16	p.m.
..... dep	9 47	6 54	12 29	...	6 45	4 25
Taillebourg.....	10 4	7 8	12 34	...	7 4	4 51
Saint Savinien	10 19	7 20	12 46	...	7 18	5 14
Charente (Tounay) ...	10 48	7 49	1 16	...	7 47	6 5
Rochef t(Exchange	10 59	7 59	1 25	1,2, 3	7 59	6 20
„ (Gare) arr	11 2	8 2	1 28	p.m.	8 2	6 25
„ dep	11 14	8 8	1 34	3 55	8 10	...
Angoulins	11 55	8 48	2 8	4 35	8 51	...
La Rochelle ...arr	12 5	8 57	2 16	4 44	9 0	...
„ ...dep	...	9 55	2 24	4 50	...	2 26
Marans	...	9 55	2 55	5 27	...	3 2
Velluire (Font.-le-C....	...	10 31	3 20	5 58	...	3 28
Lucon	...	11 14	3 55	6 40	...	4 3
La Roche-s.-Yon ar	...	12 10	4 48	7 40	...	4 56
„ dep	...	...	5 0	8 10	...	5 10
Nantes .....arr	...	...	7 10	10 16	...	7 28

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	a.m.	a.m.
Bordeaux.....dep	7 50	12 50	6 30	8 35
Libourne.....	8 23	2 7	7 11	9 11
Coutras .....arr	8 39	2 39	7 30	9 30
	p.m.	p.m.	p.m.	p.m.
„ .....dep	8 57	2 58	7 37	9 40
Guitres	9 10	3 9	7 52	9 53
Marcenais	9 31	3 32	8 16	...
Saint Mariens arr	9 46	3 48	8 34	10 22
„ ...dep	9 50	3 53	...	10 25
Montendre.....	10 16	4 20	...	10 46
Jonzac	10 50	4 56	...	11 13
Mosnac (S.-Genis).....	11 4	5 11	...	11 27
Pons	a.m. 11 21	5 32	...	11 40
Belliant	6 35 11 42	5 58	...	12 6
Chaniers	11 49	6 6	1,2 3	...
Saintes .....arr	6 48 11 58	6 16	p.m.	12 18
..... dep	6 54 12 29	6 45	4 25	12 28
Taillebourg.....	7 8 12 34	7 4	4 51	12 45
Saint Savinien	7 20 12 46	7 18	5 14	12 58
Charente (Tounay) ...	7 49 1 16	7 47	6 5	1 32
Rochef t(Exchange	7 59 1 25	1,2, 3	7 59	6 20
„ (Gare) arr	8 2 1 28	p.m.	8 2	6 25
„ dep	8 8 1 34	3 55	8 10	...
Angoulins	8 48 2 8	4 35	8 51	...
La Rochelle ...arr	8 57 2 16	4 44	9 0	...
„ ...dep	9 55 2 24	4 50	...	2 26
Marans	9 55 2 55	5 27	...	3 2
Velluire (Font.-le-C....	10 31 3 20	5 58	...	3 28
Lucon	11 14 3 55	6 40	...	4 3
La Roche-s.-Yon ar	12 10 4 48	7 40	...	4 56
„ dep	... 5 0	8 10	...	5 10
Nantes .....arr	... 7 10	10 16	...	7 28

ST. NAZAIRE and LE CROISIC.

[All 1, 2, 3 class.]	a.m.	a.m.	p.m.	p.m.
St. Nazaire dep	8 36	11 50	8 18	...
Escoublac-la-B. ...	8 55	12 8	8 55	...
Guerande ...arr	9 25	1 0	9 25	...
Le Croisic ...arr	9 40	1 15	9 20	...

Le Croisic...dep	5 10	10 10	4 0	...
Guerande...arr	5 35	12 15	4 4	...
Escoublac 1-13 ...	5 35	12 40	4 4	...
St. Nazaire...arr	5 55	1 0	5 25	...

NANTES and LA ROCHELLE to LIMOGES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.		a.m.	a.m.	a.m.	a.m.
Nantes .....dep	...	...	...	6 30	10 5	...
La-Roche-s.-Y. d p	...	...	...	9 10	12 55	...
La Rochelle ...dp	...	a.m.	6 10	11 46	3 40	...
Saintes ..... dep	11 55	6 30	8 55	2 0	5 49	...
Chaniers	12 7	6 42	9 6	2 12	6 0	...
Belliant [47]	12 16	6 51	9 17	2 23	6 11	...
Cognac	12 47	7 30	9 53	3 6	6 49	1,2, 3
Jarnac (Ségo zac)	...	7 56	10 17	3 40	7 13	a.m.
Châteauneuf [45] ..	...	8 26	10 47	4 15	7 43	9 35
S. Michel-sur-Ch r	a.m.	8 59	11 18	4 54	8 14	9 57
Angoulême [35-6] ..	4 55	9 10	12 0	5 50	8 25	10 30
Magnac Touvre.....	5 14	...	12 19	6 13	...	...
La Rochef ucald ..	5 48	...	12 53	6 54	...	...
Chabanais	7 0	...	2 7	8 16	...	p.m.
Saint Junien.....	7 33	...	2 39	8 54	...	2 48
Vernuil	8 1	...	3 10	9 27	...	3 48
Limoges[39, 40]ar	8 33	...	3 39	10 0	...	4 57
„ Vi le ....dep	8 43	...	3 48	...	...	...
„ Puy Imbert arr	8 50	...	3 55	...	...	...
PARIS ..... arr	...	...	3 55	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	a.m.	a.m.
PARIS .....dep	...	2 35	9 40	12 40
Limoges	...	a.m.	a.m.	p.m.
„ Puy Imbert ...dp	a.m.	4 10	9 10	4 49
„ Ville.....dep	8 50	5 5	11 45	5 0
Vernuil.....	9 43	5 34	12 14	5 34
Saint Junien.....	10 41	6 11	12 50	6 30
Chabanais	...	6 39	1 16	6 36
La Rochefoucald	...	7 57	2 31	7 51
Magnac Touvre...	a.m.	8 28	3 2	8 22
Angoulême....dep	4 50	9 25	4 5	9 20
S. Michel-sur-Char...	...	9 36	4 16	9 31
Châteauneuf	5 25	1,2,3	10 8	4 48
Jarnac (Segonzac) ...	5 48	p.m.	10 34	5 13
Cognac	6 11	1 15	11 3	5 42
Belliant	6 35	1 47	11 31	6 12
Chaniers	...	1 54	11 38	6 19
Saintes .....arr	6 48	2 5	11 47	6 29
La Rochelle ...arr	8 57	...	2 16	9 0
La-Roche-s.-Y. arr	12 10	...	4 48	...
Nantes .....arr	...	...	7 10	...

BLAYE & SAINT-MARIENS.

Stations.	1 2, 3	1,2,3	1,2,3	1,2, 3
	a.m.	a.m.	p.m.	p.m.
Blaye ...dep	6 0	8 55	4 15	7 10
Cars-St-Paul...	6 15	9 7	4 27	7 25
St. Mariens d	6 55	9 40	5 0	8 5
(47)	a.m.	a.m.	p.m.	p.m.
St. Mariens d	7 15	11 15	5 25	8 40
Cars-St-Paul	8 1	11 51	6 1	9 26
Blaye .....arr	8 10	12 0	6 10	9 35

ST. JEAN D'ANGELY and SAINTES.

[All 1, 2, 3 class]	a.m.	a.m.	p.m.	p.m.
St. Jean d'A.d	6 25	10 55	4 5	9 5
Taillebourg ar	7 0	11 33	4 40	9 40
Saintes ... arr	8 25	11 50	5 38	10 0
	a. m	p. m	p.m	p.m
Saintes .. dep	6 54	2 10	6 45	11 5
Taillebourg[42]	8 16	2 27	7 10	11 25
St. Jean d'A.a	8 50	3 5	7 44	11 54

SORGUES to CARPENTRAS.

(page 50)

Sorgues ..... dep	8 30	12 4	3 45	10 2
Althen-les-Pa.	8 52	12 26	4 7	10 19
Carpentras ...arr	9 27	12 51	4 39	10 40
[All 1, 2, 3. class.	a.m.	p.m.	p.m.	p.m.
Carpentras ...dp	6 20	10 15	1 20	5 25
Althen-les-Pa.	6 46	10 36	1 46	5 51
Sorgues .....arr	7 13	10 55	1 36	6 3

PARIS, LYONS & MARSEILLES.—Chemin de fer de Paris a Lyon et a la Mediterranee.

1	2	Cl.	1	Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 E	1,2,3	1,2,3	1,2,3	1 Ex	1,2,3	1,2,3	1,2,3	1 Ex	1 Ex	1 Ex	1,2,3	1,2,3
							a.m.			a. m.	p. m	a.m.	noon	p. m		p m	p.m	a. m	p m	p.m	p.m.
pm	P	aris		Paris	..dep	...	*8*30	6 50	8 30	9 20	5 28	11 15	12 12	3 0		3 30	7 15	7 40	8 0	10 0	0 55
5	...		0	30	Charenton	...	...	...	...	9 34	5 42	...	...	...		3 41	...	...	...	...	11 8
5	...		0	40	Maisons-Alfort	...	...	...	...	9 41	5 48	...	...	...		3 50	...	...	...	...	11 15
5	1	35	0	95	Villeneuve St. Georg(12)	...	...	7 14	...	9 51	6 1	...	12 38	...		4 3	...	...	...	...	11 30
5	1	65	1	20	Montgeron	...	...	7 23	...	10 3	6 10	...	12 47	...		4 11	...	...	...	...	11 39
5	2	0	1	45	**Brunoy**	...	7 1	7 31	...	10 11	6 18	...	12 55	...		4 21	...	...	...	...	11 49
5	2	40	1	75	Combs-la-Ville	...	...	7 41	...	10 21	6 28	...	1 5	...		4 31	...	...	...	...	11 59
5	2	85	2	5	Lieusaint	...	...	7 51	...	10 31	6 38	...	1 15	...		4 40	...	...	...	...	12 9
5	3	50	2	55	Cesson	...	...	8 2	...	10 42	6 49	...	1 26	...		4 51	...	...	...	...	12 20
5	4	15	3	0	**Melun**	...	7 31	8 15	...	10 36	7 2	12 10	1 42	4 9		5 7	8 31	8 55	11 5		12 34
5	4	70	3	45	Bois-le-Roi	...	...	8 28	...	11 9	7 15	...	1 55	...		5 19	...	...	...		12 47
5	5	40	4	0	**Fontainebleau(p.58)**	...	7 52	8 45	...	11 26	7 42	12 30	2 16	4 36		5 38	...	...	9 15	11 37	1 9
5	5	90	4	30	Thomery	...	...	8 55	...	11 38	7 42	...	2 26	...		5 47	...	...	...	11 46	...
5	6	20	4	55	Moret (58)	...	8 6	9 8	...	11 47	7 50	...	2 35	4 51		5 58	...	...	...	11 54	...
5	7	30	5	30	**Montereau**(p.68) arr.	a. m.	8 19	9 23	9 47	12 6	8 9	12 53	2 54	5 7		6 15	8 33	9 7	9 38	12 12	1 38
					(Buffet) dep.	5 0	8 25	9 56	9 51			12 58	3 4	5 17		6 26	8 38	9 12	9 43	12 19	1 47
5	8	90	6	10	Villeneuve-la-Guyard	5 16	...	10 13	...	...	...	...	3 22	...		6 43	...	...	...	12 37	...
5	9	40	6	90	Pont-sur-Yonne	5 37	...	10 35	...	...	...	...	3 44	...		7 5	...	...	...	12 56	...
5	10	45	7	60	**Sens(62)**	5 55	9 7	10 55	...	...	...	1 36	4 4	6 7		7 26	...	9 48	10 23	1 16	2 38
5	11	70	8	55	Villeneuve-sur-Yonne	6 15	...	11 17	...	...	...	...	4 27	...		7 47	...	...	...	1 39	...
5	12	45	9	10	St.-Julien-du-Sault	6 27	...	11 30	...	...	...	...	4 40	...		8 0	...	...	...	1 52	...
5	13	45	9	90	**Joigny**	6 46	9 48	11 51	...	...	...	2 11	5 1	6 54		8 23	...	10 22	...	2 11	3 25
5	14	30	10	45	**Laroche** (p. 58)	7 5	10 6	12 15	1057	...	...	2 26	5 26	7 13		8 50	9 51	10 38	11 11	2 26	3 45
5	15	15	11	10	Brienon	7 18	...	12 29	...	...	...	...	5 41	...		9 5	...	...	...	a.m.	4 0
5	16	0	11	70	**St.-Florentin**	7 32	...	12 44	...	...	...	...	5 57	...		9 21	...	...	...	...	4 16
5	16	95	12	45	Flogny	7 49	...	1 2	...	...	...	...	6 15	...		9 39	...	...	...	...	4 34
5	18	20	13	35	**Tonnerre** (*Buffet*) arr.	8 6	10 58	1 21	1133	...	...	3 10	6 31	8 10		9 58	10 30	11 19	11 55	...	4 53
					,, dep.	8 13	11 6	1 32	1138	...	...	3 15	6 50	8 35		p.m	10 36	11 25	12 1	...	5 3
5	18	90	13	90	Tanlay	8 37	...	1 46	...	...	...	...	7 4	...		...	...	...	...	...	5 17
0	19	45	14	31	Lezinnes	8 38	...	1 57	...	...	...	...	7 15	...		...	...	...	...	...	5 28
0	20	20	14	85	Ancy-le-Franc	8 52	...	2 11	...	...	...	...	7 29	...		...	...	...	...	...	5 42
0	21	75	15	20	**Nuits-sous-Ravier**	9 5	11 45	2 23	...	...	...	...	7 41	9 18		...	11 57	...	...	...	5 53
0	22	40	16	40	Aisy	9 19	...	2 37	...	...	...	...	7 55	9 32		...	...	...	...	...	6 9
0	23	75	17	4	**Montbard**	9 37	12 12	2 55	...	...	...	4 5	8 13	9 49		...	...	...	12 53	...	6 29
0	25	75	18	90	**Les Laumes ..[59]**	10 4	1 0	3 23	...	...	...	4 27	8 40	10 14		...	11 40	12 36	1 11	...	7 0
0	26	60	19	50	**Verrey**	10 44	...	4 3	...	...	...	...	9 24	...		...	...	...	...	...	7 41
0	27	30	20	5	**Blaisy-Bas**	11 2	...	4 21	...	...	...	5 8	9 44	11 7		...	...	...	1 55	...	8 1
0	28	6	21	0	**Maisin**	11 15	1 56	4 34	...	...	...	...	9 57	...		...	...	...	...	...	8 14
0	29	5	21	30	**Plombieres**	11 40	...	4 59	...	1,2,3	...	...	10 22	...		...	11 57	...	...	...	8 39
					Dijon (*Buffet*) ..... arr.	11 48	2 20	5 7	1 52	p.m.	a.m.	5 40	10 30	11 44		12 39	1 44	2 27	...	...	8 47
					,, (p. 52) ..... dep.	12 0	2 28	5 25	1 57	8 50	5 55	6 15	p.m.	11 59		12 46	...	2 36	...	...	8 47
1	30	10	22	10	**Gevrey**	12 18	...	5 43	...	9 8	6 13	...	...	...		...	...	...	...	...	9 5
1	30	65	22	45	Vougeot	12 26	...	5 54	...	9 19	6 24	...	...	...		...	...	...	...	...	9 23
1	31	10	22	80	**Nuits-sous-Beaune**	12 39	2 57	6 4	...	9 29	6 34	...	...	12 32		...	...	...	...	...	9 34
1	31	65	23	25	Corgoloin	12 50	...	6 15	...	9 40	6 45	...	...	...		...	...	...	...	...	9 44
1	32	50	23	45	**Beaune**	1 7	3 18	6 58	...	9 57	7 2	6 52	...	1 27		...	...	...	3 11	...	9 55
1	33	15	24	30	**Meursault**	1 20	...	7 11	...	10 10	7 15	...	...	...		...	...	...	...	...	10 12
1	33	90	24	85	**Chagny** (p. 53)	1 35	3 42	7 28	...	10 32	7 37	7 13	1,2,3	1 53		1,2,3	1 40	...	3 35	...	10 25
1	34	45	25	30	**Fontaines...[60, 61, 62]**	1 47	...	7 40	...	10 44	7 49	...	a.m.	...		p. m.	...	...	...	...	10 47
1	35	35	25	95	**Chalons-s-Saone**	2 15	...	8 6	...	11 1	8 15	...	6 5	2 30		5 10	...	...	...	...	10 59
1	35	35	25	95	**Chalons-St.Come61**	...	4 7	8 14	...	...	8 23	7 37	...	...		...	...	...	...	...	11 27
1	36	10	26	50	Varennes	2 35	...	8 28	...	...	8 37	...	6 25	...		5 30	...	...	3 58	...	...
1	37	75	27	70	Tournus	3 28	4 43	8 59	...	9	8 8	8	6 55	3 15		6 1	...	...	...	...	11 47
1	39	10	28	5	Pont de Vaux Fleury	3 54	...	9 24	...	1,2,3	9 34	...	7 22	...		6 27	1,2,3	...	...	...	12 18
1	40	75	29	85	**Macon (54, 61)**...arr.	4 22	5 24	9 52	3 51	a.m.	10 1	8 43	7 50	4 0		6 55	2 49	p.m.	5 0	...	12 44
					,, *(Buffet)*.....dep.	4 31	5 33	9 59	3 56	6 5	10 14	8 48	8 4	4 10		7 5	2 53	1 45	5 10	...	1 12
1	41	40	30	3	Croches	4 45	...	10 13	...	6 19	10 28	...	8 18	...		7 19	...	1 59	...	...	1 30
1	41	70	30	6	Pontanevaux	4 53	...	10 21	...	6 27	10 36	...	8 26	...		7 27	...	2 7	...	...	...
1	42	10	30	90	Romanesche	5 2	...	10 30	...	6 36	10 45	...	8 35	...		7 36	...	2 16	...	...	...
1	42	90	31	45	**Belleville (32)**	5 15	6 5	10 43	...	6 50	10 58	...	8 49	4 45		7 50	...	2 30	5 38	...	2 5
1	43	30	31	75	Saint Georges	5 25	...	10 53	...	7 0	11 8	...	8 59	...		8 0	...	2 40	...	...	...
1	43	75	32	35	**Villefranche**	5 42	6 27	11 10	...	7 17	11 26	9 33	9 16	5 10		8 17	...	2 57	5 57	...	2 31
1	44	55	32	65	Anse	5 52	...	...	...	7 27	11 36	...	9 26	...		8 27	...	3 9	...	...	...
1	44	95	33	0	Trevoux	6 2	...	11 25	...	7 37	11 46	...	9 36	...		8 37	...	3 19	...	...	2 47
1	46	45	33	30	Saint-Germain	6 14	6 48	...	...	7 49	11 58	...	9 48	5 32		8 49	...	3 33	6 15	...	3 0
1	45	75	33	55	Neuville (58)	6 21	...	...	...	7 57	12 6	...	9 56	...		8 57	...	3 41	...	...	...
1	46	20	33	85	Collonges Font	6 35	...	...	...	8 12	12 21	...	10 11	...		9 12	...	3 54	...	...	...
1	46	85	34	25	**Lyons**(Vaise) ..... arr	6 53	7 13	12 0	...	8 30	12 39	10 11	10 29	5 59		9 30	...	4 14	6 38	...	3 27
					,, (p. 50.)..... dep	6 58	7 17	12 5	...	8 35	12 44	10 13	10 34	6 4		9 35	...	4 19	6 41	...	3 32
					,, Perrache) ..... arr	7 8	7 27	12 14	5 10	8 45	12 54	10 23	10 44	6 14		9 45	4 6	4 29	6 51	...	3 42
					,, ,, ... dep	...	8 0	...	5 40	9 40	...	10 43	10 55	7 35		p.m.	4 25	...	7 29	...	5 55
							a.m.	...	p.m	p.m.		a.m.	p.m.	p.m.		a.m.	p.m.		p.m.		a.m.
3	70	75	58	45	**Marseilles** ..... arr	...	5 33	...	1130	11 0	...	6 30	8 37	6 39		...	10 40	...	3 15	...	4 20
					(p. 50)																

The 1.40 p.m. Ex. takes 2nd Cl. Passengers via Dijon to stations beyond Pontarlier in the directions of Berne and Lausanne, also to Montbeliard and beyond. **The 8.0 p.m. Ex.** takes Passengers for Stations beyond Dijon, on the Lyons line, only; it also takes 2nd cl. to Geneva and Chambery. * 3rd cl. to Lyons and beyond only; also to Geneva.

For other Trains between Paris and *Fontainebleau* **see page 58.**

MARSEILLES, LYONS, and PARIS.

Dist.	1 Cl.	2 Cl.	3 Cl.	Stations	1, 2, 3 Cl.	1 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Marseilles** (p. 54) ..dep.	...	8 0	...	8 35	10 6	11 5	...	6 20	...	...	10 0	...	11 25	10 5
—	—	—	—	**Lyons** (Perrache ... arr.	...	2 4	...	6 5	6 30	10 21	...	2 17	...	...	5 34	...	7 4	8 2
					p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	night	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
34		Fro	Lyo	ns. ,, ,, dep.	6 2	2 16	4 3	7 45	7 10	11 3	2 2	12 53	8 50	10 55	6 5	4 58	2 25	9 20
74		1 45	1 10	0 30	6 10	...	4 46	7 53	7 18	11 11	5 34	...	8 58	11 3	6 59	5 6	2 33	9 31
114		2 30	1 45	1 0	6 48	...	5 10	8 20	...	11 46	5 41	...	9 3	11 8	7 2	5 11	2 38	9 42
133		2 45	1 55	1 15	7 0	...	5 24	8 35	...	...	6 0	...	9 22	11 27	...	5 30	2 57	...
162		3 15	2 40	1 75	7 25	...	5 32	8 25	...	...	6 21	...	9 43	11 48	7 26	5 51	3 18	10 1
174		3 25	2 55	2 0	7 35	...	5 43	...	...	...	6 32	...	9 54	11 59	...	6 2	3 28	...
183		3 35	2 75	2 0	7 45	...	5 52	...	...	...	6 41	...	10 3	12 8	...	6 11	3 36	...
21		4 15	3 10	2 30	8 20	...	6 26	8 49	7 53	12 7	7 15	...	10 14	12 19	7 46	6 32	4 10	10 3
263		5 25	3 95	2 90	9 41	...	6 1	...	...	...	8 52	...	10 2	12 34	...	6 37	3 59	...
264		6 5	4 60	3 30	9 52	...	6 28	...	8 10	12 29	7 19	...	10 29	12 45	...	6 47	4 10	10 5
276		6 85	5 15	3 75	10 5	...	6 43	...	...	...	7 39	...	10 42	12 58	...	7 0	4 22	...
34		7 50	5 60	4 10	10 14	...	6 52	...	...	...	7 41	...	11 1	1 7	...	7 9	4 31	...
164		9 0	6 85	4 90	10 23	...	7 0	...	...	...	7 49	...	11 9	1 15	...	7 17	4 39	...
85		8 85	6 65	4 85	**Macon** (p. 54, 61) arr.	10 35	3 28	13	9 17	33	1	8 2	2 6	11 22	1 2	8	7 34	4 0
					,, (*Buffet*) ..dep.	10 4	3 33	7 22	9 52	8 42	1 17		2 11		1 38	8 34	7 39	5 15
302		10 90	8 25	6 5	Pont de Vaux Fleury.....	11 11	...	7 51	10 17	...	...	...	...	...	2 5	...	8 8	5 42
65		12 50	9 65	7 0	Tournus.....	11 39	...	8 19	10 42	9 0	2 5	...	...	...	2 3	9 10	8 36	6 5
		14 50	11 15	8 15	Varennes.....	12 8	...	8 18	...	...	...	1, 2, 3	...	...	2 58	...	9 5	6 35
97		16 0	11 95	8 80	Chalons-sur-Saone ..	12 22	...	9 2	11 16	9 43	3 10	a.m.	...	...	3 12	9 41	9 19	6 48
		16	11 95	8 80	Chalons-sur-Saone ..	12 29	...	9	11 36	...	...	6 44	...	...	3 7	...	9 5	7 1
162		17 10	12 85	9 40	Pontalnes		...	...	...	...	...	7 8	...	...	3 46	...	9 49	7 20
91		17 85	13 45	9 80	Chagny p. 53.....		...	...	...	...	...	7 32	...	...	4 6	...	10 9	7 39
95		18 85	14 10	10 20	Mareuil.....		...	...	12 12	10 8	3 41	7 2	3 25	...	4 6	10 5	9 31	7 4
103		19 85	14 65	10 85	Beaune		...	...	...	...	...	7 41	...	...	4 18	...	10 14	7 54
102		20 80	15 60	11 40	Corgoloin.....		...	...	12 38	10 25	4 5	7 55	...	...	4 55	10 24	10 53	8 8
102		21 35	16 15	11 85	Nuits sous Beaune.....		...	...	...	...	...	8 10	...	...	5 8	...	11 1	8 23
103		22 15	16 60	12 20	Vougeot.....		...	...	1 1	...	4 38	8 21	...	...	5 14	...	11 24	8 34
107		22 90	17 15	12 85	Gevrey		...	...	...	...	...	8 31	...	...	5 28	...	11 3	8 44
123		24 25	18 20	13 35	**Dijon** (p. 53) .....arr.		5 37	...	1 36	11 6	5 2	9 1	4 1	...	5 55	11 7	12 4	9 14
					,, (*Buffet*).....dep.		5 32	11 29	2 5	11 12	5 20	9 15	4 29	...	6 17	11 35	12 24	
185		24 25	18 60	13 65	Plombières		...	...	...	...	5 41	9 26	...	...	6 38	...	11 35	...
182		28 70	20	5	14 65	Malain		...	...	...	...	6 2	9 5	...	...	6 59	...	6
183		27 6	20 65	15 15	Vitry-Bas		...	...	...	...	6 19	10 13	...	...	7 16	12 9	1 22	...
184		28 70	21 50	15 75	Verrey		...	...	...	...	6 34	1 2	...	...	7 32	...	1 39	...
199		31 40	23 50	17 25	Les Laumes		...	12 39	3 41	...	7 17	11 10	5 28	...	8 14	12 47	2 21	...
167		33 15	24 85	18 20	Montbard.....		...	...	4 7	12 34	7 40	11 32	...	...	8 47	1 4	2 43	...
174		34 35	25 75	18 90	Aisy	[53	...	...	4 23	...	7 56	11 48	...	...	8 54	...	2 57	...
175		34 35	26 50	19 45	Nuits-sous-Ravieres		...	1 12	4 41	...	8 12	12 6	...	...	9 12	...	3 14	...
182		35	27 5	19 85	Ancy-le-Franc.....		...	...	4 52	...	8 23	12 17	...	...	9 23	...	3 25	...
184		37 15	27 85	20 45	Lezinnes		...	...	5 6	...	8 37	12 3	...	...	9 37	...	3 39	...
192		37 95	28 40	20 80	Tanlay		...	...	5 17	...	8 48	2 42	...	...	9 48	...	3 5	2 3
197		38 90	29 20	21 35	**Tonnerre** .....arr.		7 23	1 49	5 30	1 20	9 1	12 5	6 27	...	10 1	1 50	4 3	p.m.
					,, (*Buffet*) dep.		7 53	1 48	5 42	1 27	9 15	1 4	6 33	...	10 14	1 55	4 1	7 58
204		40 40	30 30	22 20	Flogny		...	...	6 2	...	9 35	1 24	...	...	10 31	...	4 3	8 6
211		41 70	31 35	22 90	**St. Florentin**	1, 2, 3	...	...	6 20	...	9 5	1 43	...	...	10 52	...	4 4	8 33
217		42 90	32 15	23 55	Brienon	a.m.	...	...	6 35	...	10 11	1 58	...	...	11 7	...	5 3	8 47
222		44 0	33 0	24 20	**Laroche** (page 56).	5 52	...	2 32	7 21	2 13	10 19	2 48	7 17	...	11 20	2 34	5 22	9 3
224		44 10	33 80	24 30	**Joigny**	6 9	...	2 43	7 41	...	10 49	3 5	...	...	11 49	2 51	5 41	9 26
232		45 40	34 80	25 50	St. Julien-du-Sault	6 29	...	...	...	...	11 10	3 22	...	...	12 6	...	6 1	9 45
240		47 40	35 55	26 5	Villeneuve-sur-Yonne ..	6 42	...	...	...	...	11 24	3 39	...	...	12 19	...	6 13	9 58
249		48 15	36 55	27 5	Sens ..... (53).	7 7	...	3 19	8 27	...	11 48	4 4	...	...	12 44	3 26	6 37	10 22
257		49 35	37 95	28 75	Pont-sur-Yonne.....	7 25	...	...	...	...	12 6	4 22	...	...	1 2	...	6 54	10 3
261		52 10	39 10	28 65	Villeneuve-le-Guyard ..	7 47	...	...	...	...	12 28	4 44	...	1 3	1 24	...	7 16	10 9
270		53 25	39 95	29 30	**Montereau** (p. 61) ar.	8 2	9 85	3 [illegible]	9 10	3 32	2 41	5 0	6 35	a.m.	1 37	3 59	7 3	11 14
					,, (*Buffet*) dep.	8 39	9 39	3 58	9 27	3 38	12 54	5 31	8 30	7 12	1 50	4 3	7 40	...
	54	80	41	10	30	10	Moret	8 59	...	...	9 46	...	1 18	5 53	...	7 31	2 10	...	8 3	...
278	55	29	41	40	30	25	Thomery	9 8	...	...	...	...	1 27	6 2	...	7 41	2 19	...	8 15	...
282	55	80	41	85	30	65	**Fontainebleau**	9 19	...	4 24	10 5	...	1 41	6 15	...	7 51	2 32	...	8 28	...
283	56	80	42	55	31	20	Bois-le-Roi	9 33	...	...	...	...	1 55	6 29	...	8 4	...	...	...	...
291	57	60	43	20	31	70	Melun	9 48	...	...	10 32	4 19	2 11	6 44	...	8 19	3 0	4 46	8 55	...
295	58	40	43	75	32	10	Cesson	10 1	...	...	...	...	...	6 57	...	8 31	...	...	...	...
300	59	20	44	40	32	60	Lieusaint	10 15	...	...	...	...	...	7 0	...	8 44	...	...	...	...
303	59	85	44	85	32	90	Combs-la-Ville	10 23	...	...	...	...	...	7 19	...	8 52	...	...	...	...
309	60	85	45	60	33	45	Brunoy	10 32	...	...	...	...	2 45	7 29	...	9 0	...	...	9 31	...
316	60	85	45	60	33	65	Montgeron	10 39	...	...	...	...	...	7 37	...	9 7	...	...	9 1	...
319	61	40	45	90	33	65	Villeneuve-St-Georges .	10 48	...	...	...	...	...	7 46	...	...	...	...	9 1	...
11	62	50	46	78	34	25	Maisons-Alfort	11 7	...	...	...	...	...	8 0	...	27	...	...	...	...
11	62	50	46	78	34	25	Charenton	11 7	...	...	...	...	...	8 0	...	27	...	...	...	...
			47	30	34	7	**Paris**	11 20	11 6	5 37	11 40	5 15	3 23	8 20	9 55	42	4 1	5 40	10 14	...

The 2.40 p.m. train from Lyons takes up at Macon 2nd Class Passengers from Geneva and Pontarlier.
The 11.20 p.m. Ex from Dijon brings 2nd Cl. passengers from beyond Pontarlier and Montbeliard.

For Tram between FONTAINEBLEAU and PARIS see page

PARIS, LYONS, ST. RAMBERT, VALENCE, AVIGNON, & MARSEILLES.

1 Cl.	2 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1 Cl.	1,2,3	1,2,3	1,2,3	1 Cl.	1 Cl.	1,2,3
fr. e	fr. e			a.m.				a.m.	a.m.		p.m.		p.m.	p.m.	p.m.
From	P	**Paris** (p. 48) dep.	...	6 30	...	...	...	8 30	11 15	...	3 0	...	7 15	8 0	10 55
...	...	**Lyons** (p. 48) arr.	...	7 37	...	...	...	5 10	10 23	...	6 14	...	4 6	6 51	3 42
			a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
63	5 47	30	**Lyons**(Perrach).	5 30	8 0	6 30	9 40	2 10	5 40	10 43	10 55	7 35	4 25	4 25	7 20
64	5 47	75	**Saint Fons**	5 48	...	6 48	9 58	2 28	...	...	...	...	4 43	...	...
64	25	48	20	**Feyzin**	5 57	...	6 57	10 7	2 37	...	...	...	...	4 52	...	...
64	90	64	65	**Serezin**	6 7	...	7 7	10 17	2 47	...	...	...	...	5 2	...	...
65	85	49	90	**Chasse (50)**	6 17	8 39	7 19	10 29	2 59	...	11 34	6 12	5 13	...	7 52	6 34
66	78	49	95	**Estressin**	6 31	...	7 33	10 43	3 13	...	...	...	5 27	...	...	...
66	85	50	15	**Vienne**	6 36	8 54	7 43	10 48	3 18	...	11 24	11 49	6 37	5 32	...	8 4
67	50	50	65	**Vaugris**	6 51	...	7 53	11 3	3 33	...	...	...	...	...	...	...
68	35	51	25	**Les Roches de Cond**	7 4	9 16	8 6	11 16	3 46	...	...	...	6 50	...	...	7 11
69	45	52	10	**Le Peage de Roussa**	7 19	...	8 22	11 31	4 2	...	...	...	...	...	...	7 25
69	95	52	45	**Salaise**.....(53-9)	7 27	...	8 30	11 39	4 10	...	...	...	...	...	...	...
70	60	53	95	**St. Rambert**.....	7 35	9 39	8 43	11 47	4 18	...	11 57	12 31	9 13	...	8 37	7 57
71	90	53	50	**Andancette**.....	7 54	...	9 5	12 5	4 39	...	...	...	...	...	...	8 17
72	5	54	5	**Saint-Vallier**.....	8 6	10 4	9 9	12 18	4 52	...	...	12 55	9 40	...	...	8 3
72	90	54	70	**Serves**	8 17	...	9 20	12 29	5 3	...	...	...	...	...	...	...
73	90	55	40	**Tain**	8 33	10 36	9 36	12 45	5 18	...	12 37	1 16	10 2	1, 2, 3	9 9	8 6
75	0	56	25	**La Roche de Glun**	8 47	...	9 51	1 0	5 33	...	...	...	...	a.m.	...	...
76	10	57	5	**Valence Buffet** (51)	9 3	10 50	10 7	1 16	5 49	7 24	12 47	1 41	10 37	7 17	6 11	9 29
77	30	57	90	**Etoile**	...	...	...	...	2 37	6 35	...	...	...	7 39	...	...
78	10	58	65	**Livron, 51, 56** ...	...	11 36	...	...	2 56	6 59	...	...	2 29	11 20	7 57	...
78	55	58	95	**Loriol**	...	...	...	...	3 3	7 6	...	...	2 36	11 27	8 4	...
79	45	59	60	**Saulce**	...	...	...	...	3 16	7 19	...	...	...	...	8 17	...
80	15	60	15	**Lechamp Cond**.....	...	...	a.m.	...	3 27	7 30	...	...	...	...	8 28	...
81	55	61	15	**Montelimar**	...	12 17	5	3	3 41	7 46	...	1 40	3 6	12 1	8 44	...
82	45	61	95	**Chateauneuf**	...	...	5 20	4 6	...	...	...	...	...	...	9 3	...
83	15	62	45	**Donzere**	...	...	5 39	4 15	...	...	...	...	...	...	9 13	...
84	15	63	5	**Pierrelatte**	...	12 47	5 49	4 31	...	...	...	2 41	12 43	...	9 31	...
85	25	63	95	**La Palud**.....	...	...	5 56	4 45	...	...	...	...	...	...	9 45	...
85	60	14	20	**Le Croisiere**	...	1 7	6 6	4 57	...	...	3 19	4 0	1 5	...	9 57	...
86	10	64	55	**Mondragon**.....	...	...	6 14	5 5	...	...	...	...	...	...	10 5	...
86	70	65	5	**Mornas**	...	...	6 24	5 15	...	...	...	...	...	...	10 15	...
87	10	65	30	**Piolene**	a.m.	...	6 31	5 22	...	...	...	...	...	...	10 22	...
87	90	66	0	**Orange**	5 5	1 35	6 47	5 41	...	...	3 45	4 28	1 37	10 41	7 53	11 31
88	40	66	70	**Courthezon**.....	5 19	...	7 1	5 56	...	...	...	...	...	10 55	...	...
89	70	67	25	**Sedarrides**	5 29	...	7 11	6 5	...	...	...	...	...	11 5	...	...
90	20	67	65	**Sorgues (47)**	5 38	...	7 23	6 20	...	...	...	...	2 7	11 18	...	11 52
90	65	67	95	**Le Pontet**	5 48	...	7 33	6 30	...	...	...	...	...	11 28	...	...
91	40	68	55	**Avignon** Buffet arr	5 57	2 12	7 42	6 39	...	9 27	3 15	5 5	2 23	11 37	8 22	12 5
...	...	...	(59)...dep	6 2	2 26	7 50	6 49	...	9 33	3 21	5 15	2 37	11 47	8 27	12 33	12 20
92	...	69	10	**Barbentane**.....	6 13	...	8 1	7 0	...	...	...	...	2 48	12 0	...	...
92	85	69	65	**Graveson**.....	6 25	...	8 15	7 16	...	...	...	...	...	12 12	...	...
94	17	70	60	**Tarascon**	6 40	2 55	8 30	7 31	1, 2, 3	...	3 45	5 14	3 12	12 27	6 50	12 57
...	...	...	(51, 63) dep.	6 50	3 4	9 33	8 10	a.m.	...	3 58	5 59	3 24	1 11	8 58	1 4	1 22
95	79	71	75	**Arles** Buffet (53) ...	7 13	3 23	9 53	8 39	5 35	...	4 17	6 18	3 43	1 35	9 14	1 20
97	45	73	25	**Saint Martin**	7 47	...	10 30	9 4	...	...	...	...	4 25	...	...	...
99	75	74	85	**Miramas (55)**.....	8 18	4 23	11 5	9 33	6 15	...	5 15	7 16	5 0	2 29	...	2 7
100	45	75	35	**Saint-Chamas**.....	8 36	...	11 14	9 41	6 23	...	...	7 24	5 10	2 38	...	...
101	70	76	60	**Berre**.....	8 44	...	11 33	...	6 38	...	...	...	5 29	2 57	...	...
103	0	77	30	**Rognac** .....arr.	8 54	...	11 44	10 6	6 47	...	5 45	7 49	5 40	3 8	...	2 35
...	...	...	**Aix (50)** ....dep	...	...	10 23	9 5	5 42	...	...	...	...	4 37	...	...	...
...	...	...	**Rognac**.....dep	8 57	...	11 50	10 12	6 51	...	5 49	7 53	5 44	3 12	...	2 39	...
104	10	78	10	**Pas-des-Lanciers**...	9 15	...	12 7	10 27	7 4	...	...	8 8	6 4	3 29	...	...
104	90	78	70	**L'Estaque (50)** ...	9 27	...	12 20	10 39	7 15	...	...	...	6 17	...	...	...
106	30	79	75	**Marseilles** .....arr	9 45	5 33	12 35	10 57	7 30	6 30	6 37	...	6 32	4 0	10 40	3 15
				a.m.	a.m.	noon	p.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.

3rd Class Fare, Paris to Marseilles, 59fr. 45c.

CLERMONT and SAINT-ETIENNE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Clermont-Fer. dp	6 10	1 40	1 32	8	**Saint-Etienne** dep	7 25	10 15	2 14	5 40
Aulnat	6 20	6 41	1 43	8	**Saint-Just**	7 52	10 43	2 43	6 37
Vertaizon (56)	6 40	7 6	2 3	9	**Andrezieux**	7 58	10 53	2 49	6 36
Pont-D-Dore	a.m.	7 15	7 45	2 40	**Bonsons**.....	8 6	11 0	2 56	6 47
Thiers ..... dep	4 47	7 41	8 7	3 10	**Sury-le-Comtal**	8 13	11 7	3 3	6 54
Saint-Remy-le-Mont	4 52	7 56	...	3 25	**Saint-Romain-le Puy**	8 28	11 19	3 13	7 5
Noiret ble	1.33	5 20	9 34	1, 2, 3	**Montbrison**.....arr	8 32	11 29	3 27	7 10
Boen	p m	6 36	... 43	p.m.	**Boen**	9 11	...	4 1	7 57
Montbrison (62) d	4 18	7 12	10 17	12 10	**Noiretable**	10 18	...	5 89	4
Saint-Romain-le-Puy.	4 34	7 23	10 28	12 23	**Saint-Remy-le-Mont**	10 48	a.m.	5 42	9 28
Sury-le-Comtal	4 55	7 32	10 37	12 34	**Thiers** ..... dep	11 8	5 40	6 2	9 52
Bonsons (59)	5 15	7 39	0 44	12 41	**Pont-De-Dore**	11 29	6 4	6 28	...
Andrezieux	5 47	7 46	10 52	12 5	**Vertaizon**	12 1	6 42	7 3	...
Saint-Just ..[54, 59]	5 50	7 53	10 8	12 57	**Aulnat**	12 1	7 4	7 22	...
Saint-Etienne arr	6 30	11 19	1 24	7 7	**Clermont-Fer.** arr	12 2	7 14	7 31	...

MARSEILLES and L'ESTAQUE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.
Marseilles d	6 13	8 40	1 55	5 35	**L'Estaque** d	7 27	9 51	3 10	6 48
Barbidiery ...	6 28	8 55	2 10	5 50	**Les Aygalades**	7 43	10 7	3 26	7 4
Le Canet	6 36	9 3	2 18	5 58	**Le Canet**	7 50	10 14	3 33	7 11
Les Aygalades	6 54	9 21	2 36	6 16	**Barbidiery** ...	8 5	10 29	3 48	7 26
L'Estaque	7 10	9 37	2 52	6 32	**Marseilles** ...	8 19	10 43	4 1	7 40

ROGNAC and AIX.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Rognac (50) d	7 0	9 0	12 15	3 55	6 10	8 30	**Aix** ..... dep	6 10	8 0	11 0	2 45	4 27	9 5
Roquefavour ...	7 27	9 27	12 42	4 22	6 37	8 57	**Les Milles**	6 39	8 29	11 29	3 14	4 56	9 34
Les Milles	7 41	9 41	12 56	4 36	6 51	9 11	**Roquefavour** ...	6 51	8 41	11 41	3 26	5 8	9 46
Aix (59)	8 1	10 1	1 16	4 56	7 11	9 31	**Rognac** (50) arr	7 11	9 1	12 1	3 46	5 28	10 6

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MARSEILLES, AVIGNON, VALENCE, ST. RAMBERT, LYONS, & PARIS

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1 Cl.	1 Cl.	1, 2, 3	1 Cl.	1 Cl.	1, 2, 3	1 Cl.	1 Cl.	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Marseilles.			**Marseilles** ....dp	6 0	...	6 55	8 0	10 45	11 5	6 20	10 0	5 15	11 35	10 55
1 35	0 95	0 75	**L'Estaque** (p. 50)	6 19	...	...	...	...	11 25	...	...	...	11 54	...
2 35	1 75	1 25	Pas-des-Lanciers...	6 32	...	...	...	...	11 40	...	...	5 45	12 8	...
...	...	...	**Rognac** .....arr	6 47	...	7 33	...	11 18	11 53	...	10 33	5 57	...	11 33
...	...	...	**Aix** .....arr	8 1	...	10 1	...	...	1 6	...	...	7 11	...	...
3 45	2 55	1 85	**Rognac**.....dep	6 51	...	7 35	...	11 20	11 57	...	10 36	6 1	...	11 35
4 15	3 10	2 30	Berre.....	7 1	...	...	...	...	12 7	...	...	...	...	...
5 90	4 45	3 20	**Saint Chamas** ...	7 24	...	8 5	...	...	12 32	...	...	6 29	...	12 5
6 50	4 85	3 55	**Miramas**	7 40	...	8 18	...	11 54	12 47	...	11 12	6 43	12 59	12 18
8 60	6 45	4 70	Saint Martin	8 4	...	...	...	...	1 13	...	...	...	...	...
10 60	7 90	5 80	**Arles** (Buffet) arr.	9 29	a.m.	8 57	...	12 28	1 40	7 41	11 47	7 21	1 39	12 58
...	...	...	(53).....dep.	10 7	6 30	9 31	...	12 34	1 48	7 46	11 52	7 54	1 45	1 4
12 30	9 20	6 75	**Tarascon** ...arr.	10 34	6 54	9 52	...	12 51	2 12	8 3	12 9	8 16	2 4	1 23
...	...	...	... (57, 63) dep	10 39	7 4	10 4	...	12 57	2 28	8 8	12 21	8 27	3 28	1 32
13 40	10 5	7 35	Graveson	10 57	7 20	...	...	...	2 42	...	...	8 43	...	...
14 15	10 60	7 80	Barbentane	11 11	7 34	...	...	...	2 56	...	...	9 4	...	...
14 90	11 15	8 15	**Avignon** (Buff.) ar.	11 22	7 44	10 36	9 51	1 23	3 6	8 30	12 45	9 14	4 0	2 1
...	...	...	... (59) dep	11 34	7 54	11 1	10 16	1 30	3 14	8 35	12 50	9 33	4 8	2 8
15 60	11 65	8 55	Le Pontet	11 45	8 4	...	...	...	3 24	...	...	9 43	...	...
16 10	12 10	8 85	**Sorgues**	12 0	8 17	11 20	...	1 46	3 37	...	...	9 57	...	...
16 60	12 45	9 10	Bedarrides	12 9	8 26	...	...	...	3 46	...	...	10 6	...	...
17 35	13 0	9 55	Courthezon	12 20	8 36	...	...	...	3 56	...	...	10 16	...	...
18 35	13 75	10 10	**Orange**	12 46	8 55	11 51	...	2 11	4 14	9 9	1 25	10 29	4 53	2 50
19 15	14 40	10 55	Piolenc	1 0	9 7	...	...	...	4 26	...	...	...	...	...
19 55	14 85	10 75	Mornas	1 7	9 14	...	...	...	4 33	...	...	...	...	...
20 35	15 20	11 15	Mondragon.....	1 18	9 24	...	...	...	4 43	...	...	...	...	...
20 65	15 50	11 35	La Croisère	1 33	9 36	12 23	...	2 34	4 58	...	1 49	...	5 23	3 15
21 15	15 85	11 65	La Palud	1 41	9 44	...	...	...	5 2	...	...	...	5 31	...
22 15	16 60	12 20	Pierrelatte	2 0	10 0	12 46	...	...	5 18	...	...	...	5 46	3 31
23 15	17 35	12 75	Donzere	2 15	10 13	...	...	...	5 31	...	...	...	5 59	...
23 65	17 75	13 0	Chateauneuf	2 26	10 22	...	...	...	5 40	...	...	...	6 8	...
24 75	18 35	13 60	**Montelimar**	3 29	10 44	1 24	...	3 16	6 0	...	2 27	...	6 26	4 5
26 10	19 55	14 35	Champ Cond	3 46	11 0	...	...	...	6 17	...	...	...	6 43	...
26 80	20 10	14 75	Saulce	3 57	11 10	...	...	...	6 28	...	...	...	6 54	...
27 70	20 75	15 20	Loriol	4 10	11 21	1 59	...	...	6 41	...	...	...	7 7	4 36
28 10	21 5	15 45	**Livron**..... dep.	4 23	11 54	2 11	...	3 47	6 54	...	2 56	...	7 18	4 44
29 5	21 75	16 0	Etoile	4 36	12 7	...	...	...	7 7	...	...	a.m.	7 31	...
30 30	22 70	16 65	**Valence** *Buf.*	5 47	12 45	2 52	12 17	4 16	7 37	10 46	3 23	5 35	8 0	5 25
31 30	23 45	17 20	Roche de Glun	5 33	12 59	...	...	...	...	...	...	5 51	8 16	...
32 5	24 40	17 85	**Tain**	5 52	1 15	3 23	...	4 37	8 4	...	3 45	6 8	8 33	5 55
33 45	25 10	18 40	Serves	6 5	1 27	...	...	...	...	...	...	6 21	8 46	...
34 25	25 65	18 80	Saint-Vallier	6 18	1 39	3 45	...	...	8 24	...	...	6 32	8 57	...
34 95	26 20	19 25	Andancette.....	6 31	1 50	...	...	...	...	...	...	6 44	9 9	...
35 85	26 85	19 70	**St. Rambert**.....	6 50	2 7	4 12	...	5 8	8 47	...	...	7 0	9 26	6 42
36 35	27 25	19 95	Salaise	7 0	2 15	...	...	...	...	...	...	7 9	9 35	...
36 85	27 60	20 20	La Peage de Rous	7 10	2 24	...	...	...	...	...	...	7 17	9 44	...
37 95	28 40	20 80	Les Roches de Cond	7 27	2 39	4 40	...	...	...	...	...	7 32	10 0	...
38 60	29 5	21 30	Vaugris	7 39	2 50	...	...	...	...	...	...	7 44	10 12	...
39 40	29 55	21 65	**Vienne**	7 53	3 3	5 3	...	5 41	9 28	...	4 45	7 58	10 29	7 30
39 90	29 85	21 85	Estressin	7 59	3 9	...	...	...	...	...	...	8 4	10 35	...
40 75	30 55	22 40	**Chasse**	8 15	3 27	5 22	...	5 55	...	...	4 59	8 19	10 51	7 49
41 40	31 0	22 75	Serezin.....	8 25	3 37	5 32	...	...	...	...	...	8 29	11 1	...
42 0	31 50	23 10	Feysin	8 35	3 46	...	...	...	...	...	...	8 39	11 11	...
42 50	31 95	23 40	Saint Fons	8 44	3 55	...	...	...	...	...	...	8 48	11 20	...
43 30	32 55	23 85	**Lyons**(Perrach) a.	9 4	4 15	6 5	2 4	6 30	10 21	12 37	5 34	9 10	11 40	8 29
From Lyons			... dep.	...	...	7 45	2 16	7 10	11 3	12 53	6 51	10 55	...	9 29
63	5 47	30 34	**70 Paris (p. 49)** arr.	...	...	11 40	11 0	5 15	3 23	9 55	5 40	4 10	...	10 36

a.m. p.m. a.m. p.m. a.m. p.m. a.m. p.m.

Marseilles to Arles, 6.30 p.m. Vienne to Lyons, 6.30 a.m.

LUNEL and LE VIGAN.

L.M. Dist.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
		a.m.	a.m.	p.m.	p.m.
—	**Lunel** (55, 57) ...dep.	6 10	10 35	12 15	5 48
9	**Gallargues**.....	6 25	10 50	12 37	6 3
12	Sommieres	6 52	11 16	1 30	6 30
21	Quissac	7 37	12 0	2 51	7 16
31	Saint-Hippolyte.....	8 11	12 33	3 49	7 52
40	**Ganges**.....	8 46	1 6	4 41	8 26
49	**Le Vigan** .....arr	9 23	1 44	5 38	9 3

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Le Vigan .....dep	4 23	7 22	11 54	6 32
Ganges.....	5 3	8 3	1 12	7 14
Saint Hippolyte.....	5 37	8 41	2 7	7 51
Quissac.....	6 6	9 12	3 2	8 22
Sommieres	6 55	9 59	4 22	9 10
Gallargues.....	7 18	10 22	5 1	9 38
Lunel ..... arr	7 35	10 37	5 21	9 50

MIRAMAS and PORT-DE-BOUC.

L.M. Dist.	Stations.	a.m.	p.m.
—	**Miramas** .....dep	8 30	6 53
10	Istres	8 58	7 21
12	**Rassuen** .....arr	9 6	7 29

Stations.	a.m.	p.m.
Rassuen .....dep	7 22	4 2
Istres	7 34	4 14
Miramas .....arr	7 58	4 38

VALENCE and CHAMBERY.

a.m.	Stations.	a.m.	p.m.	p.m.	p.m.
	Chambery....dep	6 0	12 20	5 14	
	Les Marches	6 18	12 39	5 34	
	Montmelian.....	6 37	12 54	5 53	
	Brig ond	7 40	1 49	7 17	7 20
	Gieres-Uriage	7 48	1 57	7 25	7 28
7 55	**Grenoble** ...dep.	8 8	2 16	7 45	7 50
	Moirans	8 35	2 43	8 12	8 20
	Rives	8 50	2 58	8 27	8 35
	St. Marcellin.....	9 6	3 14	8 43	8 51
	Romans	9 27	3 35	9 4	9 12
	Valence ...arr	9 44	3 52	9 21	9 29

All 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.
Valence (50-1)d.	10 44	5 30	12 40	6 44
Livron	11 23	6 9	1 23	7 23
Marcelline.....	a.m.	7 3	2 21	7 49
Moirans	5 49	7 30	3 10	8 18
Grenoble..... arr	6 20	8 3	3 40	8 51
Gieres-Uriage	6 15	7 12	8 54	5 22
Chambery (53 59)	7 0	8 44	5 22	...
Brignond	7 39	9 19	5 49	...
Montmelian	8 44	10 28	7 4	...
Chambery (53-4	9 7	10 50	7 29	...

AVRON and PRIVAS.

Station (50)	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Livron ...dep	8 0	11 50	3 32	7 30
La Voulte	8 30	12 0	3 42	7 30
La Voulte (61	8 30	12 13	4 0	7 50
Privas	8 57	12 43	4 31	8 21
Privas ...arr	9 18	1 1	4 52	8 43

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Privas.....dep	5 45	9 55	1 35	5 16
Chomerac	6 7	10 15	1 46	5 34
Le Pouzin	6 41	10 44	2 17	6 3
La Voulte	6 53	10 56	2 29	6 15
Livron ...arr	7 21	11 24	2 56	6 42

Extra Livron to Le Pouzin, 8.15 a.m.; 7.5 p.m.: Livron to La Voulte, 10.40 a.m. 2.37 p.m. Le Pouzin to Privas, 8.38 a.m., 6.18 p.m.; La Voulte to Livron, 11.23 a.m., 3.22 p.m.

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French Railways.

DIJON to BELFORT, GRAY, SALINS, PONTARLIER, and LAUSANNE

Stations.	1,2			1,2,3	1,2,3	1,2,3	1 cl
	fr.	c.	fr.	c.			
PARIS.....dep	3	0	7 40	...	...	10 55	6 30	6 50	11 15
DIJON (48) a	11	44	1 44	...	...	8 47	2 20	5 7	5 40
	1,2,3		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Dijon .....dep	1 58		2 20	6 5	9 19	2 45	6 22	...	...
Magny	...		...	6 26	9 40	3 5	6 43	...	...
Collonges.....	...		...	6 44	9 58	3 21	7 1	...	...
Auxonne ...arr	2 36		2 58	7 3	10 17	3 38	7 20	...	...
Auxonne...dep	...		3 1	7 36	10 45	...	7 35	...	...
Lamarche.....	...		...	7 57	11 6	...	7 56	...	...
Pontailler	...		3 42	8 6	11 15	...	8 5	...	...
Gray(86 68)a	...		4 12	8 42	12 5	...	8 41	...	...
Champvans.....	...		...	7 29	10 46	4 6	7 47	...	...
Dole (62) ...ar	2 57		3 23	7 38	10 55	4 14	7 56	p.m.	...
Dole.....dep	3 2		...	7 53	...	4 29	8 15	1 25	...
Grand-Contour	...		...	8 11	...	...	8 31	1 43	...
Montbarry.....	3 34		...	8 21	...	4 53	8 40	2 4	...
Chatelay	...		...	8 32	...	5 4	8 50	2 28	...
Arc-Senans	3 42		...	8 45	...	5 16	9 3	2 46	...
Mouchard 53	3 53	a.m.	...	8 58	p.m.	5 28	9 15	3 4	...
Mouchard...dep	4 13		7 45	9 35	2 0	5 45	9 55	...	...
Salins .....arr	4 28		8 0	9 50	2 15	6 0	10 10	...	...
Mouchard dep	4 1		...	9 25	...	5 42	...	...	...
Mesnay Arbois...	...		...	9 47	...	6 5	...	p.m.	...
Andelot (53 ...	4 52		...	10 18	...	6 36	...	8 10	...
La Joux.....	...		...	10 33	...	6 51	...	8 42	...
Boujailles	5 20		...	10 47	...	7 5	...	9 2	...
La Riviere	5 48		...	11 14	...	7 33	...	9 55	...
Pontarlier a	6 0		...	11 32	p.m.	7 48	...	10 20	...
.. (246-7) d	7 0		...	12 50	2 0	8 50	...	...	...
Neuchatel a	8 55		...	3 5	6 42	11 0	...	...	...
NEUCHATEL d	9 5		...	3 28	7 37	...	...	...	...
BIENNE ... arr.	10 3		...	4 17	9 12	...	...	...	...
BERNE	11 10		...	7 45	...	...	...	...	...
Swiss Time.	a.m.			p.m.		p.m.	p.m.		
Pontarlier dep	6 50		a.m.	12 27		8 40	5 35		
Vallorbes	8 0			1 57		10 18	6 57		
Cossonay	9 0			3 5		...	8 7	1,2,3	
Lausanne ...arr	9 25			3 35		...	8 37	p.m.	
Dole .....dep	3 10		3 29	7 58	11 7	4 24	8 6	5 10	
Rochefort	5 39			8 13	11 24	4 37	8 21	5 47	
Orchamps.....	5 49			8 24	11 38	4 49	8 34	6 9	
Labarre ... a	6			8 35				6 33	
Ranchot ...dep	6 16		3 58	8 41	11 49	4 58	8 44	6 48	
Saint-Vit	6 33		4 10	8 54	12 3	5 10	8 57	7 5	
Dannemarie.....	6 50			9 4	12 14	5 19	9 7	7 22	
Francis	7 6			9 15	12 26	5 30	9 18	7 40	
Besancon ...arr.	7 23		4 34	9 26	12 38	5 40	9 29	8 0	
.. (53)....dep.	...		4 49	9 44	2 24	6 40	...	...	
Roche.....	...		5 4	10 0	2 40	6 48	...	...	
Laissey	...		5 21	10 17	2 58	7 3	...	...	
Baume-les-Dames	...		5 41	10 38	3 18	3 23	...	...	
Clerval	...		6 7	11 7	3 45	7 52	...	...	
L'Isle-s-le-Doubs	...		6 22	11 22	4 0	8 9	1,2,3		
Voujaucourt.....	...		6 48	11 48	4 27	8 38	a.m.		
Montbelliard 57	...		7 5	12 5	4 40	8 58	5 55		
Hericourt	...		7 19	12 19	4 54	9 12	6 11		
Belfort (68) arr.	...		7 35	12 35	5 10	9 28	6 29		

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	a.m.	a.m.	p.m.	p.m.
Belfort .....dep	9 45	4 45	10 42	2 12	5 3
Hericourt	10 1	5 1	10 58	2 28	5 45
Montbelliard ..	10 13	5 19	11 18	2 44	6 2
Voujaucourt.....	...	5 29	11 28	2 54	6 13
L'Isle-sur-le-Doub	...	5 56	11 55	3 21	6 30
Clerval	...	6 15	12 14	3 39	6 56
Baume-les-Dames	...	6 39	12 37	4 2	7 20
Laissey	...	6 59	12 57	4 22	7 40
Roche.....	...	7 16	1 14	4 39	7 57
Besancon ...arr	a.m.	7 33	1 31	4 56	8 14
.. ...dep.	5 13	8 0	1 45	5 11	8 35
Francis	5 25	8 12	1 58	5 23	8 45
Dannemarie.....	5 35	8 22	2 9	5 33	...
Saint-Vit	5 45	8 32	2 20	5 43	9 0
Ranchot.....arr	6 50	8 45	2 34	5 56	9 11
Labarre.....dep.	6 6	8 53	...	6 4	...
Orchamps.....	6 13	9 0	2 45	6 11	...
Rochefort	6 26	9 13	2 59	6 24	...
Dole .....arr	6 39	9 26	3 14	6 37	9 38
Swiss Time.			a.m.	a.m.	p.m.
Lausanne ...dep	...	...	8 25	10 12	14 25
Cossonay	a.m.	...	8 59	11 12	4 49
Vallorbes	6 55	...	10 25	2 17	5 57
Pontarlier arr	8 0	p.m.	11 25	3 50	6 47
BERNE	...	3 17	...	7 37	3 17
BIENNE	...	6 30	5 53	10 20	4 17
NEUCHATEL ar	...	7 57	6 58	11 11	5 7
Neuchatel dp	...	7 57	8 55	12 0	5 14
Pontarlier a	a.m.	10 5	11 5	5 15	6 57
.. (246-7) d	8 0	5 22	11 39	...	7 57
La Riviere.....	8 32	5 44	12 0	...	7 14
Boujailles	9 24	6 6	12 25	...	7 36
La Joux.....	9 46	6 19	12 39	...	7 49
Andelot.....	10 9	6 37	12 56	p.m.	8 7
Pont-d'Hery.....	a.m.	6 47	1 6	p.m.	8 16
Salins .....dep	3 38	7 12	12 27	3 13	8 22
Mouchard...arr.	3 51	7 25	12 40	3 26	8 35
Mouchard ...	5 5	8 4	1 57	5 17	9 1
Arc-Senans	5 22	8 17	2 10	5 38	9 12
Chatelay	5 38	8 33	2 23	5 51	...
Montbarry.....	5 53	8 44	2 34	6 2	9 30
Gd.-Contour.....	6 7	8 54	2 44	6 12	...
Dole .....arr.	6 31	9 11	3 1	6 29	9 53
Dole.....dep	6 51	9 36	3 27	6 47	10 1
Champvans.....	7 1	9 46	3 37	6 57	...
Gray .....dep.	5 45	8 53	2 22	...	9 8
Pontailler	6 22	9 30	2 59	...	9 45
Lamarche.....	6 31	9 39	3 8	...	9 54
Auxonne...arr.	6 50	9 58	3 27	...	10 13
Auxonne ...dep.	7 26	10 12	4 3	7 25	10 28
Collonges	7 44	10 30	4 21	7 44	...
Magny	8 2	10 48	4 39	8 2	...
Dijon .....arr.	8 27	11 13	5 4	8 27	11 18
	1,2,3	1,2,3	1,2,3		1,2,3
DIJON .....dep.	9 15	12 24	6 17	...	11 29
PARIS(D.-S) ar.	8 20	10 12	4 10	...	5 35

Extra—Dole to Dijon, 9.36 p.m.

BESANCON, LABARRE, and GRAY.—1, 2, 3 Cl.

From	fr.	c.	fr.	c.	fr.	c.	Besancon	dep	a.m.		p.m	p.m.	p.m.
Besancon	...		4 45	3 30	2 40		Montagney	arr	7 55	...	2 27	6 56	
From	L'Abarre		...	0 70	0 55	0 35	Labarre	dep	...	6 20	...	6 30	
	...		2 20	1 65	1 20		Gendrey	...	...	6 33	...	6 42	
	...		...	4 75	3 60	2 60	Montagney	arr	9	7 3	...	7 12	
							Montagney	dep	9 50	7 55	5 34	8 50	
							Gray	...					

	a.m.	a.m.	p.m.	p.m.
Gray .....dep	5 10	10 20	4 23	5 37
Montagney .....arr	5 51	11 26	5 3	6 16
Montagney .....dep	7 5	...	5 9	...
Gendrey	8 3	...	5 41	...
Labarre	8 15	...	5 53	...
Montagney ..... dep	6 9	11 39	...	6 23
Besancon ..... arr	7 11	1 6	...	7 40

DIJON to SAINT-JULIEN (Côte-d'Or), and LA CUISINE-MONT-CHALLINDREY. (1st, 2nd, and 3rd Classes.)

							Dijon (ville) (48)	dep	a.m.	a.m.	a.m.	p.m.	p.m.		Culmont Challindrey	d	6 24	10 47	3 22	7 2
							St.-Julien (Côte-d'Or)	.....	6 26	10 26	1 3	7 20			Vaux-s-Aubigny	.....	7 5	11 33	4 3	8 31
							Is-sur-Tille	.....	7 10	11 40	1 31	8 10			Is-sur-Tille	.....	7 41	12 29	4 43	9 32
							Vaux-s-Aubigny	(68)	7 50	12 36	2 5	8 56			St.-Julien (Côte-d'Or)	.....	8 5	12 45	5 10	9 56
							Culmont Challindreys		a 37	1 40	2 49	9 33			Dijon (ville)	..... arr	8 47	1 29	5 48	10 37

LYONS, BESANCON and VESOUL.

1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2	1,2,3	
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	(66, 66)			a.m.	p.m.	a.m.	
Fr.	c.	c.	Lyons (Perrache) dep	5 50	6 0	9 7	11 45	5 5	8	Vesoul ..... dep.	...	...	5 7	6 8	11 5	
0 70	0 55	0 35	,, (Brotteaux)	6 10	6 22	9 32	12 22	5 30	8 30	Demigny	...	...	5 45	...	11 4	5 6
1 10	0 80	0 60	,, (St. Clair.)	...	6 28	9 40	12 33	5 39	8 34	Lulans-Le-Forges	...	...	6 0	7 50	12 7	5 6
2 15	2 40	1 75	Montluel	...	6 58	10 12	1 25	6 11	9 15	Auxon-Dessus ...	...	...	7 1	9 34	1 2	7
4 7	3 60	2 60	Meximieux	...	7 2	1 35	2 3	6 31	9 34	Besancon ..... arr	p.m.	...	7 25	10 15	1 26	7 3
6 35	4 75	3 50	Amberieux ...arr.	6 50	7 38	10 58	2 42	6 57	9 57	,, (53 ...dep.	3 52	...	7 44		1 56	8 3
			,, (54, 70) d		7 48	11 5	2 53	7 6	10 7	Montferrand ...	4 16	...	8		2 20	8 4
7 25	5 40	4 0	Ambronay		8 2	11 14		7 14	10 14	Byans	4 29	...	8 31		2 32	8 17
7 85	5 90	4 60	Pont d'Ain		8 22	11 31	3 23	7 29	10 30	Mouchard ...arr.	5 16	a.m.	9 8		3 20	9 0
10 20	7 80	5 60	Bourg ..... arr.		8 44	11 4	3 58	8 1	11 16	,, (58)...dep.	...	4 45	9 18		3 35	9 3
			,, (54, 60) dep.		8 52	12 20	4 13	8 15		Poligny	...	5 30	10 1		4 21	10 3
12 30	9 95	7 30	Culigny		9 33	1 7	4 58	9 12		Dombians	...	6 6	10 33		4 54	11 1
13 90	10 45	7 60	Saint Amour.....		9 48	1 24	5 14	9 33		Lons-le-S. ...arr	a.m.	6 31	10 59		5 18	11 3
15 0	11 25	8 25	Tuissaux	a.m.	10 2	1 41	5 31	9 52		,, (61) dep	4 45	6 50	11 12		5 41	
16 25	12 20	8 90	Beaufort		10 19	2 0	5 50	10 10		Beaufort	5 13	7 19	11 50		6 13	
18 5	13 55	9 95	Lons-le-S. ...arr	a.m.	10 51	2 36	6 27	11 5		Tuissaux	5 33	7 40	12 11		6 35	
			,, (61) dep.	5 37	11 6	2 56	7 0			Saint-Amour.....	5 53	7 56	12 30		6 55	
19 85	14 75	10 80	Dombians	6 5	11 33	3 23	7 28	...		Poligny	6 4	8 8	12 40		7 6	
21 65	16 25	11 90	Poligny	6 40	12 8	3 56	8 3	...		Bourg ..... arr.	6 16	8 0	1 23	p.m.	7 52	
24 10	18 5	13 25	Mouchard ...arr	7 21	12 47	4 36	8 44	...		,, (54, 60) dep.	7 0	9 48	1 45	5 10	8 16	
			,, (58) ...dep	7 50	12 55	4 51	9 20	...		Pont-D'Ain	7 32	10 22	2 15	5 42	8 53	
26 50	19 85	14 55	Byans	8 20	1 31	5 30	10 0	...		Ambronay	7 41	10 31	2 24	5 50	9 2	
27 70	20 75	15 20	Montferrand	8 49	1 52	5 50	10 17	1, 2, 3	1, 2, 3	Amberieux ...arr	7 54	10 44	2 37	6 4	9 17	a.m.
29 20	21 85	16 5	Besancon (58)a.	9 13	2 16	6 14	10 41	a.m.	a.m.	,, (54, 70)d	8 12	10 55	3 0	7	9 40	5 37
			,, ...dep	9 35	2 37	7 47		4 52	7 45	Meximieux	8 34	11 18	3 22	7 23	10 3	5 55
30 40	22 80	16 70	Auxon-Dessus ...	10 17	3 10	8 12	...	5 15	8 8	Montluel	8 56	11 41	3 44	7	10 26	6 12
32 4	25 10	18 40	Loulans-le-Forges	1 8	4 34	9 10	...	6 12	9	Lyons (St. Clair) a	9 27	12 1	4 15	8 7	10 58	
34 75	26 5	19 5	Dampierre	1 45	5 4	9 38	...	6 43	9 24	,, (Brotteaux)	9 41	12 31	4 30	8 18	11 14	6 44
37 5	27 60	20 40	Vesoul (66, 66) a	3 21	6 6	10 7	...	7 11	11 5	,, (Perrache)	9 58	12 48	4 47	8 35	11 31	7 1

Extra Lyons to Amberieux.

CHAMBERY, AIX-LES-BAINS to ANNECY.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
				(51, 54)	a.m.	a.m.	p.m.						a.m.	p.m.	p.m.
				Chambery.....dep.	7 0	9 20	6 8					Annecy .....dep	5 40	2 17	4 35
	Fro m Aix	les bai	ns	Aix-le-Bains (54)	8 10	10 55	7	4	0 85	0 65	0 45	Lovagny	5 51	2 28	4 46
34	9 70	0 55	0 35	Grasy-sur-Aix	8 20	11 5	7 15	14	2 85	2 10	1 50	Bloye	6 36	3 3	5 31
24	2 10	1 35	1 15	Bloye	8 46	11 36	7 42	24	4 45	3 30	2 40	Grey-sur-Aix	7 11	3 35	5 57
14	4 15	3 10	2 30	Lovagny	9 31	12 12	8 15	25	4 95	3 65	2 65	Aix-les-Bains ...arr.	7 21	3 55	6 5
	4 45	3 65	2 65	Annecy ..... arr	9 45	12 29	8 33	31	6 80	5 5	3 65	Chambery (54) p.	8 9	4 47	6 45

ST. RAMBERT, RIVES, and GRENOBLE.

1 Cl.	2 Cl.	3 Cl.	Stations	1,2,3	1,2,3	1,2,3	E.M.	Stations.	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.	(50, 51, 59)	a.m.	a.m.	p.m.			a.m.	a.m.	p.m.
			Saint Rambert ...dep	7 55	9 40	7 52	...	Grenoble .....dep.	5 29	9 5	5 7
1 3	2 55	1 90	1 40	Beaurepaire	8 37	10 51	8 26	...	Rives .....dep.	6 45	11 7	6 45
2 3	4 55	3 40	2 50	La Cote-St.-Andre	9 11	12 11	9 57	...	La Cote-St.-Andre	7 25	11 54	7 44
3 6	6 85	5 15	3 75	Rives ...(59)..... arr.	9 48	1 28	9 32	...	Beaurepaire	7 57	12 23	7 52
4 1	7 85	6 50	4 20	Grenoble (op 51-59) ar.	11 31	4 30	10 52	...	Saint Rambert.....arr.	8 30	1 13	8 25

MOULINS, MONTCHANIN, NEVERS, CHAGNY, ETANG, EPINAC.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(52-56)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Moulins	...	4 15	7 10	6 55	4 30	...	...
Paray le Monial (61)	...	6 41	10 3	8 10	6 36	...	...
La Gravoine	...	7 0	10 1	...	6 55	...	...
Genelard	a.m.	7 23	10 23	p.m.	7 16	...	...
Montceau-le-M	5 0	7 55	10 57	4 35	7 47	...	...
Montchanin	5 44	8 23	11 26	5 19	8 13	...	...
(56, 58)	a.m.	...	a.m.	...	p.m.	p.m.	...
Nevers ...dep.	2 0	...	7 15	...	3 10	7 35	...
Cercy-la...(53)	2 27	...	8 34	...	5 10	9 14	...
Etang ..... arr.	4 51	a.m.	10 28	p.m.	7	10 46	...
,, dep.	6 50	7	10 10	39	4 28	7 20	...
Nevers	5 8	7	30	10	48	4 37	7 23
Marmagne	5 26	7	50	11	6	4 55	7 47
Le Creusot	5 12	8	15	11	24	5 12	8 4
Rigny-sur-Arroux	5 56	8	59	11	38	5 56	8 18
Le Chanin dep.	6 6	9	45	11	58	5 59	8 34
St. Leger	6 27	9	16	12	23	6 11	9 5
Bantenay	6 55	9	34	12	41	6 39	9 23
Chagny (60)a	7 6	9	46	12	53	6 49	9 34
,, dep.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	...
Epinac ...dep.	5 6	7	25	10	25	1 35	7 25
Brion	5 17	7	37	10	47	1 50	7 37
Autun	5 36	7	52	11	8	2 25	7 57
Epinac	6 19	...		12	6	3 59	8 47
Chagny	7 16	...		1	3	6 14	9 44

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Chagny...dep.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
Epinac	...	8 5	...	11 10	4 25	7 50	...
Autun	...	9 5	...	1 50	5 32	8 55	...
Brion	4 16	9 50	12 43	3 38	6 28	9 37	...
Etang arr.	4 33	10 5	12 58	4 0	6 45	...	...
,, dep.	4 45	10 16	1 10	4 16	6 56	...	...
Chagny...dep.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	...
Bantenay	5 0	7	56	10	59	1 35	8 0
St. Leger	5 10	8	5	11	9	1 46	8 1
Mont- arr.	5 28	8	23	11	27	2 5	8 20
chanin dep.	6 0	8	55	11	50	2 38	9 5
Le Creusot	6 10	9	9	12	14	2 58	9 18
Marmagne	6 28	9	29	12	34	3 19	9 32
Nevers	6 41	9	42	12	47	3 34	9 52
Etang ..... arr.	6 58	7	16	...	1	3 50	10 12
,, dep.	6 58	8	55	...	2	4 20	...
Cercy-la-T.	8	8	10	36	...	4 40	10 55
Nevers ...a.	...	...	...	...	6 15	8 15	12 17
Montchanin d	...	...	...	...	6 51	10 0	12 48
Montceau-le-M	...	...	...	...	7 21	...	1 15
Genelard	...	...	...	...	7 41	...	1 33
La Gravoine ...	...	...	...	...	8 4	...	1 54
Paray-le-Monial	...	...	...	...	8 20	10 10	2 10
Moulins	...	...	...	...	9 0	...	2 50

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.
Grenoble .....dep.	5 29	9 5	5 7
Rives .....dep.	6 45	11 7	6 45
La Cote-St.-Andre	7 25	11 54	7 44
Beaurepaire	7 57	12 23	7 52
Saint Rambert.....arr.	8 30	1 13	8 25

Extra Amberieux to Lyons Perr 4.25 p.m.

Mls.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
0	6	7	25	10	Chagny ..... dep.	5	6	7	25
1	6	7	37	10	Chamay	5	17	7	37
2	6	7	52	11	Buxy	5	36	7	52
3	6	8	10	...	Montagny	5	52	8	10
4	6	8	25	...	Jully	6	7	8	25
5	6	8	40	...	Cheilly	6	22	8	40
6	6	8	55	...	Sully	6	37	8	55
7	6	9	10	...	Couches	6	52	9	10
8	6	9	25	...	Montcenis	7	7	9	25
9	6	9	40	...	Le Creusot	7	22	9	40
10	6	9	55	...	Torcy	7	37	9	55
11	6	10	10	...	Perrecy	7	52	10	10
12	6	10	25	...	Genelard	8	7	10	25
13	6	10	40	...	Paray-le-Monial	8	22	10	40
14	6	10	55	...	Moulins	8	37	10	55

Mls.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
0	6	7	25	10	Moulins ..... dep.	5	6	7	25
1	6	7	37	10	Toulon	5	17	7	37
2	6	7	52	11	Yzeure	5	36	7	52
3	6	8	10	...	Avermes	5	52	8	10
4	6	8	25	...	Villeneuve	6	7	8	25
5	6	8	40	...	Varennes	6	22	8	40
6	6	8	55	...	Bessay	6	37	8	55
7	6	9	10	...	Cognat	6	52	9	10
8	6	9	25	...	Lapalisse	7	7	9	25
9	6	9	40	...	Ferrieres	7	22	9	40
10	6	9	55	...	Chantelle	7	37	9	55
11	6	10	10	...	Ebreuil	7	52	10	10
12	6	10	25	...	Chareil	8	7	10	25
13	6	10	40	...	Cerilly	8	22	10	40
14	6	10	55	...	Montmarault	8	37	10	55

CLAMECY and CERCY-LA-TOUR.

Mls.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
53)	6	45	3	45	Clamecy ..... dep.	5	45	2	45
	6	55	3	55	Chevroches	5	55	2	55
	7	6	4	6	Tannay	6	6	3	6
	7	16	4	16	Corbigny	6	16	3	16
	7	46	4	46	Cercy-la-T. ..... arr.	6	46	3	46

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1 Cl.	2 Cl.	3 Cl.	Stations	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
fr. c.	fr. c.	fr. c.	† 1 & 2 class.	p.m.	p.m.	p.m.	a.m. a.m. a.m. a.m.
From	Paris.						
—	—	—	**Paris**.....dep.	...	3 0	8 0	... 8 30 6 30 11 15
—	—	—	**Dijon**	...	11 59	2 36	... 5 55 1 56 2 38 6 15
—	—	—	**Chalons-sur-Saône**.....	...	2 30	3 56	... 8 15 ... ...
54 50	40 75	29 85	**Macon (48)** .....arr.	...	4 6	5 0	... 10 1 8 51 5 24 6 43
From	Macon.		**Macon** .....dep.	5 0	5 35	9 25	8 24 12 0 4 5 5 45 9 10
9 85	7 70	6 55	**Pont-de-Veyle**	5 14	5 49	...	8 39 12 15 ... ...
7 5	5 85	4 95	**Vonnas**	5 28	6 3	...	8 55 12 31 ... ...
3 65	2 90	1 45	**Méziriat**.....	5 37	6 13	...	9 5 12 41 ... ...
4 45	3 55	1 85	**Polliat**.....	5 48	6 24	...	9 19 12 53 ... ...
4 65	3 50	2 55	**Bourg** .....arr.	6 3	6 41	6 13	9 38 1 12 4 44 5 31 9 46
			,, (53, 60) ....dep.	...	7 0	6 15	9 48 1 42 4 45 6 34 9 51
5 75	4 30	3 15	**La Vavrette**	...	7 16	...	10 4 1 58 ... ...
7 0	5 25	3 85	**Pont-d'Ain**	...	7 32	6 42	10 22 2 15 ... ... 6 59 ...
7 60	5 70	4 15	**Ambronay**.....	...	7 41	...	10 31 2 24 ... ...
8 50	6 35	4 65	**Amberieu** .....arr.	...	7 54	6 59	10 44 2 37 5 23 7 16 10 29
			,, (53, 30) dep.		8	7 10	11 14 3 0 5 29 7 29 10 39
9 80	7 35	5 40	**Saint Rambert**.....		8 24	...	11 35 3 24 ... 7 50 ...
10 70	8 0	5 85	**Tenay**		8 37	...	11 48 3 38 ... 8 3 ...
12 40	9 35	6 80	**Rossillon** (T. of 650 metres)		8 5	7 54	12 22 4 18 ... 8 35 ...
13 20	9 90	7 25	**Virieu**		8	...	12 34 4 32 ... 8 47 ...
13 35	10 20	7 50	**Artemare**		9 25	...	12 48 4 41 ... 8 55 ...
14 65	11 0	8 5	**Culoz (page 54)** .....arr.	a.m.	9 38	8 21	12 55 4 57 6 36 9 8 11 50
			,, ...dep.	4 38	9 50	8 31	1 10 5 8 6 41 9 18 ...
16 85	12 75	9 5	**Seyssel**.....	4 11	...	...	1 33 5 31 ... 9 41 ...
17 25	12 90	9 45	**Pyrimont**	5 14	10 36	...	1 46 5 44 ... 9 54 ...
18 70	14 0	10 25	**Bellegarde** .....arr.	5 33	10 45	9 13	2 5 6 7 24 10 13 ...
			,, [Fr. Cust.]....dep.	5 48	10 55	9 16	2 20 6 18 7 29 10 23 ...
19	14	10	**La Plaine**.....	6 3	11 14	...	2 37 6 35 ... ...
19 95	14 95	11 0	**Collonges**	6 3	11 14	...	2 37 6 35 ... ...
20 3	15 20	11 15	**Chancy**	6 12	11 22	...	2 45 6 43 ... ...
20 9	15 70	11 45	**La Plaine**	6 28	11 33	...	2 58 6 54 ... ...
21 65	16 25	11 85	**Satigny**	6 37	11 45	...	3 8 7 6 ... ...
22 10	16 60	12 20	**Meyrin**	6 45	11 55	...	3 18 7 16 ... ...
22 75	17 10	12 50	**Geneva (246)** .....arr.	6 55	12 5	10 6	3 30 7 28 8 17 11 19 ...

From	Paris.																		
68 85	51 60	37 45	**Culoz (Buffet)**....dep.	6 58	4 10	9 55	8 55	...	...	1 30	5 28	9 33	12 0	...	...	...	...	...	...
69 30	52 35	38 35	**Châtillon**	7 9	...	10 8	...	...	...	1 43	5 42	9 48	...	...	...	...	...	...	...
71 65	53 70	39 40	**Aix-les-Bains**....arr.	7 14	4 56	10 14	9 27	...	...	2 9	6 7	10 15	12 31	...	...	...	...	...	...
...	...	...	,, (53) dep.	7 42	5 1	10 39	9 30	...	...	2 17	6 16	10 24	12 35	...	...	...	...	...	...
72 15	54 10	39 70	**Viviers**	7 53	...	10 50	9 40	...	...	2 29	6 27	10 35	...	...	...	...	...	...	...
73 3	55 0	40 35	**Chambery** ... arr.	8 9	5 47	11 8	9 54	...	...	2 45	6 45	10 51	12 58	...	...	...	...	...	...
...	...	...	,, ...(53) dep	—	6 20	11 17	10 1	...	...	...	6 57	...	1 5	...	...	...	...	...	...
74 65	55 95	41 0	**Les Marches**	...	6 51	11 37	...	...	...	...	7 18	...	...	...	...	...	...	...	...
75 0	56 25	41 20	**Montmelian**	...	6 55	11 40	10 26	...	...	...	7 36	...	...	...	...	...	...	...	...
...	...	...	**St. Pierre**	dep.	7 30	12 25	...	...	...	...	9 10	...	...	...	...	...	...	...	...
...	...	...	**Albertville**	arr.	8 23	1 17	...	...	...	...	9 53	...	...	...	...	...	...	...	...
76 35	57 20	42 9	**St. Pierre d'Albigny**	...	7 16	12 14	10 47	...	...	...	9 53	...	...	...	...	...	...	...	...
76 85	57 60	42 25	**Chamoussset**	...	7 25	12 23	...	...	...	...	8 8	...	1 52	...	...	...	...	...	...
77 80	58 30	42 75	**Aiguebelle**	...	7 40	12 37	11 9	...	...	...	8 23	...	2 10	...	...	...	...	...	...
79 5	59 25	43 50	**Epierre**	...	7 58	12 54	...	...	...	...	8 44	...	...	...	...	...	...	...	...
80 70	60 45	44 35	**La Chambre**	...	8 23	1 19	...	...	...	...	9 11	...	...	...	...	...	...	...	...
81 90	61 40	45 0	**St. Jean de Maurienne**	...	8 51	1 49	12 8	...	...	...	9 41	...	3 11	...	...	...	...	...	...
84 10	63	46 85	**St. Michel**	...	9 27	2 25	12 34	...	...	...	10 17	...	3 37	...	...	...	...	...	...
85 9	64 45	46 85	**La Praz**	...	9 53	2 51	...	...	...	...	10 43	...	...	...	...	...	...	...	...
87 5	65 25	47 45	**Modane** (*Buffet*)	arr	10 9	3 7	1 19	...	...	...	10 59	...	4 15	...	...	...	...	...	...
...	...	...	,, 850 (Roman time.	d	11 30	4 30	2 40	...	...	...	12 30	...	5 30	...	...	...	...	...	...
100 20	74 65	54 25	**Turin** (Roman Time.)	arr	4 10	9 4	6 1	...	...	...	4 10	...	8 50	...	...	...	...	...	...

Also 2nd Class to Geneva and Chambery.

Aix-les-Bains to Montmelian 4.30 p.m.

7.37 p.m.

Culoz to Chambery,

1 Cl.	p.m.	ught	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	...
	Turin (Rom. Tim.) d.	8 30	...	11 30	...	8 50	...	9 40	...
	Modane (*Buffet*) arr	12 15	...	3 30	...	12 34	p. m.	2 20	p.m.
	,, (Paris t.) dep	12 8	...	3 20	7 23	12 39	5 6	2 7	...
	La Praz		...	3 38	7 41	...	5 27	2 25	...
	St. Michel	12 50	...	4 7	8 15	1 21	6 4	3 54	...
	St. Jean de Maurienne	1 16	...	4 38	8 50	1 47	6 52	3 20	...
	La Chambre		...	4 56	9 8	...	7 20	3 48	...
	Epierre		...	5 18	9 30	...	7 43	4 10	...
	Montmelian	2 11	...	5 38	9 54	2 43	8 24	4 30	...
	Chamoussset	2 23	...	5 52	10 8	2 57	8 44	4 44	...
	Albertville ...dep.		...	5 5	9 10	2 5	...	...	...
	St. Pierre		...	5 48	10 2	2 48	...	...	...
	St. Pierre d'Albigny		a.m.	6 3	10 20	3 4	9 0	4 55	p.m.
	Montmelian	3 49	8 43	6 28	10 48	...	9 42	5 22	7 4
	Les Marches.....		8 54	6 39	10 56	...	9 55	5 35	7 16
	Chambery .....arr.	3 10	9 7	6 53	11 10	3 45	10 14	5 48	7 30
	,, (53) ....dep.	3 15	9 20	4 26	7 0	11 20	3 51	6 8	7 40
	Viviers		9 41	...	7 19	11 35	...	6 28	7 58
	Aix-les-Baims....arr.	3 37	9 51	4 52	7 28	11 43	4 13	6 38	8 7
	,, (53) ....dep.	3 38	...	4 58	7 35	11 52	4 19	6 47	8 16
	Châtillon		...	...	8 2	12 15	...	7 13	8 42
	Culoz (*Buffet*) ...	4 9	...	5 36	8 14	12 25	4 58	1 Cl 7	38 8 55

1 Cl.	2 Cl.	3 Cl.		night	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	...
			Geneva (246)....dep.	...	9 15	12 16	6 20	10 55	3 20	10 45	5 20	2 20
			Meyrin	...	9 27	...	6 32	11 7	...	...	5 32	2 32
			Satigny	...	9 35	...	6 40	11 15	...	...	5 40	2 40
			La Plaine	...	9 50	...	6 50	11 30	...	...	5 50	2 50
			Chancy	...	9 56	...	7	11 36	...	...	6	3 3
			Collonges	...	10 3	...	7 8	11 43	...	...	6 8	3 8
			Bellegarde .....arr.	...	10 23	2 0	7 28	12 3	4 8	11 33	6 28	3 28
			,, Fr. Customs] dep.	...	10 43	2 25	7 48	12 23	4 28	11 53	6 48	3 48
			Pyrimont	...	11 1	...	8 6	12 39	...	...	7 6	4 4
			Seyssel	...	11 13	...	8 18	12 50	4 53	...	7 18	4 15
			Culoz (page 54) arr.	a.m.	11 35	3 33	8 40	1 10	5 12	12 31	7 40	4 35
			.....dep.	4 17	...	5 45	8 54	1 19	5 20	12 36	7 49	4 43
			Artemare		...	6 2	9 9	1 32	...	...	8 4	4 50
			Virieu		...	6 12	9 18	1 40	...	...	8 13	5 4
			Rossillon		...	6 27	9 37	1 57	5 54	...	8 32	5 20
			Tenay		...	7 5	10 1	2 21	...	...	8 56	5 44
			Saint Rambert		...	7 19	10 13	2 33	...	...	9 8	5 56
			Amberieu .....arr.	5 27	...	7 39	10 31	2 49	6 34	1 46	9 26	6 14
			,, (53, 70) dep.	6 3	...	7 49	10 41	3 3	6 44	1 52	10 36	7 1
			Ambronay		...	8 2	11 18	...	...	...	10 36	7 19
			Pont-d'Ain.....		6 22	8 12	11 31	3 31	7	...	10 38	7 29
			La Vavrette.....		...	8 28	11 48	...	...	...	...	7 45
			Bourg.....arr.	6 51	a.m.	8 44	12 6	3 48	7 26	2 29	11 16	8 1
			,, (53, 60) dep.	6 55	6 20	...	12 15	3 56	7 27	2 30	11 32	8 8
			Polliat		6 37	...	12 33	4 12	...	...	...	8 25
			Méziriat		6 48	...	12 43	4 22	...	...	...	8 36
			Vonnas		6 57	...	12 52	4 30	...	...	...	8 45
			Pont-de-Veyle		7 12	...	1 7	4 44	...	...	...	9 0
			Macon (p. 49)....arr.	7 50	7 25	...	1 20	4 56	8 6	3	9 13	9 13
			,, ...dep.	8 34	7 39	...	1 38	...	8 49	3 32	1 17	9 27	9 27
			Chalons-sur-Saône	...	9 50	...	3 27	...	...	...	...	11 36	...
			Dijon	11 35	12 34	...	6 17	...	11	5 32	5 20	2 5	...
			Paris	5 40	10 14	...	4 10	...	5 15	11 0	3 23	11 40	...

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French Railways.

MARSEILLES, NICE and VENTIMILLE.

1 Cl.	2 Cl.	3 Cl.	Stations.	1 Cl.		1,2,3	1 Cl.	1,2,3	1,2,3	1 Cl.	1,2,3	1 Cl.	1,2,3	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1 & 2
fr. c.	fr. c.	fr. c.															San					
				a.m.		p.m.	a.m.			p.m.	a.m.	p.m.	a.m.		p.m.	a.m.	Remo	a.m.	a.m.	a.m.	a.m.	a.m.
...	...	...	Paris.....dep	6 30	...	10 55	11 15	...	...	7 15	6 30	9 0	3 0	Genoa .....dep	12 55	4 15	8 30		7 0	4 23	7 0	
				p.m.		p.m.	p.m.			a.m.	p.m.	a.m.	p.m.	Albenga dep.	4 39	...	...		6 17	...	...	
...	...	...	Lyon-Perr. dp	5 40	...	5 30	10 43	...	...	4 26	8 0	7 30	7 33	Roman Time.					a.m.			
Fr M	arseil	lles.	Marseilles arr	11 30	1,2,3	4 20	6 30	...	...	10 40	5 23	1 5	6 39	Ventimille arr	7 28	10 48	8 14	...	6 50	...	11 10	10 28	11 10
			(50) *1 & 2 Cl.	nght	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	1,2,3	French Time dp.	7 13	10 20	8 16	...	6 35	...	11 2	10 20	10 45
...	...	...	,, dep	12 5	1 47	6 35	7*50	...	5 45	1 20	11 15	8 50	4 15	Mentone.....arr.	7 44	10 39	8 38	...	6 55	a.m.	11 17	10 3-	1 5
2 5	1 55	1 15	Aubagne ...arr	12 29	2 42	7 24	8 18	6 36	1 58	...	9 41	6 51	5 0	,, dep.	7 59	10 54	8 54	...	7 10	8 30	11 30	10 53	1 30
			,, (57) dep	12 44	...	7 27	8 19	...	2 1	...	...	6 54	5 6	Cabbe-Roqueb...					7 20	8 40	11 38	11 2	1 31
3 30	2 45	1 80	Cassis	...	...	7 44	...	...	2 19	...	...	5 11	5 22	Monte-Carlo	8 20	11 16	4 14	...	7 30	8 50	11 45	11 12	1 41
4 55	3 40	2 50	La Ciotat.....	...	...	8 1	8 44	...	2 35	...	...	5 28	6 40	Monaco	8 26	11 22	4 26	...	7 36	8 59	11 50	11 19	1 47
7 10	5 30	3 90	Ollioules-St.-Nas	...	...	8 38	...	...	3 11	...	...	6 5	9 17	Eza	8 41	...	4 37	...	7 49	9 13	...	11 31	...
7 6	5 70	4 5	La Seyne.....	...	...	8 47	...	...	3 20	...	...	6 14	9 26	Beaulieu	8 49	...	4 45	...	7 57	9 21	...	11 39	...
8 20	6 20	4 55	Toulon ...arr.	2 9	...	8 56	9 23	a.m.	3 29	12 29	...	6 23	9 35	Villefranche	8 58	11 46	4 54	...	8 4	9 28	...	11 45	2 11
			(58) (Buff.)dep	2 17	...	10 0	9 49	6 40	3 41	12 36	...	6 35		Nice ..... arr	9 10	11 58	5 6	a.m.	8 16	9 39	12 16	11 56	2 23
9 60	7 30	5 25	La Pauline(58)...	...	...	10 37	...	7 2	4 2	...	...	6 57	...	,, (Buffet) dep	9 30	12 10	5 40	6 8		9 55	12 26	1 43	2 45
9 95	7 45	5 50	Lafarlede	...	...	10 50	...	7 17	4 10	...	...	7 6	...	Var	9 41	12 20	5 51	6 18		10 5	...	1 56	...
10 30	7 75	5 65	Sollies Pont	...	...	10 38	...	7 19	4 19	...	...	7 14	...	Vence-Cagnes ..	9 54	12 31	6 3	6 30		10 19	...	2 7	...
11 10	8 30	6 10	Cuers.....	...	...	10 50	...	7 33	4 32	...	...	7 27	...	Antibes	10 13	12 45	6 21	6 44		10 25	12 56	2 22	3 16
12 10	9 5	6 65	Puget-Ville	...	...	11 4	...	7 46	4 46	...	...	7 41	...	Golfe-Jouan	10 26	12 58	6 32	6 54		10 45	...	2 32	...
12 90	9 65	7 8	Pignans	...	...	11 24	...	8 6	5 6	...	...	8 2	...	Cannes .....dep	10 50	1 5	7 1	7 14		11 5	1 19	2 55	3 46
14 90	11 15	8 15	Le Luc et le Cann	...	...	11 53	...	8 35	5 37	...	...	8 32	...	Agay.....	...	...	7 45	7 57		11 45	1 53	3 39	...
16 0	11 95	8 80	Vidaubun	...	...	12 9	...	8 51	5 47	...	...	8 47	...	Frejus	12 25	...	8 10	8 24		12 9	2 13	4 3	4 44
16 75	12 50	9 20	Les Arcs.....	4 54	...	12 26	11 28	9 9	6 5	2 7	...	8 57	...	Draguignan dp			8 55	8 32		12 50	...	4 3	4 45
			Draguign arr	...	...	1 0	...	9 54	6 40	...	...	9 40	...	Les Arcs	1 4	6 0	9 55	9 17		1 32	3 0	5 10	5 33
19 45	14 55	10 70	Frejus	5 44	...	1 20	12 8	9 52	6 46	2 46	1,2,3	1 Cl		Vidaubun	...	6 10		9 29		1 12	...	5 42	
20 95	15 70	11 45	Agay	6 8	a.m.	1 54	...	10 19	7 9	...	a.m.	a.m.		Le Luc et le Cann	...	6 27		9 48		1 29	...	6 1	
23 80	17 90	13 10	Cannes (57) arr	6 48	7 6	2 34	1 3	11 0	7 50	3 39	8 15	9 46		Pignans	...	6 54		10 17		1 55	...	6 32	5 46
24 60	18 45	13 50	Golfe-Jouan			2 17	1 31	11 21	8 10	...	8 29	...		Puget-Ville	...	7 16		10 46		2 17	3 41	6 54	
25 20	18 90	13 90	Antibes	...	...	2 27	2 17	1 33	11 32	4 3	8 41	10 4		Cuers	...	7 29		10 53		2 29	...	7 7	
26 80	19 95	14 40	Vence-Cagnes ...	...	...	2 41	2 32	...	11 46	4 35	...	8 50	10 16	Sollies Pont	...	7 41		11 5		2 40	...	7 19	
27 0	20 20	14 85	Var	...	...	2 53	2 43	1 55	11 57	4 46	...	9 12	...	Lafarlede	...	7 49		11 19		2 47	...	7 26	
27 70	20 75	15 20	Nice .....arr	...	...	3 20	3 10	2 32	12 34	5 23	4 34	9 25	10 37	La Pauline.....	...	7 58		11 21		2 56	...	7 35	6 53
			,, (Buffet) dep	...	...	8 19	5 7	2 34	12 36	9 44	6 44		10 45	Toulon .....arr	4 59	8 17		11 40		3 15	4 26	7 54	7 8
28 20	21 15	15 50	Villefranche	...	...	8 30	5 19	2 35	12 42	9 56	6 53	...	...	,, (Buff.) dep	5 30	8 27		11 50		3 23	4 37	8 10	7 38
28 40	21 30	15 65	Beaulieu	...	...	8 37	5 26	...	12 49	10 3	...	...	...	La Seyne.....	5 39	8 36		12 10				8 20	...
28 80	21 60	15 80	Eza	...	...	8 45	5 34	...	12 57	10 11	5 1	...	...	Ollioules-St.-Nas	5 57	8 44		12 18				8 29	...
29 55	22 15	16 25	Monaco	...	...	9 3	5 48	3 1	1 12	10 29	5 11	...	11 93	La Ciotat.....	6 13	9 21		12 56		4 3		9 7	8 16
29 70	22 25	16 30	Monte-Carlo	...	...	9 10	5 53	3 7	1 18	10 35	5 16	...	11 78	Cassis	6 29	9 38		1 19		...		9 24	...
30 15	22 65	16 60	Cabbe-Roqueb. ...	...	...	9 19	6 3	...	1 32	10 44	...	1,2,3	11 41	Aubagne ...arr	6 43	9 53		1 36	p.m.	4 30		9 40	8 45
30 65	22 95	16 85	Mentone .....arr	...	...	9 28	6 12	3 24	1 40	10 53	5 29	a.m.	11 50	,, dep	6 50	9 55	10 5		1 49	5 46	4 32		9 43	8 48
			French Time dep.	...	...	9 43	...	3 40	1 55	...	5 41	4 55	...	Marseilles (51)	7 40	10 21	10 55		2 20	7 33	5 0	5 48	10 15	9 15
31 90	23 90	17 50	Ventimille arr.	...	...	10 3	...	4 0	2 15	...	5 56	5 15	...		1	Cl.	a.m.				a.m.	p.m.	p.m.	p.m.
			Ventimille dp	...	...	11 47	...	7 10	3 45	...	7 10	6 32	...	,, dep	8	0	10 45		11 5	...	6 20	6 20	10 55	10 0
39 25	29 5	21 90	Albenga ...arr.	...	...	2 29	...	...	...	...	¶	...	...	Lyon-Perr. ar	2	4	6 30		10 21	...	...	...	8 29	5 34
40 60	30 40	22 85	Genoa (252) ar	...	...	6 8	...	11 0	...	...	1 20	1 5	...	Paris ..... arr	11	0	5 5		3 23	...	9 55	9 55	10 36	5 40

CAVAILLON and MIRAMAS.

(59, 60)	a.m.	a.m.	p.m.	All 1, 2, 3 Class	a.m.	p.m.	p.m.
Cavaillon dep	6 25	9 41	5 20	Miramas.....d	8 25	12 55	6 46
Cheval-Blanc...	6 33	9 49	5 27	Grans.....	8 38	1 10	7 2
Orgon	6 38	9 55	5 33	Salon	8 49	1 20	7 13
Senas	6 48	10 5	5 43	Lamanon	9 1	1 33	7 25
Lamanon	6 50	10 14	5 51	Senas	9 9	1 42	7 33
Salon	7 0	10 30	6 5	Orgon	9 19	1 52	7 43
Grans	7 16	10 52	6 21	Cheval-Blanc...	9 25	1 58	7 49
Miramas/50a	7 30	10 52	6 25	Cavaillon arr	9 31	2 5	7 55

NIMES and AIGUES-MORTES

fr. c.	fr. c.	fr. c.	(57, 60)	a.m.	a.m.	p.m.
Fr.	Nim	es.	Nimes ..... dep	5 5	10 48	5 30
0 70	0 50	0 45	St-Cesaire (30)...	5 14	10 57	5 39
1 70	1 30	0 90	Generac.....	5 33	11 33	5 58
1 95	1 45	1 10	Beauvoisin	5 46	11 29	6 4
			Lunel (58) dep	5 50	11 35	6 6
3 20	2 45	2 0	Almargnes	6 22	12 11	6 37
3 25	2 95	2 10	St-Laurent-d'A ...	6 37	12 22	6 45
4 95	3 65	2 85	Aigues-Mortes	6 50	12 35	7 1

	a.m.	p.m.	p.m.
Aigues-Mortes	7 37	2 26	9 38
St-Laurent-d'A ...	7 56	2 43	9 49
Almargues	8 30	3 1	9 58
Lunel (53) arr	8 43	3 24	10 30
Beauvoisin	9 0	3 56	10 31
Generac.....	9 13	4 6	10 37
St-Cesaire	9 31	4 26	10 55
Nimes ..... arr	9 38	4 31	11 2

¶ The 7.15 p.m. Train from Paris arrives in Genoa at 11.20 p.m. the following evening, and in Rome at 9.55 a.m. the following day.

The 2.30 p.m. Train from Rome leaves Genoa the following morning at 7 a.m.; arriving in Paris at 9.55 a.m. the following day.

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STATIONS.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Saint-Aubain (Digue)dp.	8 0	10 40	2 55	6 50
Maillal	8 8	10 49	3 4	6 59
Les Grillons	8 27	11 7	3 22	7 17
Chaumpercier	8 41	11 21	3 36	7 31
Digue	8 51	11 31	3 46	7 41

STATIONS.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Digue	8 51	11 31	3 46	7 41
Chaumpercier	9 1	11 41	3 56	7 51
Les Grillons	9 15	11 55	4 10	8 5
Maillal	9 34	12 14	4 29	8 24
St-Aubain (Digue)arr.	9 43	12 23	4 38	8 33

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Digue	8 51	11 31	3 46	7 41
Chaumpercier	9 1	11 41	3 56	7 51
Les Grillons	9 15	11 55	4 10	8 5
Maillal	9 34	12 14	4 29	8 24
St-Aubain (Digue)arr.	9 43	12 23	4 38	8 33

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
St-Aubain (Digue)dp.	8 0	10 40	2 55	6 50
Maillal	8 8	10 49	3 4	6 59
Les Grillons	8 27	11 7	3 22	7 17
Chaumpercier	8 41	11 21	3 36	7 31
Digue	8 51	11 31	3 46	7 41

Stations.	1,2,3	1 Cl.	1,2,3	1,2,3	1 & 2	1,2,3	1 Cl.	1,2,3
	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.
MARSEILLES.....dep.	10 6	10 55	10 55	...	6 55	10 45	6 0	...
Chmse. ..... dep.	11 0	11 0	3 33	6 8	6 8	8 26	...	...
Givors..... arr.	11 15	11 15	3 48	6 23	6 23	8 41	...	...
† 1, 2, 3 Cl.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lyon-Perrac.(R.)dp	5 10	7 29	11 39	1 52	3 45	5 59	†5 40	10 50
Givors..... arr.	5 49	8 32	12 30	2 56	4 26	6 39	7 47	11 43
Rive-de-Gier(S.).....	6 15	9 4	1 12	3 28	4 51	7 8	8 26	12 10
St-Chamond	6 40	9 30	1 37	3 53	5 13	7 20	8 55	12 31
St.Etienne (S.) arr.	7 4	9 54	2 1	4 17	5 34	7 41	9 19	12 52
,, dep.	4 55	7 25	10 6	2 14	4 26	5 49		
St. Just	5 22	7 50	10 32	2 41	4 53	6 7	...	...
St.-Gulmier.....	5 37		10 47		5 8	6 19	...	...
Montrond.....	5 54	...	10 59	...	5 23	6 35	...	...
Feurs.....	6 9	...	11 17	...	5 40	6 51	...	...
Balbigny	6 24	...	11 32	...	5 55	7 6	...	...
Roanne..... arr.	7 26	...	12 34	...	6 57	7 51	...	...
,, (58) ...dep.	7 36	...	12 50	...	7 20	8 2	...	...
ST-GERMAIN-DES-FOSSES arr.	9 19	...	2 24	...	9 22	...	...	...
dep.	9 30	...	p.m. 3 2	...	10 12	9 46	...	...
MONTAROIS .....arr	2 33	...	10 38	...	...	...	...	...
PARIS	5 0	...	3 5	...	9 5	4 55	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
PARIS.....dep.	...	8 20	4 40	...	...	9 35	...	...
MONTAROIS ..... ,,	...	10 57	6 15	...	...	2 5	...	...
ST.-GERMAIN-DES-FOSSES arr.	...	4 1	3 29	...	...	9 40	...	...
dep. (58)	...	...	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.
Roanne.....arr.	...	...	5 41	8 0	...	11 54	5 40	...
,, ...dep.	...	...	5 54	8 10	...	12 20	5 45	...
Balbigny	...	...	6 44	9 21	...	1 29	6 32	...
Feurs.....	...	...	6 57	9 36	...	1 45	...	...
Montrond (Buffet)(62)	...	...	7 15	9 55	...	2 5	6 59	...
St Galmier.....	...	a.m.	7 30	10 14	p.m.	2 21	...	p.m.
St. Just	...	7 53	7 43	10 31	12 57	2 41	...	6 40
St.-Etienne (B) arr.	a.m.	8 20	8	3 10	57	1 24	3 11	7 40
,, (50,59) dep.	5 25	8 31	9	2 11	28	1 39	3 39	*5 4
St.-Chamond	5 51	8 54	9	29	11	53	2 5	4 3
Rive-de-Gier (Bft.	6 19	9 14	9	56	12	19	2 33	4 23
Givors (Buffet)	6 53	9 38	10	32	12	52	3 10	4 48
Lyon-Perrache	7 57	10 10	11	31	1	44	4 9	5 44
Givors (Buffet) a.	7 24	10	3	...	2	2	...	5 8
Chmse (50)....arr.	7 39	10	18	...	2	4	...	5 23
(50)	p.m.	p.m.				a.m.	a.m.	a.m.
MARSEILLES .....arr	6 39	11	0	3	15	...	4 20	5 23

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris .....dep.	10 11	25	9 40	1	30	3 15	6 0	9 35
Juvisy	7 53	12	11	10	22	2 12	3 57	6 42
Ris-Orangis	8 1	12	19	10	30	2 20	4 5	6 50
Evry	8 9	12	27	10	38	2 28	4 13	6 58
Corbeil .....arr.	8 14	12	32	10	43	2 33	4 18	7 3
,, ...dep.	8 34	12	44			2 49	4 29	7 13
Mennecy	8 40	1	4			2 55	4 46	7 32
Ballancourt.....	8 50	1	20			3 5	4 59	7 44
La Ferte-Alais	9 3	1	38			3 18	5 16	8 0
Maisse	9 22	2	4			3 36	5 33	8 23
Malesherbes (35) ...	9 55	2	46			4 29	6 29	8 50
Paisseux	10 15	3	7			4 50	...	...
Beaune-la-Rol Rolande	10 45	3	33			5 20	...	...
Montargis (58,62) ar	11 15	4	12			7 59	...	2 1

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Montargis .....dep	5 40	...	1 15	1 36
Beaune-la-Rol Rolande	6 18	...	1 58	2 12
Puiseaux	6 40	...	2 24	2 37
Malesherbes	7 5	...	2 50	3 2
Maisse	7 26	...	3 20	3 23
La Ferte-Alais	7 48	...	3 47	3 46
Ballancourt.....	7 58	...	4 6	3 57
Mennecy 1,2,3	8 9	...	4 18	4 9
Corbeil .....arr a.m.	8 25	a.m.	4 38	p.m.
dep	6 30	10	11	19
Evry	6 37	8	37	11
Ris-Orangis	6 44	8	44	11
Juvisy	6 52	8	52	11
Paris .....arr	7 36	9	29	12

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	p.m.	p.m.
Montargis .....dep	1 36	6 20	10	58
Beaune-la-Rol Rolande	2 12	7 16	11	45
Puiseaux	2 37	7 41	12	12
Malesherbes	3 2	7 52	12	41
Maisse	3 23	8 49	...	...
La Ferte-Alais	3 46	9 16	1	26
Ballancourt.....	3 57	9 27	...	...
Mennecy 1,2,3	4 9	9 39	...	...
Corbeil .....arr a.m.	4 28	p.m.	9	54
dep	6 30	10	10	19
Evry	6 37	8	37	10
Ris-Orangis	6 44	8	44	10
Juvisy	6 52	8	52	10
Paris .....arr	7 36	9	29	12

Corbeil to Paris, 7.31 p.m.

Paris to Corbeil—5.15 a.m., 6.50 p.m.

12.50 night.

PARIS to CORBEIL and MONTARGIS.—Chemin de fer de Paris a Lyon et a la Mediterranee.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis. fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	From Paris		Paris .....dep.	10	11	25	9	40	1	30	3 15	6 0
14½	2 30	1 75	Juvisy	7	53	12	11	10	22	2 12	3 57	6 42
16½	2 95	2 20	Ris-Orangis	8	1	12	19	10	30	2 20	4 5	6 50
18½	3 45	2 35	Evry	8	9	12	27	10	38	2 28	4 13	6 58
20½	3 55	2 45	Corbeil .....arr.	8	14	12	32	10	43	2 33	4 18	7 3
			,, ...dep.	8	34	12	44			2 49	4 29	7 13
25½	5 5	3 75	Mennecy	8	40	1	4			2 55	4 46	7 32
29½	5 75	4 30	Ballancourt.....	8	50	1	20			3 5	4 59	7 44
33	6 50	4 85	La Ferte-Alais	9	3	1	38			3 18	5 16	8 0
40½	8 0	5 95	Maisse	9	22	2	4			3 36	5 33	8 23
48	9 45	7 5	Malesherbes (35) ...	9	55	2	46			4 29	6 29	8 50
55½	10 90	8 25	Paisseux	10	15	3	7			4 50	...	...
64½	12 50	9 40	Beaune-la-Rol Rolande	10	45	3	33			5 20	...	...
75½	14 50	10 85	Montargis (58,62) ar	11	15	4	12			7 59	...	2 1

1,2,3	1,2,3	1,2,3	1,2,3
a.m.	a.m.	p.m.	p.m.
5 40	...	1 15	1 36
6 18	...	1 58	2 12
6 40	...	2 24	2 37
7 5	...	2 50	3 2
7 26	...	3 20	3 23
7 48	...	3 47	3 46
7 58	...	4 6	3 57
8 9	...	4 18	4 9
8 25	a.m.	4 38	p.m.
6 30	10	11	19
6 37	8	37	11
6 44	11	33	...
6 52	8	52	11
7 36	9	29	12

NEVERS, CLAMECY, AUXERRE and LAROCHE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
[53, 58]	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Nevers...dep	...	4 40	9 10	11 55	...	4 55	9 10
Guerigny	...	5 12	9 42	12 28	...	5 27	9 42
Clamecy 53	...	7 21	11 51	2 35	8 15	7 49	11 51
Cravant (59)	...	8 35	12 58	4 45	7 30	9 3	12 58
Auxerre arr.	...	9 6	1 31	5 23	8 1	9 35	1 31
,, dep	8 10	9 14	1 38	5 30	8 5	9 46	...
Monsteau	5 21	9 25	1 43	5 51	8 16	9 57	...
Chemilly	5 31	9 35	1 59	6 13	8 26	10 7	...
Bonnard	5 39	9 42	2 6	6 24	8 33	10 14	...
Laroche 48	5 46	9 50	2 14	6 33	8 41	10 23	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
[48, 49	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Laroche dep	2 40	7 15	10 45	2 45	5 45	9 9	...
Bonnard	...	7 24	10 54	2 54	5 54	9 18	...
Chemilly	2 55	7 31	11 1	3 1	6 1	9 26	...
Monsteau	...	7 41	11 11	3 11	6 15	9 35	...
Auxerre arr.	3 14	7 51	11 21	3 21	6 26	9 45	...
,, dep	3 20	7 5	11 59	3 36	6 41	...	...
Cravant	4 8	8 57	12 53	4 40	7 48	...	...
Clamecy ..	5 56	10 10	2 5	5 43	8 58	p.m.	...
Guerigny	7 40	...	4 01	...	10 35	12 45	...
Nevers ...arr	8 13	...	4 39	...	11 26	1 17	...

LIVRON and CREST.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
[50, 51	a.m.	a.m.	p.m.	p.m.
Livron dep	8 5	11 55	4 35	7 15
Pont-de-Liv.	8 11	12 1	4 41	7 21
Allex	8 24	12 14	4 54	7 34
Crest ...arr	8 34	12 28	5 8	7 48
	a.m.	a.m.	p.m.	p.m.
Crest ...dep	6 25	10 15	3 0	5 53
Allex	6 40	10 30	3 15	6 10
Pont-de-Liv.	6 53	10 43	3 28	6 23
Livron arr	6 58	10 48	3 33	6 28

TOULON and HYERES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
[55	a.m.	a.m.	p.m.	p.m.
Toulon dep	7 40	8 32	12 45	7 16
La Pauline ...	8 1	8 55	1 6	7 36
Hyeres arr	8 26	10 18	1 30	8 2
,, Salins	8 45	10 40	1 49	8 21
	a.m.	a.m.	p.m.	p.m.
Hyeres (Sal)	6 50	10 19	3 0	5 35
dep.	7 15	10 45	3 25	6 3
La Pauline ...	7 37	11 7	3 48	6 28
Toulon (55)	7 56	11 23	4 7	6 47

Extra.—Auxerre to Laroche, 4.27 p.m. * p.m. Extra.—Laroche to Auxerre, 12.20 p.m.

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TARASCON, MONTPELLIER, and CETTE.—Chemin de fer de Lyon a la Mediterranee.

Ex.—Cette to Montpellier, 6.0 a.m.

Stations.	1 Cl.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3			1,2,3	1,2,3
									p.m.	p.m.
(50, 51, 61)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.				
Tarascon.....dep.	2 20	4 0	7 15	9 5	10 15	1 20	3 35	...	...	8 30
Beaucaire	2 25	4 5	7 23	...	10 21	...	3 43	...	...	8 34
Manduel.....	...	4 31	7 52	...	10 47	...	4 12	...	...	9 3
Nimes .....arr.	3 7	4 50	8 14	9 33	11 6	2 0	4 34	...	6 45	9 25
,, **(50, 60)** .....dep.	3 27	5 15	...	9 50	11 15	2 6	4 48	...	6 53	9 56
,,	...	5 31	...	10 6	11 28	...	5 5	1,2,3	1,2,3	7 6 10 6
Milhaud	...	5 52	...	10 26	11 49	...	5 28	1 m.	p.m.	... 10 27
Vergeze	4 3	6 23	...	10 53	12 17	2 46	6 0	3 29	9 19	7 44 10 54
Lunel (54)	...	6 58	...	11 26	...	...	6 35	4 2	...	...
Saint-Aunes	...	7 16	...	11 46	...	...	6 54	4 20	...	...
Montpellier..... arr.	4 28	7 15	...	11 41	12 51	3 16	6 52	4 17	9 41	8 21 11 24
,, **(51)**.....dep.	4 34	7 27	...	11 46	1 0	3 25	7 0	4 22	9 49	8 30 11 29
Vic Mirepoix	...	7 51	...	12 10	1 4	...	7 24	4 40	...	... ...
Cette... **(43)** ..... arr.	5 7	8 21	...	12 37	1 53	4 6	7 51	5 11	10 21	9 13 12 10

Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	1.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Cette.....dep	3 10	...	...	5 40	10 0	10 10	3 30	6 6	7 49	8 10 11 55
Vic Mirepoix	...	...	...	6 3	...	10 36	3 53	6 27	...	... ...
Montpellier ...arr	3 46	...	...	6 24	10 37	10 59	4 16	6 50	8 19	8 51 12 25
,, ...dep	3 45	5 5	6 31	10 43	11 5	4 24	7 0	8 24	9 0	12 30
Saint-Aunes	...	...	6 49	...	11 23	4 40	7 18	...	...	... ...
Lunel	4 10	6 30	7 36	11 17	12 2	5 22	7 52	8 54	9 40	1 5
Vergeze	...	6 49	7 51	...	12 24	5 49	...	...	10 18	...
Milhaud	1,2,3	...	8 14	...	12 45	6 12	...	...	10 37	...
Nimes .....arr. a.m.	7 16	8 49	11 58	1 0	6 27	...	9 23	10 58	1 41
,, ...dep	5 40	7 40	8 37	12 0	1 11	6 40	...	...	11 18	1 49
Manduel.....	6 0	7 59	...	...	1 34	7 0	...	...	...	... ...
Beaucaire	6 32	8 32	9 16	...	2 9	7 36	...	...	12 0	2 32
Tarascon ..... arr.	6 35	8 35	9 19	1 24	...	7 39	...	...	12 3	2 35

MONTBELIARD to DELLE and PORRENTRUY.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.
Belfort (52) .....dep	4 45	5 50	10 42	2 12	5 30
Montbeliard	7 14	7 30	12 14	4 53	8 5
Fesches-le-Chatel	7 48	9 17	12 49	5 32	9 39
Morvillars.....	7 57	9 35	12 58	5 41	9 48
Grandvillars.....	8 5	10 31	1 6	5 51	9 56
Delle (248) .....arr	8 13	10 46	1 14	5 59	10 4
,, (Swiss Time.) dep.	9 26	...	1 48	6 35	...
Porrentruy ..... arr.	9 52	...	2 13	7 10	...

Stations.	8.M	Cl.	2 Cl.	3 Cl
	Dis.	fr.	c.	fr. c. fr. c.
	...	Fro'	Porr enty	**Porrentruy** .....dep.
	...	1 80	1 30	0 95 **Delle** (Swiss Time.)...arr.
	...	Fro'	Dull e	... **(248)**.....dep.
	32	0 70	0 55	0 35 Grandvillars.....
	55	1 10	0 80	0 60 Morvillars.....
	79	1 45	1 10	0 80 Fesches-le-Chatel .....
	102	3 45	2 55	1 85 **Montbeliard** ..... arr
	284	5 65	4 20	3 10 **Belfort** ..... arr

CANNES and GRASSE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Cannes .....dep.	6 26	10 10	2 47	7 5	
Mouans-Sart....	6 36	10 28	3 3	7 21	
Grasse.....arr	6 56	10 56	3 25	7 48	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Cannes .....dep.	7 30	1 20	3 55	5 40	8 0
Mouans-Sart....	7 57	1 43	4 18	6 11	8 28
Grasse.....arr	8 12	1 58	4 33	11 23	8 43

SUITS-RAVIERES A CHATILLON-SUR-SEINE.

Stations.	1, 2,3	1,2,3	1, 2,3
	a.m.	a.m.	p.m.
PARIS .....dep.	...	6 30	3 0
Suits-Raviers	9 25	12 20	9 30
Sennevoy ...[48	9 49	12 59	9 54
Laignes.....	10 3	1 27	10 9
Poinson	10 16	1 52	10 22
Ste. Colombe ...	10 30	2 22	10 42
Chatillon-S-S	10 35	2 29	10 47

Stations.	1, 2,3	1,2,3	1,2,3
	[25 a.m.	a.m.	p.m
Chatillon-S-S	6 0	10 27	7 35
Ste. Colombe	6 13	10 34	7 43
Poinson.....	6 35	10 46	7 57
Laignes.....	7 0	11 1	8 13
Sennevoy ... [49	7 23	11 13	8 27
Suits-Raviers	7 50	11 31	8 47
PARIS .....arr.	8 23	8 20	4 10

St. Colombe to Chatillon at 5.23, 9.56 a.m., 4.21 and 8.34 p.m., *vice versa* 7.20, 11.47 a.m., 3.43 and 7.24 p.m.

ANDELOT and CAMPAGNOLE.

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.
Andelot (52) d	5 0	10 35	8 15
Vers-en-Mont ...	5 14	10 56	8 29
Campagnoles ...	5 32	11 23	8 47

Stations.	1,2,3	1,2,3	1,2,3
	p.m.	a.m.	p.m.
Campagnoles	4 6	8 59	7 18
Vers-en-Mont ...	4 25	9 35	7 37
Andelot..... arr	4 38	10 0	7 50

ARLES to LUNEL and CETTE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.
MARSEILLES dep	6 0	6 55	11 5	5 15	6 30
Arles (54)	8 28	10 25	1 56	7 56	9 0
Saint-Gilles	9 11	10 56	2 28	8 24	9 32
Galician	9 31	11 15	2 48	...	9 52
Le Caillar	9 45	11 30	3 2	8 55	10 7
Aimargues	9 51	11 36	3 8	9 0	10 13
Mars llargues	9 59	11 44	3 16	...	10 21
Lunel .....arr.	10 8	11 53	3 24	9 12	10 30
,, **(51, 55)** dep	10 48	12 17	3 29	9 10	10 49
Montpellier ...	11 41	12 51	4 17	9 14	11 24
Cette (43) ...ar	12 37	1 53	5 11	10 21	12 10

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.
Cette .....dep	5 40	10 0	10 10	3 30	
Montpellier...	6 45	10 42	11 5	4 24	
Lunel ..... arr	7 23	11 2	11 55	5 15	
,, ...dep	7 58	11 37	12 19	6 6	
Marsillargues	8 8	11 45	12 36	6 14	
Aimargues.....	8 20	11 54	12 55	6 24	
Le Caillar	8 29	12 0	1 13	6 32	
Galician.....	8 45	12 15	1 43	6 47	
Saint-Gilles	9 1	12 37	2 25	7 5	
Arles (50)	9 47	1 6	3 37	7 32	
MARSEILLES arr	7 35	12 41	3 15	6 39	

Extra.—Arles to Lunel, 5.45 a.m. Cette to Arles and Marseilles, 5.5 a.m.

AUHAGNE and VALDONNE.—All 1,2,3 Class.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Auhagne ...dep	7 45	10 10	2 50	4 56	6 55
Pt. de L'Etoile ...	7 56	10 29	3 1	5 7	7 6
Roquevaire.....	8 4	10 44	3 9	5 15	7 14
Auriol	8 13	11 1	3 19	5 23	7 24
La Bouilladisse..	8 27	11 21	3 33	5 37	7 38
Valdonne ... arr	8 39	11 37	3 45	5 49	7 50

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Valdonne ...dep	5 50	8 40	12 40	2 25	5 50
La Bouilladisse ...	6 1	8 51	12 51	2 44	6 1
Auriol	6 13	9 4	1 4	3 17	6 14
Roquevaire.....	6 20	9 11	1 11	3 37	6 20
Pt. de L'Etoile ...	6 28	9 19	1 19	3 44	6 28
Auhagne ... arr	6 39	9 30	1 30	3 55	6 39

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1 Cl.	2 Cl.	3 Cl.	Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1 Cl.	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.	aris.		p.m.	a.m	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
From	m	P	aris.	**Paris**.....dep	5 30	7 30	...	11 47	8 50	4 40	8 20	9 35	
5 55	4 15	3 0		Melun.....arr	7 2	8 42	...	12 51	9 42	5 45	9 16		
7 25	5 40	4 0		**Fontainbleau**	7 29	9 8	6 2	1 18	9 59	6 11	9 37		
8 25	6 20	4 55		**Moret (48)**		9 24	6 29	1 35	10 14	6 29	9 51		
10 70	8 0	5 85		Nemours	...	9 58	7 15	2 14	10 35	7 3	10 17		
13 30	9 95	7 30		Ferrieres	...	10 28	7 56	2 47	...	7 33	...		
14 50	10 85	7 95		**Montargis** (Buffet)arr	a. m.	10 42	8 15	3	2 11	7	7 47	10 50	2 1
...	...	...		,, (p. **56, 62**) dep	5 32	11 40	...	3	13 11	30	8 15	10 57	2 10
19 15	14 30	10 50		Glen (**41**).....	6 50	12 51	...	4	18 12	14	9 17	11 41	3 14
20 35	15 20	11 15		**Briare**.....	7 10	1 9		4	34 ...		9 35	...	3 31
24 10	18 5	13 25		**Cosne**	8 21	2 20		5	37	1	10 36	12 30	4 28
25 20	18 90	13 90		Sancerre	8 41	2 36		5	53 ...		10 54	12 44	4 45
27 90	20 95	15 40		**La Charité**	9 32	3 20		6	36	1 40	11 34	1 14	5 29
31 25	23 45	17 20		Nevers (**53, 56**) ...arr	10 25	4		7	23	2 14	12 18	1 58	6 17
...	...	...		,, ...dep	10 58	4 55		7	34	2 20	12 40	1 55	6 37
32 50	24 40	17 85		**Saincaize.** (p. **41**) arr	11 15	5 11		7	51	2 33	12 57	2 9	6 55
...	...	...		,, ...dep	11 30	5 21				2 34	1 3	2 10	6 59
34 55	25 95	19 0		Saint Pierre.....	12 1	5 49				2 55	1 31	2 31	7 30
38 55	28 90	21 20		**Moulins-s-Allier** arr	12 51	6 35				3 24	2 18	3 1	8 20
...	...	...		,, (p.**42, 53**) dep	1 1	6 40				3 29	2 28	3 7	8 30
42 10	31 60	23 15		Varennes-sur-Allier.....	1 48	7 24	...	1,2,3	3	58	3 9	3 34	9 17
43 75	32 75	24 0		**St. Germ.-des-Fos.** a	2 11	7 45	...	a.m.	4	13	3 29	3 53	9 40
...	...	...		**St. Germain** ...dep	...	8 12	...	...	4	30		4 27	10 20
...	...	...		**Vichy** .....arr	...	8 31	...	...	4	49	...	4 46	10 34
...	...	...		**St. Germ.-des-Fos.** d	2 51	8 17		5	55	4	25	4 8	10 19
45 85	34 35	25 15		**La Palisse**	3 18	8 50		6	28	4	47	4 33	10 43
47 90	35 95	26 20		St. Martin d'Estrea	3 47	9 25	+	7	4	...		4 58	11 11
49 5	36 7	26 85		La Pacandiere	4 1	9 40	...	7	21	...		5 11	11 24
50 28	37 65	27 65		St. Germain Lespin	4 16	9 58	...	7	39	...		5 25	11 38
51 85	38 85	28 50		**Roanne,**(p.**59**) .....arr	4 33	10 19	a.m.	8	0	5	40	a.m.	11 54
...	...	...		,, ...dep	5	‡1 30	4 0	8	10	5	45	6 26	5 54
55 30	41 45	30 40		Amplepuis	6	9	3 11	5	0	...		7 24	...
57 0	42 75	31 35		**Tarare** .....arr	6 44	3 47	5 35	...		...		7 59	...
...	...	...		,, ...dep	6 57	4 2	5 40	...		...		8 9	...
57 60	43 45	31 70		Pontcharra St. F.	7 7	4 12	5 50	...		...		8 19	...
58 10	43 60	32 0		St. Romain de Pop.	7 16	4 26	6 0	...		...		8 28	...
59 0	44 25	32 45		**L'Arbresle (62)**.....	7 31	4 45	6 16	...		...		8 43	...
59 70	44 80	32 85		Lozanne	7 45	4 58	6 27	...		...		8 54	...
60 35	45 25	33 20		Chazay Marcilly.....	7 54	5 7	6 36	...		...		9 3	...
60 60	45 45	33 30		Les Chères	8 10	5 14	6 42	...		...		9 9	...
60 60	4 545	33 30		St. Germain-au-M.-D'Or	8 14	5 30	7 0	...		...		9 22	...
60 95	45 75	33 35		Neuville (**48**)		5 37	7 7	...		...		...	...
61 20	45 90	33 65		Couzon		5 44	7 14	...		...		...	...
61 60	46 20	33 85		Collonges Font		5 51	7 21	...		...		...	...
62 5	46 55	34 15		Isle Barbe.....		6 0	7 29	...		...		...	...
62 45	46 85	34 34		**Lyon** (Vaise).....arr	8 41	6 10	7 39	...		...		9 49	...
...	...	...		,, ,, ...dep	8 45	6 15	7 44	...		...		9 54	...
63 5	47 30	34 70		,, ...(Perrache)arr.	8 54	6 25	7 53	1	44	9	45	10 3	10 16
...	...	...			ni'ht	p.m.						a.m.	a.m.
...	...	...		**Lyon** (Perrache) dep	10 43	8 0	9 40	...		...		10 55	10 55
43 30	32 50	23 85		**Marseilles... (50)**ar	8 45	5 33	11 0	...		...		8 37	11 0

Stations.	1,2,3	1—3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
			a.m.	p.m.					
Marseilles.....dep	...	...	6 55	10 55	...	...	...	...	...
Lyon (Perrache) arr (**51**)	...	...	6 5	8 29	...	...	...	...	...
	p.m.		p.m.	a.m.	p.m.	...	a.m.	p.m.	...
Lyon (Perrache)...dep.	3 0	...	6 15	8 41	3 22	...	5 55	3 45	...
,, (Vaise) .....arr	3 8	...	6 23	8 49	3 30	...	6 4	...	...
,, ,, ...dep	3 12	...	6 33	8 54	3 35	...	6 14	...	...
Isle Barbe.....		...	6 44	...	...	...	...	...	...
Collonges Font		...	6 52	...	...	...	...	...	...
Couzon		...	6 59	...	...	...	...	...	...
Neuville.....		...	7 6	...	...	...	...	...	...
St. Germain-au-M.-D'Or	3 37	...	7 15	9 24	4 2	...	6 53	...	...
Les Chères		...	7 26	9 35	4 16	...	7 6	...	...
Chazay Marcilly.....		...	7 33	9 41	4 23	...	7 13	...	...
Lozanne		...	7 44	9 50	4 32	...	7 23	...	...
L'Arbresle.....		...	7 59	10 6	4 48	...	7 43	...	...
St. Romain de Pop.	4 25	...	8 1	10 20	5 3	...	8 4	...	...
Pontcharra St. F.		...	8 25	10 30	5 14	...	8 21	...	...
Tarare (Buffet)...arr.	4 41	a.m.	8 36	10 39	5 25	...	8 55	...	...
,, ...dep	4 46	5 33	8 45	10 45	5 34	...	8 45	...	...
Amplepuis	5 21	6 12	9 30	11 24	6 15	...	9 32	...	...
Roanne (56).....arr	6 10	7 8	10 46	12 14	7 8	...	10 31	7 54	...
,, ...dep	6 16	7 36	...	12 50	7 20	...	...	8 2	...
St.-Germain Lespin	6 33	7 54	...	1 10	7 40	...	...	...	...
La Pacaudiere.....	6 47	8 9	...	1 27	7 57	...	...	...	...
St. Martin-d'Estre.....	7 0	8 25	...	1 44	8 14	...	8 45	...	...
La Palisse	7 23	8 53	...	2 14	8 42	1 Cl.	9 8	...	...
St.-Germ.-des-Fos. a	7 43	9 19	...	2 42	9 8	a.m.	9 30	...	...
Vichy .....dep	7 27	...	...	2 0	9 12	8 52	9 12	1,2,3	...
St. Germain	7 45	...	...	2 18	9 30	9 10	9 30	a.m.	...
St-Germ.-des-Fos.dp	8 15	10 25	...	3 2	9‡46	9 30	10 12	6	...
Varennes-sur-Allier	8 46	10 47	...	3 24	...	9 55	10 31	6 2	...
Moulins-s-Allier arr (**42, 53**) dep	10 0	11 33	...	4 10	10 26	10 14	11 11	6 48	...
		11 45	...	4 21	10 31	10 19	11 23	6 56	...
Saint Pierre.....	...	12 41	...	5 17	11 4	10 52	12 17	7 52	...
Saincaize ..... arr	...	1 8	...	5 44	11 22	11 10	12 41	8 19	...
,, ...dep	...	1 10	...	5 49	11 25	11 14	12 56	8 24	...
Nevers.....arr	a.m.	1 27	...	6 6	11 39	11 27	1 12	8 41	...
,, ...dep	5 0	1 38	...	6 21	11 46	11 51	1 30	8 53	...
La Charité	5 48	2 27	...	7 15	12 19	12 28	2 20	9 41	...
Sancerre	6 26	3 7	...	7 59	12 45	...	2 55	10 18	...
Cosne	6 46	3 25	...	8 20	1 2	1 6	3 16	10 37	...
Briare.....	7 42	4 21	...	9 20	...	...	4 6	11 33	...
Gien	8 2	4 41	...	9 46	1 50	1 54	4 26	11 52	...
Montargis (Buffet) arr	8 59	5 38	...	10 42	2 20	2 33	5 20	12 49	...
,, ...dep	9 13	5 53	...	10 58	2 35	2 38	5 35	12 57	...
Ferrieres	9 28	6 10	...	...	...	...	5 59	1 14	...
Nemours	10 3	6 53	1, 2, 3	...	...	3 11	6 28	1 50	...
Moret.....	10 40	7 32	a.m.	...	3 34	3 35	p.m.	7 5	2 26
Fontainbleau	11 6	7 54	7 0	...	...	3 47	4 35	7 27	2 47
Melun.....	11 35	8 24	7 28	...	...	4 7	5 2	7 57	3 15
Paris .....arr.	1 12	9 50	8 53	3	5	4 55	5 0	6 25	9 5

1,2,3	1,2,3	1,2,3	1,2,3
...	...	...	...
...	...	...	...
...	...	...	...
a.m.	p.m.	p.m.	...
5 55	3 45	...	...
6 4	...	...	...
6 14	...	...	...
...	...	...	...
...	...	...	...
...	...	...	...
...	...	...	...
6 53	...	...	...
7 6	...	...	...
7 13	...	...	...
7 23	...	...	...
7 43	...	...	...
8 4	...	...	...
8 21	...	...	...
8 55	...	...	...
8 45	...	...	...
9 32	...	...	...
10 31	7 54	...	...
...	8 2	...	...
...	...	...	...
...	...	...	...
...	...	...	...
8 45	...	...	...
9 8	...	...	...
9 30	a.m.	...	...
9 30	6	...	...
10 31	6 2	...	...
11 11	6 48	...	...
11 23	6 56	...	...
12 17	7 52	...	...
12 41	8 19	...	...
12 56	8 24	...	...
1 12	8 41	...	...
1 30	8 53	...	...
2 20	9 41	...	...
2 55	10 18	...	...
3 16	10 37	...	...
4 6	11 33	...	...
4 26	11 52	...	...
5 20	12 49	...	...
5 35	12 57	...	...
5 59	1 14	...	...
6 28	1 50	...	...
7 5	2 26	...	...
7 27	2 47	...	...
7 57	3 15	...	...
6 25	9 5	4 40	...

Ex.—Paris to Fontainbleau 10.0 a.m., 9.5 p.m., 12.40 night. Fontainebleau to Paris, 6.0 a.m. For other Trains between Paris & Fontainebleau, and *vice versa*, see pages 48, 49. **Extra Trains.**—Nevers to Saincaize 8.20 a.m., 12 0 noon and 3.24 p.m.; and *vice versa* 6 40, 11 24 a.m., 10 25 p.m.

Montpelier (57) to Palavas.—6.0, 10,5 a.m.; 1.35, 4.30 p.m.; and *vice versa* 6.45, 10.38 a.m.; 3.18, 5.38 p.m.

LYONS, GRENOBLE, GAP & MARSEILLES—GAP & VEYNES—TRETS & GARDANNE.

Ch.	Ch.	Stations.	1,2,4	1,2,4	1,2,3	1,2,3	1,2,3	Stations.	1,2,4	1,2,4	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Ch.	Ch.	fr. c. fr. c.	p.m.	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.
0	0	Lyons-Perrache ..dep	9 15	4 0	7 10	11 55	...	Marseilles ...dep	6 10	...	...	...	...	Veynes ...dep	5 35	10 45	1 30	6 10	9 30
2	2	Lyons-Quaintin	9 19	4 10	7 18	12 03	...	Septeme	7 7	...	...	...	...	Aspres	...	11 4	...	6 43	10 6
6	10	Givors	9 40	4 31	7 39	12 24	...	Gardanne ...arr	11 35	...	...	...	...	Chorges	...	11 30	...	7 10	10 33
9	10	Bourgelin	9 52	4 43	7 51	12 36	...	" ...dep	...	6 50	...	2 30	...	Savines	...	11 50	...	7 30	10 53
13	15	La Tour-du-Pin	10 13	5 3	8 12	12 57	...	Trets	...	7 15	...	2 55	...	Espinasses	...	12 5	...	7 45	11 8
17	20	St. André-le-Gas	10 30	5 20	8 29	1 14	...	Peynier	...	7 33	...	3 13	...	Embrun	...	12 20	...	8 0	11 23
20	25	Chabons	10 44	5 34	8 43	1 28	...	Gardanne ...arr	...	7 46	...	3 26	...	Mont-Dauphin	...	12 34	...	8 13	11 36
24	30	Voreppe	10 57	5 47	8 56	1 41	...	Pertuis ...dep	6 30	...	...	...	...	Guillestre	...	12 48	...	8 27	11 50
27	35	Moirans	11 7	5 57	9 6	1 51	...	" ...arr	6 50	...	...	...	...	Mont-Dauphin	...	12 58	...	8 37	12 0
30	40	Voreppe	11 17	6 7	9 16	2 1	...	Mirabeau	7 5	...	...	...	...	Eygliers	...	1 13	...	8 52	12 15
34	45	Moirans	11 27	6 17	9 26	2 11	...	Manosque	7 22	...	...	...	...	Aiguilles	...	1 28	...	9 7	12 30
37	50	Rives (53)	11 37	6 27	9 36	2 21	...	Saint Auban arr	7 41	10 17	2 4	...	...	Chateau-Queyras	...	1 43	...	9 22	12 45
41	55	Voiron	11 47	6 37	9 46	2 31	...	" ...dep	7 44	10 21	2 43	...	...	Aspres	...	1 48	...	9 27	12 50
45	60	Wolfrans (53)	11 58	6 48	9 57	2 42	...	Gardanne ...dep	7 46	10 33	3 45	...	...	Veynes ...arr	...	2 0	...	9 39	1 2
48	65	Grenoble (53)	12 8	6 58	10 7	2 52	...	Aix	8 13	11 40	4 56	...	...	Veynes ...dep	5 35	10 45	1 30	6 10	9 30
48	65	Grenoble	12 10	7 0	10 9	2 54	...	Pertuis ...arr	8 28	11 55	5 11	...	...	Veynes ...arr	5 50	11 0	1 45	6 25	9 45
52	70	Vif	12 20	7 10	10 19	3 4	...	Mirabeau	8 44	12 11	5 27	...	...	Veynes ...dep	5 55	11 5	1 50	6 30	9 50
56	75	Claix	12 30	7 20	10 29	3 14	...	Manosque	8 57	12 24	5 40	...	...	Clelles	6 10	11 20	2 5	6 45	10 5
60	80	Fro Grenoble	12 40	7 30	10 39	3 24	...	Mirabeau	9 16	12 43	5 59	...	...	Mens	6 30	11 40	2 25	7 5	10 25
64	85	Clelles	12 50	7 40	10 49	3 34	...	" ...dep	9 20	12 45	6 0	...	...	Tréminis	6 40	11 50	2 35	7 15	10 35
69	90	Mens	1 0	7 50	10 59	3 44	...	Aix	9 47	1 12	6 27	...	...	Clelles	6 55	12 5	2 50	7 30	10 50
74	95	Tréminis	1 10	8 0	11 9	3 54	...	" ...arr	10 2	1 22	6 42	...	...	Claix	7 5	12 15	3 0	7 40	11 0
80	100	Clelles	1 20	8 10	11 19	4 4	...	Gardanne ...dep	7 27	10 31	3 20	...	...	Fro Grenoble	7 16	12 26	3 11	7 51	11 11
84	105	Chabestan	1 30	8 20	11 29	4 14	...	Trets	7 53	11 0	3 47	...	...	Grenoble	7 26	12 36	3 21	8 1	11 21
88	110	Monestier	1 40	8 30	11 39	4 24	...	Gardanne ...arr	8 13	11 40	4 6	...	...	Grenoble	7 30	12 40	3 25	8 5	11 25
92	115	Vif	1 50	8 40	11 49	4 34	...	" ...dep	8 44	12 0	4 30	...	...	Wolfrans (53)	7 40	12 50	3 35	8 15	11 35
96	120	Gières	2 0	8 50	11 59	4 44	...	Peynier	8 57	12 13	4 43	...	...	Voiron	7 50	1 0	3 45	8 25	11 45
100	125	Grenoble	2 10	9 0	12 9	4 54	...	Trets	9 16	12 32	5 2	...	...	Rives (53)	8 0	1 10	3 55	8 35	11 55
104	130	Fro Grenoble	2 20	9 10	12 19	5 4	...	Pertuis ...arr	9 30	12 45	5 16	...	...	Grenoble	8 10	1 20	4 5	8 45	12 5
108	135	Claix	2 30	9 20	12 29	5 14	...	Aix	9 47	1 12	5 33	...	...	Grenoble	8 15	1 25	4 10	8 50	12 10
112	140	Vif	2 40	9 30	12 39	5 24	...	Gardanne ...dep	10 2	1 22	5 48	...	...	Claix	8 25	1 35	4 20	9 0	12 20
116	145	Varces	2 50	9 40	12 49	5 34	...	Rognac	10 11	1 31	5 57	...	...	Vif	8 35	1 45	4 30	9 10	12 30
120	150	Varces	3 0	9 50	12 59	5 44	...	Vitrolles	10 20	1 40	6 6	...	...	Gières	8 45	1 55	4 40	9 20	12 40
124	155	Gap	3 10	10 0	1 9	5 54	...	Marignane	10 30	1 50	6 16	...	...	Grenoble	8 50	2 0	4 45	9 25	12 45
								Marseilles ..arr	10 45	2 5	6 30	...	...						

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
Gap ..... dep	3 10	10 0	1 9	5 54	...	Pertuis ..... dep	5 0	...	...	...	...	Veynes ..... dep	5 35	10 45	1 30	6 10	9 30
Chorges	3 23	10 13	1 22	6 7	...	Cadenet	5 23	...	...	...	...	Aspres	...	11 4	...	6 43	10 6
Savines	3 40	10 30	1 39	6 24	...	Meyrargues	5 40	...	...	...	...	Chorges	...	11 30	...	7 10	10 33
Espinasses	3 51	10 41	1 50	6 35	...	Cheval-Blanc	6 8	...	...	...	...	Savines	...	11 50	...	7 30	10 53
Embrun	4 4	10 54	2 3	6 48	...	Cavaillon ...dep	6 28	9 37	11 21	2 24	5 26	Espinasses	...	12 5	...	7 45	11 8
Mont-Dauphin	4 14	11 4	2 13	6 58	...	Lisle-sur-Sorgue	6 46	9 55	11 39	2 54	5 45	Embrun	...	12 20	...	8 0	11 23
Guillestre	4 28	11 18	2 27	7 12	...	Gadagne	7 3	10 12	11 51	3 12	6 4	Mont-Dauphin	...	12 34	...	8 13	11 36
Eygliers	4 43	11 33	2 42	7 27	...	Morières	7 17	10 26	12 5	3 29	6 18	Guillestre	...	12 48	...	8 27	11 50
Mont-Dauphin	4 53	11 43	2 52	7 37	...	Montfavet	7 24	10 33	2 13	3 37	6 25	Mont-Dauphin	...	12 58	...	8 37	12 0
Chateau-Queyras	5 20	...	3 19	8 3	...	Avignon ..... arr	7 34	10 43	12 23	3 46	6 35	Eygliers	...	1 13	...	8 52	12 15
Aspres	5 25	...	3 24	8 8	...							Aiguilles	...	1 28	...	9 7	12 30
Veynes ..... arr	5 35	10 45	3 30	8 15	...							Chateau-Queyras	...	1 43	...	9 22	12 45
												Aspres	...	1 48	...	9 27	12 50
												Veynes ..... arr	...	2 0	...	9 39	1 2

BONSON and ST. BONNET.

Stations.	a.m.	a.m.	p.m.
Bonson (50) ..... dep.	8 25	1 5	7 5
St. Bonnet ..... arr.	8 35	1 15	8 20

Stations.	a.m.	a.m.	p.m.
St. Bonnet ..... dep.	6 5	11 55	3 55
Bonson ..... arr.	7 30	12 30	5 5

ST. ETIENNE, LE PUY, and LANGEAC. (All 1, 2, 3 Class.)

(50, 56)	a.m.	a.m.	a.m.	p.m.	p.m.
St. Etienne (B.) d	7 17	8 50	11 30	4 43	7 50
Bellevue	7 29	9	11 46	5 2	8 6
Firminy	7 54	9 25	12 15	5 29	8 33
Pont-de-Lignon ...	8 49	10 22	a.m.	6 25	...
Retournac	9 12	10 55	6 30	6 48	...
La Voute-sur-Loire a.m.	9 50	11 41	7 44	7 35	p.m.
Le Puy ..... arr.	5 17	10 25	12 4	8 13	7 58
St. George's d'A	7 10	...	4 4	...	7 32
Langeac ..... arr.	7 36	...	4 29	...	8 0

(60)	a.m.	p.m.	p.m.	p.m.
Langeac ...dep.	...	9 40	4 24	4 30
St. George's d'A	...	10 5	4 54	5 5
Le Puy ...dep.	5 6	1 35	6 48	7 4
La Voute-sur-L.	5 25	1 56	...	7 24
Retournac ...	6 11	2 43	...	8 11
Pont-de-Lig a.m.	6 38	3 11	...	7 30
Firminy ...	10 23	7 38	4 12	9 43
Bellevue ...	10 51	8 1	4 36	3 11
St. Etien. ...	11 8	8 16	4 50	3 27

AVIGNON and PERTUIS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Pertuis ..... dep.	5 0	...	...	10 5	...	...	...	...	...	...	...	...
Cadenet	5 23	...	...	10 28	...	...	...	...	...	...	...	...
Meyrargues	5 40	...	...	10 51	...	...	...	...	...	...	...	...
Cheval-Blanc	6 8	...	...	11 9	...	...	...	...	...	...	...	...
Cavaillon ...dep	6 28	9 37	11 21	2 24	5 26	6 6	6 38	...	...	...	...	...
Lisle-sur-Sorgue	6 46	9 55	11 39	2 54	5 45	6 24	6 56	...	...	...	...	...
Gadagne	7 3	10 12	11 51	3 12	6 4	6 34	...	...	...	...	...	...
Morières	7 17	10 26	12 5	3 29	6 18	6 52	...	...	...	...	...	...
Montfavet	7 24	10 33	2 13	3 37	6 25	6 59	...	...	...	...	...	...
Avignon ..... arr	7 34	10 43	12 23	3 46	6 35	9	...	...	...	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Avignon (50) dp	5 10	8	10 45	1 30	6 10	9 30	...	...	...	...	...	...
Montfavet	5 20	8 10	10 55	1 40	6 20	9 40	...	...	...	...	...	...
Morières	5 27	8 17	11 2	1 47	6 27	9 47	...	...	...	...	...	...
Gadagne	5 41	8 31	11 16	2 1	6 41	10 1	...	...	...	...	...	...
L'Isle-Sur-Sorgue	5 54	9 21	2 19	4 20	6 25	10 11	...	...	...	...	...	...
Cavaillon (55, 60	6 9	9 36	2 33	4 34	6 40	10 26	...	...	...	...	...	...
Cheval-Blanc	6 47	...	3 12	5 10	...	...	...	...	...	...	...	...
Meyrargues	7 5	...	3 31	5 30	...	...	...	...	...	...	...	...
Cadenet	7 27	...	3 53	5 52	...	...	...	...	...	...	...	...
Pertuis (50) arr	8 0	...	4 25	6 25	...	...	...	...	...	...	...	...

CHAVANT to LAUMES.—All 1,2,3 class.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Cravant (58) dep	4 3	9 0	1 10	...	7 50
Arcy-sur-Cure	4 25	9 26	1 27	...	8 19
Avallon ..... arr	5 5	10 13	2 25	p.m.	9 5
" ..... dep	5 10	10 34	...	5 25	...
Pasmar ..... arr	6 8	11 27	...	6 43	a.m.
" ..... dep	6 11	11 47	...	6 57	9 10
Les Laumes arr	6 50	12 25	...	7 45	9 53

Stations	a.m.	a.m.	p.m.	p.m.	p.m.
Les Laumes (48)	...	7 40	1 5	4 28	8 50
Semur ..... arr	...	8 26	1 47	5 6	9 32
" ..... dep	6 10	8 44	...	5 12	...
Avallon ..... arr	7 11	9 46	...	6 13	p.m.
" ..... dep	7 16	11 15	...	6 15	7 32
Arcy-sur-Cure	7 59	12 3	...	6 56	8 13
Cravant ..... arr	8 23	12 28	...	7 19	8 42

St. Rambert d'Albon & Annonay.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
St. Rambert (50, 55	7 50	9 55	2 35	9 0
Peyraud	7 58	9 43	4 43	9 6
Midon	8 22	10 36	5 7	9 32
Annonay ..... arr	8 33	10 57	5 18	9 43
" ..... dep	...	...	...	...
Annonay ..... dep	3 46	11 22	3 10	5 50
Midon	3 58	11 39	3 22	6 2
Peyraud	4 24	12 12	3 46	6 27
St. Rambert ..... a.	4 39	12 19	3 53	6 37

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SAINT-GERMAIN-DES-FOSSES and NIMES.

Stations.	1,2,3	1,2,3	1,2,3	1 Cl.	1,2,3	1,2,3	1 Cl.
	p. m.	a. m	a. m	a. m	a. m.	p. m.	p. m.
St. Germain (59) d	8 7	3 55	5 50	4 15	10 25	3 5	4 20
Saint-Remy	8 17	...	6 3	...	10 38	3 17	...
Gannat (34)	8 55	4 31	7 0	4 52	11 30	4 0	4 51
Aigueperse	9 14	4 48	7 28	5 9	11 48	4 18	...
Riom	9 43	5 10	8 10	5 31	12 15	4 49	5 20
Clermont-Fer'nd	10 7	5 30	8 45	5 51	12 39	5 13	5 52
,, (50) dep.		6 10	9 0		12 55	6 10	6 2
Les Martres	...	6 40	9 30	...	1 27	6 37	...
Issoire arr	...	7 17	10 7	...	2 8	7 13	6 40
dep	...	7 21	10 11	...	2 13	7 17	6 43
Le Breuil	...	7 37	10 25	...	2 32	7 31	...
Brassac	...	7 50	10 38	1,2,3	2 59	7 48	7 24
,, (42)...dep.	...	8 11	11 4	p.m.	3 13	8 5	7 34
Brioude	...	8 50	11 9	6 25	3 23	8 10	7 39
Ste. Thaguet	...	9 11	11 30	8 37	3 51	8 27	7 45
St. George d'Aurac 59	...	9 42	...	9 36	4 29	...	8 13
Langeac (59)	...	10 18	a. m	9 51	4 38	...	8 23
Langogne	...	12 35	4 50	...	5 20	...	8 42
Villefort	1,2,3	2 15	6 26	1,2,3	7 34	...	10 51
Genolhac	a. m.	2 52	7 1	p. m.	1,2,3	1,2,3	1,2,3
Gr'COMBE { La Levade	5 10	3 43	7 58	12 35	a.m.	p. m.	p.m.
{ La Plse ..	5 47	3 53	8 9	12 47	4 31	...	6 20
Alais arr	6 23	4 25	8 44	1 31	7 15	2 4	...
,, 61) ...dep	6 40	4 38	a. m	...	7 40	2 9	...
Vezenobres	7 3	5 1	9 19	...	8 3	...	...
Boucoiran	7 18	5 16	9 34	...	8 18	...	...
Fons	7 42	5 34	9 58	...	8 42	...	...
Nimes (55, 57) arr	8 20	10	10 36	...	9 20	3 15	...
CETTE	12 37	9 13	1 53	...	12 10	5 7	...
MARSEILLES...arr	12 41	11 0	3 15	...	4 20	9 47	...

Extra.—Gannat to Clermont, 9 25 a.m. ; Clermont to Issoire, 8.35 p.m.

CAVAILLON and APT.

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p. m.	p.m.
Perpignan dep.	7 27	10 47	2 45
Le Soler..... (58)	7 53	11 13	3 4
Villas	8 28	11 37	3 46
Elne	8 37	11 47	3 56
Port-Vendres	9	11 57	4 6
Prades ... arr.	9 49	12 40	4 35

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p. m.	p.m.
Prades ..... dep.	5 50	1 45	5 50
Ria-sisteron	6 3	1 58	6 3
Villas	...	7 9	12 58
Vernet-les-Bains	...	7 45	1 34
Villefranche	...	8 16	2 5
Perpignan arr.	6 58	8 43	2 32

Stations.	1,2,3	1,2,3	1 Cl.
	a. m.	p. m.	p.m.
Cavaillon ..... (55,59)	6 00	2 42	10 43
Robions	6 7	2 54	10 51
Maubec	6 13	3 1	10 57
Goult	6 20	3 14	11 3
Bounieux	6 29	3 22	11 13
Gordes	6 38	3 31	11 22
Le Chene	6 46	3 39	11 30
Apt ..... arr.	6 56	3 49	11 40

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p. m.	p.m.
Apt ..... dep.	7	4	12
le Chene	7 10	4 14	12 24
Bounieux	7 18	4 22	12 32
Goult	7 27	4 31	12 41
Maubeck	7 36	4 40	12 50
Robions	7 43	4 47	12 57
Cavaillon ..... arr.	7 55	5 00	1 10

MARSEILLES and CETTE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl	1 Cl	1,2,3
	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.
MARSEILLES ...dp	...	...	11 35	...	10 45	6 20	11 5
					1,2,3		p.m.
CETTE .....dep	...	...	...	3 10	10 10	7 49	3 30
* 1, 2, 3 class.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Nimes (57) ..... dep	5 5	...	...	7 27	*2 40	9 40	7 30
Fons	5 44	...	...	8 6	3 19	...	8 9
Boucoiran	6 8	...	...	8 31	3 14	...	8 34
Vezenobres	6 23	...	...	8 46	3 59	...	8 49
Alais .....arr	6 45	...	...	9 8	4 21	10 45	9 11
,, ... der	7 0	2 4	9 25	4 39	10 51	9 25	...
Gr'COMBE { La Plse ..	7 48	2 47	9 56	5 16	...	10	...
{ La Levade	7 54	2 59	10 10	5 31	11 31	10 19	...
Genolhac	...	...	11 10	6 26	...	...	...
Villefort	1,2,3	a.m	11 53	7	...	230	...
Langogne	a. m.	4 35	1 35	8 38	2 16	p.m	...
Langeac (59)	10 13	6 58	3 49	...	4 23	7	5
St. Georges d'Aurac..	10 50	7 16	4 14	...	4 37	7	39
Ste. Thaguet	a. m	11	7 34	4 26	p.m.	...	8 23
Brioude	11 52	7	8 10	5 1	5 46	9	8 59
Arvant .....arr	5 11	12 34	8 29	5 19	2	3	5 33
,, (42)...dep.	5 16	...	9 0	5 50	2 14	5 55	...
Brassac	5 30	...	9 17	6 4	2 29	...	...
Le Breuil	5 48	...	9 41	6 22	2 48	...	...
Issoire .....arr	6 1	...	9 55	6 35	3	6	38
,, ...dep	6	...	10	6 40	3 5	6 43	5 15
Les Martres	6 41	1,2,3	10 41	...	4	...	6 10
Clermont-Fer'nd	7 13	a.m.	11 17	7 32	4 32	7 35	7
,, (50) dep.	8 10	0	12 40	8 1	5 10	7 45	...
Riom	8 28	10 30	1 6	8 21	5 43	8	5
Aigueperse	9	0 11	2	3 17	8 50	8 22	...
Gannat (34)	9 21	11 18	1 57	9 12	6 44	8 45	...
Saint-Remy	9 48	...	2 26	...	7 19	...	...
St. Germain (58)ar	9 59	...	2 37	9 52	7 30	9 17	...

LYONS and CHALONS-SUR-SAONE-BOURG and LA CLUSE-NANTUA.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl	1 Cl	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
Lyons (C.R.) dep	6 55	10 10	1 30	4 30	7 30	10 45	7 30	11 30	7 30
Sathonay	7 7	10 31	1 43	4 43	7 43	10 58	7 43	11 43	7 43
Neuville	7 16	10 41	1 53	4 53	7 53	11 8	7 53	11 53	7 53
Trevoux	7 30	10 55	2 7	5 7	8 7	11 22	8 7	12 7	8 7
Chalon-s-Saone arr	8 33	12 3	3 18	6 18	9 18	12 39	9 18	1 18	9 18
Montrevel	7	11	2	5	8	11	8	12	8
Virlet	7	11	2	5	8	11	8	12	8
Attignat	7	11	2	5	8	11	8	12	8
Jayat	7	11	2	5	8	11	8	12	8
Montrevel	7	11	2	5	8	11	8	12	8
Romenay	7	11	2	5	8	11	8	12	8
Mantenay	7	11	2	5	8	11	8	12	8
Servas	7	11	2	5	8	11	8	12	8
Saint Paulin Varax.	7	11	2	5	8	11	8	12	8
Bourg ..... dep	8	0	3	6	9	0	9	1	9
Bourg-en-B.	8	35	3	6	9	0	9	1	9
Bourg ..... dep	8	35	3	6	9	0	9	1	9
Simandre-en-B. ...	9	50	4	19	10	15	10	14	10
Cize-Bolozon	10	23	4	53	10	50	10	47	10
La Cluse-Nantua arr	10	23	a.m.	4	53	10	50	10	47
Bourg ..... dep	8	45	4	0	3	35	7	45	12
Virlet	8	57	4	11	3	36	7	57	12
Attignat	9	7	4	21	3	46	8	7	12
Jayat	9	14	4	28	3	53	8	14	12
Montrevel	9	19	4	33	3	58	8	19	12
Romenay	9	27	4	41	4	6	8	27	12
Mantenay	9	41	4	55	4	20	8	41	12
Servas	9	50	5	4	4	29	8	50	12
Saint Paulin Varax.	10	14	5	18	4	43	9	14	12
Bourg-en-Bresse arr	10	35	5	39	5	4	9	35	12

MAILLEUX and CHATILLON.

	a.m	p.m.	p.m.		a.m	p.m.	p.m.
Mailleux dep	8 10	3 0	7 5	Chatillon	7 5	1 50	6 35
Chatillon	8 40	3 30	7 35	Mailleux	7 35	1 50	6 35

LYONS and ALAIS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
			a.m.	a.m.	p.m.	
Lyon-Perrache dp			6 25	9 4	4 14	
Vernaison			6 53	10 27	4 42	
Givors-Canal dp			7 19	10 53	5 10	
Chavanay			8 17	11 46	5 59	
La Voulte ...arr			11 13	2 27	8 15	
... ...dep			a.m.	p.m.	11 45	2 55
Le Pouzin ...dep			8 25	7 15	11 59	3 7
Le Teil (*Buffet*) ...			9 30	8 14	12 50	3 54
St. Jean-le-Cent ...			10 11	8 49	1 28	4 33
Vogue-Vals ...arr			10 35	9 12	1 53	4 57
Vogue-Vals dp			10 45	9 22	...	5 15
Aubenas ...			11 8	9 45	...	5 38
Vogue-Vals ...dep			...	...	1 57	5 4
Rooms	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2 23	5 30
Robiac (*Buffet*) ...arr	a.m.	a.m.	a.m.	a.m.	3 27	6 35
... ...dep	5 32	10 37	3 31	6 42	7 47	...
Molieres ...	5 42	10 47	3 40	6 51	7 57	...
Alais (*Buffet*) ...arr	6 35	11 35	4 22	7 34	8 44	...
... ...dep	6 40	...	4 38	7 40	8 55	...
Nimes (*Buffet*) ...arr	8 20	...	6 16	9 20	10 36	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	
Nimes (*Buffet*) dep	5 5	7 27	...	2 40	7 50	
Alais (*Buffet*) ...arr	6 40	9 —	...	4 01	9 11	
... ...dep	6 45	9 30	2 20	4 40	9 16	
Molieres ...	7 30	10 21	3 16	5 28	10 —	
Robiac ...arr	7 39	10 30	3 25	5 48	10 11	
... ...dep	7 44	10 44	...	5 53	...	
Rooms ...	8 45	11 55	...	7 9	1, 2, 3	
Vogue-Vals ...arr	9 8	12 19	...	7 36	p.m.	
Aubenas ...dep	8 34	...	...	7 2	3 27	
Vogue-Valsarr	9 0	...	...	7 25	3 50	
Vogue-Vals dep	9 15	1 0	1, 2, 3	7 51	4 7	
St. Jean-le-Cent ...	9 38	1 23	a.m.	8 17	4 34	
Le Teil (*Buffet*) ...	10 27	2 14	4 9	8 57	5 21	
Le Pouzin ...arr	11 6	2 59	4 52	...	6 20	
La Voulte arr	11 17	3 4	5 3	...	...	
... ...dep	11 26	3 25	5 5	...	...	
Chavanay ...	1 45	6 22	7 23	...	...	
Givors-Canal dp	2 40	7 25	8 18	...	...	
Vernaison ...	...	7 45	8 37	...	...	
Lyon-Perrache ar	3 18	8 19	9 11	...	...	

PARIS to PARAY-le-MONIAL, ... de Paris à Paray-le-Monial.

Stations. (35, 36)	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	p.m.	p.m.	p.m.	
Macon (Buffet) ...dep	2 30	5 24	...	...
Charnay Condemine ...	8 0	9 39	2 24	5 14
Prissé ...	8 16	9 56	2 53	5 30
Saint-Sorlin-Milly ...	8 34	10 13	3 4	5 38
La Croix-Blanche ...	8 43	10 22	3 13	5 47
Cluny (Buffet) ...arr	8 57	10 36	3 28	6 1
... ...dep	9 0	10 38	...	6 14
Sainte-Cécile-la-Vabonne ...	9 7	10 45	...	6 21
Cormoz ...	9 15	10 56	...	6 31
La Chapelle-Mesilin ...	9 25	11 7	...	6 41
Tilly ...	9 32	11 14	...	6 48
Les Terreaux-Verosvres ...	9 40	11 22	...	6 56
Saint-Honoré-Bourbince ...	9 47	11 29	...	7 3
Gadencourt-Vitry-lès-Cluny ...	9 55	11 37	...	7 11
Paray-le-Monial (33) ...	10 1	11 43	...	7 17

Stations. (33, 34)	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	
Paray-le-Monial ...dep	...	3 55	...	8 10
Gadencourt-Vitry-lès-Cluny ...	...	4 3	...	8 18
Saint-Honoré-Bourbince ...	...	4 11	...	8 26
Les Terreaux-Verosvres ...	...	4 18	...	8 33
La Chapelle-Mesilin ...	...	4 28	...	8 43
Cormoz ...	...	4 39	...	8 54
Sainte-Cécile-la-Vabonne ...	...	4 49	...	9 4
Cluny (Buffet) ...dep	5 45	10 34	4 45	...
La Croix-Blanche ...	5 57	10 36	4 57	...
Saint-Sorlin-Milly ...	6 14	10 53	5 14	...
Prissé ...	6 23	11 02	5 23	...
Charnay Condemine ...	6 39	11 18	5 39	...
Macon (Buffet) ...arr	8 5	12 51	7 5	...

Stations.	1, 2, 3	1, 2, 3
	a.m.	p.m.
Paray-le-Monial ...dep	...	1 34
Moulins 42, 53, 54 ...	...	5 10

CHALONS and ... ONS-le-SAUNIER.

Fr. Cl.	Stations.	1, 2, 3	1, 2, 3
		a.m.	p.m.
1	Chalons-sur-Saone dp	5 45	10 34
2	St. Marcel ... (48)	5 57	10 36
3	Epervans ...	6 23	11 01
1	St. Germain-du-Plain ...	6 31	11 09
2	St. Etienne-en-Bresse ...	6 51	11 28
3	Bragny ...	7 13	11 51
1	Montret ...	7 23	12 01
2	Saint-Usuge-Beaurepaire ...	7 38	12 16
3	Ratte ...	7 47	12 25
1	Louhans ...	8 17	12 51
2	Cuiseaux ...	8 30	1 4
3	Romenay ...	8 47	1 21
1	Chilly-le-Vignoble ...	9 17	1 51
2	Lons-le-Saunier (53) ...	9 40	2 14

Stations. (53)	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	
Lons-le-Saunier dp	6 2	2 40	5 15
Chilly-le-Vignoble ...	6 13	2 51	5 26
Courlaoux ...	6 32	3 14	5 46
Savigny-Beaurepaire ...	6 32	3 14	5 46
Ratte ...	6 52	3 36	6 10
Louhans ...	7 23	4 23	6 56
Montret ...	7 47	4 50	7 17
Bragny ...	7 57	5 00	7 27
St. Etienne-en-Bresse ...	8 16	5 35	7 46
Ouroux-St.-Christophe ...	8 36	5 43	7 54
Epervans ...	8 39	5 54	7 57
St. Marcel ...	8 45	6 0	7 54
Chalons-sur-Saone (49)	8 57	6 12	8 16

MENDES and SAINT-CHAMOND.

Stations.	1, 2, 3	1, 2, 3
	a.m.	p.m.
Mende ...	6 0	2 40
Marvejols ...	6 30	3 10
Chirac ...	6 50	3 30
Langogne ...	7 30	4 10
Pradelles ...	8 0	4 40
Le Monastier ...	8 15	4 55
Le Puy (Buffet) ...	9 30	6 10
Retournac ...	10 0	6 40
Yssingeaux ...	10 30	7 10
Bas-en-Basset ...	10 45	7 25
Firminy ...	11 30	8 10
Saint-Chamond ...	12 0	8 40

Stations.	1, 2, 3	1, 2, 3
	a.m.	p.m.
Saint-Chamond dep	6 0	2 30
Firminy ...	6 30	3 0
Bas-en-Basset ...	7 15	3 45
Yssingeaux ...	7 30	4 0
Retournac ...	8 0	4 30
Le Puy (Buffet) ...	8 30	5 0
Le Monastier ...	9 45	6 15
Pradelles ...	10 0	6 30
Langogne ...	10 30	7 0
Chirac ...	11 10	7 40
Marvejols ...	11 30	8 0
Mende ...	12 0	8 30

MARSEILLE, ST. CHARLES and MARSEILLE-PRADO.

1, 2, 3 classes.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Marseil.-St.-Ch.dp	7 36	10 35	2 4	4 43	7 9	...
La Blancarde ...	7 36	10 45	2 15	4 53	7 25	...
Marseil.-Prado ar	7 45	10 54	2 24	4 42	7 34	...

1, 2, 3 classes.	a.m.	a.m.	p.m.	p.m.	p.m.
Marseil.-Prado dp	6 25	8 45	12 10	3 30	5 40
La Blancarde ...	6 40	8 55	12 20	3 39	5 50
Marseil.-St.-Ch.ar	6 51	9	6 12 31	3 53	6 1

FARES from Marseille-Saint-Charles to Marseille-Prado and vice versa, First Class, 85 c.; Second Class, 65 c.; Third Class, 45 c.

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CHALONS-SUR-MARNE, MONTARGIS and ORLEANS.

E M	1 Cl.	2 Cl.	3 Cl.		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		(64 67)			a.m.	a.m.	p.m.	p.m.
Fro	m	Chal	ons		**Chalons**.....dep	...	...	5 50	11 40	...	5 55
4½	1 20	0 90	0 65		Nuisement	...	...	6 15	...	...	6 21
16½	3 55	2 65	1 95		Sommesous	...	...	6 54	12 32	...	6 58
26½	5 55	4 15	3 0		Herbisse	...	...	7 30	12 56	...	7 27
33½	6 85	5 15	3 75		**Arcis-sur-Aube** ...	...	...	7 53	1 17	...	7 58
41½	8 35	6 25	4 60		Montsuzain	...	...	8 19	1 36	...	8 25
44½	9 15	6 80	5 0		Charmont.....	...	...	8 30	1 45	...	8 37
55½	11 30	8 50	6 20		**Troyes** (Preize)	...	...	9 5	2 10	...	9 15
58½	11 60	8 65	6 35		,, (Est ...arr	...	a.m.	9 16	2 26	...	9 26
...	...	...	...		,, (**68,75**)dep	...	6 5	8 55	1 55	6 30	...
55½	11 30	8 50	6 20		,, (Preize) ar	...	...	...	...	...	...
...	...	...	...		,, dep.	...	6 15	9 15	2 14	6 50	...
...	12 10	9 5	6 65		**Torvilliers-M.** ...	...	6 27	9 26	...	...	...
69	13 90	10 45	7 60		Estissac.....	...	6 37	9 55	2 46	7 24	...
73½	14 75	11 10	8 10		Aix-en-Othe-Villem	...	7 18	10 6	2 56	7 40	...
78½	15 75	11 80	8 65		Vulaines Rigny F....	...	7 34	10 20	3 6	8 5	...
81½	16 50	12 35	9 5		Villeneuve-l'Archeve	...	7 51	10 33	3 14	8 19	...
87	17 45	13 10	9 60		Chigy-Sieges	...	8 6	10 48	...	8 27	...
89½	18 5	13 55	9 95		Theil-Cerisiers	...	8 18	10 59	3 31	8 51	...
93½	18 70	14 0	10 25		Malay-le-Vicomte	1,2,3	8 31	11 12	...	9 5	1,2,3
96½	19 45	14 55	10 70		**Sens** (Ville).....arr	a.m.	8 43	11 24	3 47	9 19	p.m.
...	...	...	...		,, ...dep	5 45	8 51	11 28	3 50	9 24	7 20
98½	19 65	14 75	10 80		**Sens**(Lyon) ....arr	5 51	8 57	11 33	3 55	9 34	7 27
...	...	...	...		,, (**48, 49**) dep	6 3	9 30	...	4 14	...	7 42
102	20 55	15 45	11 30		Subligny	6 18	9 50	...	4 27	...	8 0
106½	21 30	16 0	11 70		Egriselle-Villen	6 32	10 10	...	4 40	...	8 17
109½	21 90	16 40	12 0		Vernoy	6 41	10 21	...	4 48	...	8 27
111½	22 25	16 70	12 25		Savigny.....	6 48	10 28	...	4 54	...	8 35
114½	23 0	17 25	12 65		Courtenay	7 2	10 50	...	5 7	...	8 57
120	24 0	18 0	13 20		Chuelles d'ouchy	7 15	11 7	...	5 20	...	9 12
123	24 60	18 45	13 50		Trigueres	7 24	11 22	...	5 30	...	9 25
125½	25 10	18 85	13 80		Chateaurenard	7 33	11 35	...	5 38	...	9 37
130½	26 10	19 55	14 35		St.-Germ -des-Près ..	7 45	11 56	...	5 50	...	9 53
133½	26 80	20 10	14 75		Amilly	7 56	12 10	...	6 0	...	10 6
136½	27 30	20 50	15 5		**Montargis (58)**.	8 4	12 20	...	6 23	...	10 15
...	30 40	22 80	16 70		**Bellegarde**	8 59	1 57	...	7 12	...	...
...	36 70	27 55	20 15		**Orleans**(**34, 37**) a	10 30	4 0	...	8 38	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(**34, 37**)	a.m.	a.m.		a.m.	p.m.	p.m.
Orleans.....dep	6 0	...	...	10 55	...	4 55
Bellegarde.....	7 54	...	...	12 29	...	6 42
Montargis (58)..	8 42	5 42	...	1 19	4 24	7 56
Amilly	...	5 53	...	1 29	4 34	8 4
St.-Germ.-des-Près	...	6 5	...	1 39	4 44	8 13
Chateaurenard	...	6 23	...	1 53	4 58	8 25
Trigueres	...	6 34	...	2 2	5 7	8 32
Chuelles-d'Ouchy ..	...	6 46	...	2 13	5 19	8 42
Courtenay	...	7 7	...	2 28	5 37	8 55
Savigny	...	7 18	...	2 38	5 47	9 5
Vernoy	...	7 25	...	2 45	5 54	9 11
Egriselle-Villen.....	...	7 36	...	2 54	6 3	9 19
Subligny	1,2,3	7 49	...	3 6	6 15	9 30
Sens (Lyon) ....arr	a.m.	8 3	7 24	3 16	6 25	9 40
,, (**48,49**)....dep	6 5	9 25	...	4 12	7 3	9 53
Sens (Ville).....arr	6 11	9 30	...	4 17	7 33	10 0
,, ...dep	6 17	9 38	...	4 23	7 37	...
Malay-le-Vicomte...	6 3	9 51	...	4 36	7 50	...
Theil-Cerisiers	6 44	10 4	...	4 48	8 [illegible]	...
Chigy-Sieges	6 57	10 16	...	4 59	8 13	...
Villeneuve-l'Archeve	7 19	10 39	...	5 15	8 30	...
Vulaines Rigny	7 35	10 52	...	5 27	8 43	...
Aix-en-Othe-Villem	7 5[illegible]	11 7	...	5 42	8 59	...
Estissac.....	8 15	11 25	...	5 56	9 15	...
Torvilliers-M. ...	8 51	11 59	...	6 24	9 43	...
Troyes (Preize) ...	9 2	12 [illegible]	...	6 34	9 53	...
,, (Est.) arr	9 16	2 5	a.m.	6 51	10 5	...
,, (**60,75** dep	...	12 56	6 5	6 30	...	...
,, (Preize) ar	...	...	...	...	...	...
,, dep	...	12 58	6 20	6 49	...	...
Charmont.....	...	1 26	7 2	7 24	...	...
Montsuzain	...	1 37	7 14	7 33	...	...
Arcis-sur-Aube ...	...	2 3	7 54	8 8	...	...
Herbisse	...	2 2[illegible]	8 19	8 27	...	...
Sommesous	...	2 50	9 0	8 55	...	...
Nuisement	...	3 20	9 38	9 25	...	...
Chalons (64-67)a	...	3 4[illegible]	10 5	9 50	...	...

CHALON TO DOLE—Chemin de fer de Paris à Lyon et à la Mediterranée.

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
From	Chalons.			**Chalon-Ville**	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
94	1 85	1 35	0 95	(**48, 49**) .....dep	4 45	9 55	11 50	7 33	**Dole**.....	...	...	...	...
15	2 95	2 10	1 65	Verdun-sur-le-Doubs ...	5 36	10 46	12 57	7 51	Pouchenans.....	5 12	8 17	1 11	5 25
26½	5 15	3 90	2 85	Pierre	6 19	11 20	1 53	8 24	Tavaux	5 22	8 15	11 27	5 35
31½	4 70	3 45	Neublans	...	...	...	...	...	Chaussin	5 37	8 30	11 52	5 50
38	7 50	5 60	4 10	Chaussin	6 49	11 57	2 50	8 58	Neublans	5 58	8 58	12 13	5 59
43	8 50	6 35	4 65	Tavaux	7 4	12 12	3 14	9 12	Pierre	6 12	9 12	12 29	6 14
46	9 10	6 80	5 0	Pouchenans.....	7 14	12 22	3 30	9 22	St-Bonnet-en-Bresse	6 30	9 35	12 44	6 28
48½	9 60	7 20	5 25	**Dole** (52)	7 26	12 34	3 47	9 33	Verdun-sur-le-Doubs	6 49	9 52	1 3	6 49
				arr	7 26	12 34	3 47	9 33	Chalon-Ville .....arr	7 38	10 54	1 47	7 29
				a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.

LYONS to MONTBRISON.

× Saint-Bel to Lyons, 6.17 a.m.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lyon-Saint Paul dep	6 20	8 45	11 0	12 0	2 0	3 30	5 8	6 35	**Montbrison**....dep	...	...	7 16	...	10 23	...	...	5 56
Lyon-Gorge-de Loup	6 27	8 52	11 7	12 7	2 6	3 37	5 15	6 42	Boisset-le-Cerizet.....	...	...	7 37	...	10 41	...	...	6 16
Tassin.....	6 38	9 4	11 19	12 16	2 24	3 48	5 27	6 53	**Montrond**	...	...	7 45	...	11 0	4 27	...	6 40
Charbonnieres	6 46	9 12	11 26	12 26	...	3 56	5 36	7 1	Viricelles-Chazelles ...	...	...	8 11	...	11 24	5 20	...	7 5
Lentilly	7 4	9 30	...	12 44	...	4 13	5 53	7 19	Meys	...	...	8 19	...	11 31	5 33	...	7 12
Fleurieux-Lozanne ...	7 11	9 37	...	12 51	...	4 20	6 0	7 26	Ste-Foy-l'Argentiere	...	...	8 32	...	11 44	6 0	...	7 25
L'Arbresle (58).....	7 24	9 52	a.m.	1 5	...	4 35	6 13	7 42	Bessenay	...	...	8 54	...	12 6	6 26	...	7 47
Sain-Bel	7 31	9 58	10 20	1 12	...	4 42	6 19	7 48	Sain-Bel	6 15	7 57	9 3	...	12 15	6 47	4 47	7 56
Bessenay	7 40	...	10 32	1 21	...	4 52	...	...	**L'Arbresle**	6 28	8 12	9 14	...	12 [illegible]	...	5 0	8 7
Ste-Foy-l'Argentiere	8 6	...	12 0	1 44	...	5 18	...	...	Fleurieux-Lozanne ..	6 38	8 22	9 22	...	12 36	...	5 9	8 16
Meys	8 20	...	12 17	1 57	...	5 31	...	...	Lentilly	6 45	8 30	9 29	p.m.	12 43	...	5 16	8 23
Viricelles-Chazelles ...	8 33	...	12 40	2 10	...	5 45	...	...	Charbonnieres	7 2	8 47	9 44	12 4	1 0	p.m.	5 32	8 38
Montrond (56).....	8 58	...	1 3	2 32	...	6 32	...	...	Tassin	7 10	8 56	9 51	12 12	1 8	2 36	5 39	8 45
Boisset-le-Cerizet.....	9 6	...	...	2 40	...	6 40	...	...	**Lyon** Gorge-de Loup	7 22	9 7	10 2	12 25	1 20	2 55	5 51	8 57
Montbrison (50) a	9 37	...	...	3 0	...	7 0	...	...	**Lyon**-Saint-Paul arr	7 27	9 12	10 7	12 30	1 25	3 0	5 56	9 2

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PARIS, VINCENNES, MONTREUIL, ST. LEGER, AND BRIE-CTE-ROBERT—Chemin de fer de l'Est. (Paris Terminus, Place de la Bastille.)

All 1st and 2nd Class.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris (Bastille)...dep.	12 45	7 5	8 5	9 5	9 30	10 5	10 35	11 5	5 12	5	1 5	3 5	3 5	4 5	5 5	6 0	6 5	7 5	7 35	8 5	9 5	10 5	10 35	11 5	11 35	12 5	1 5	2 5	3 5	4 5	5 5
St. Mandé.....	12 58	7 18	8 18	9 18	...	10 18	10 48	11 18	5 25	5	1 18	3 18	3 18	4 18	...	...	5 18	...	7 48	8 18	9 18	10 18	10 48	11 18	11 48	12 18	1 18	2 18	3 18	4 18	5 18
Vincennes.....	1 3	7 23	8 23	9 23	...	10 23	10 53	11 23	5 32	5	1 23	3 23	3 23	4 23	...	...	5 23	...	7 53	8 23	9 23	10 23	10 53	11 23	11 53	12 23	1 23	2 23	3 23	4 23	5 23
Joinville-le-Pont	1 15	7 35	8 35	9 35	...	10 35	11 5	11 35	5 44	5	1 35	3 35	3 35	4 35	...	...	5 35	...	8 5	8 35	9 35	10 35	11 5	11 35	12 5	12 35	1 35	2 35	3 35	4 35	5 35
St. Maur Port Cretell	1 19	7 39	8 39	9 39	9 51	10 39	...	11 39	12 39	1 39	2 39	3 39	4 39	5 31	5 39	6 21	6 39	...	7 39	...	9 39	10 39	...	11 39	12 39	1 39	2 39	3 39	4 39	5 39
Champigny	1 26	7 46	8 46	9 46	9 58	10 46	...	11 46	12 46	1 46	2 46	3 46	4 46	5 38	5 46	6 28	6 46	...	7 46	...	9 46	10 46	...	11 46	12 46	1 46	2 46	3 46	4 46	5 46
La Varenne St. Maur	1 30	7 50	8 50	9 50	10	10 50	...	11 50	12 50	1 50	2 50	3 50	4 50	5 42	5 50	6 32	6 50	...	7 50	...	9 50	10 50	...	11 53	...	...	...	...	...	...
Sucy Bonneuil ...	...	8 1	9 1	...	10 13	11 1	...	12 1	1 1	...	3 1	...	5 1	5 43	...	6 43	...	...	8 1	...	9 1	10 1	11 1	...	...	...	...	...	...	...
Boissy-St. Leger...	...	8 7	9 6	...	10 19	11 6	...	12 6	1 6	...	3 7	...	5 6	5 49	...	6 49	...	...	8 7	...	9 6	10 6	11 7	...	...	...	...	...	...	...
Limeil	...	8 12	...	...	10 24	...	...	12 12	...	...	3 12	...	...	5 51	...	6 54	...	...	8 12	...	...	p.m.	11 12	...	...	...	...	...	...	...
Brie-Cte-Robert a	...	8 35	...	...	10 47	...	...	12 35	...	...	3 35	...	...	6 17	...	7 17	...	...	8 35	...	...	...	11 35	...	...	...	...	...	...	...

a Sundays excepted. Sundays only. Sundays excepted. Extra. Brie-Cte-Robert to Vic, 9.47 a.m. Vic to Burtheccourt, 7.47 a.m. 2.24, 6.50 p.m.

Brie-Cte-Robert d	...	...	*6 28	...	*7 16	...	...	9 35	...	...	11 35	...	...	2 35	...	*4 16	...	...	...	...	7 35	...	...	9 35	...	...	...	...	...
Limeil	...	...	6 43	...	7 53	...	...	10 0	...	...	12 0	...	...	3 0	...	4 53	...	...	...	...	8 0	...	...	10 0	...	...	...	...	...
Boissy-St Leger...	...	...	6 58	...	7 58	...	9 5	10 5	11 5	...	12 5	1 5	...	3 5	...	4 58	...	7 5	...	...	8 5	9 5	...	10 5	11 5	...	...	...	...
Sucy Bonneuil ...	...	...	7 3	...	8 3	...	9 10	10 10	11 10	...	12 10	1 10	...	3 10	...	5 3	...	7 10	...	...	8 10	9 10	...	10 10	11 10	...	...	...	...
La Varenne St. Maur	5 39	6 19	7 19	7 19	8 19	9 19	10 19	10 19	11 19	...	12 19	1 19	2 19	3 19	4 19	5 12	5 19	6 19	7 19	...	8 19	9 19	...	10 19	11 19	...	...	...	...
Champigny	5 44	6 24	7 17	7 24	8 17	8 24	9 24	10 24	11 24	...	12 24	1 24	2 24	3 24	4 24	5 17	5 24	6 24	7 24	...	8 24	9 24	...	10 24	11 24	...	...	...	...
St. Maur Port Cretell	5 52	6 31	7 24	7 31	8 24	8 31	9 31	10 31	11 31	...	12 31	1 31	2 31	3 31	4 31	5 24	5 31	6 31	7 31	...	8 31	9 31	...	10 31	11 31	...	...	...	...
Joinville-le-Pont ...	5 56	6 36	...	7 36	...	8 36	9 36	10 36	11 36	12	12 36	1 36	2 36	3 36	4 36	...	5 36	6 36	7 36	8	8 36	9 36	10	10 36	11 36	...	...	...	...
Vincennes	6 9	6 49	...	7 49	...	8 49	9 49	10 49	11 49	12	12 49	1 49	2 49	3 49	4 49	...	5 49	6 49	7 49	8	8 49	9 49	10	10 49	11 49	...	...	...	...
St. Mandé	6 13	6 53	...	7 53	...	8 53	9 53	10 53	11 53	12	12 53	1 53	2 53	3 53	4 53	...	5 53	6 53	7 53	8	8 53	9 53	10	10 53	11 53	...	...	...	...
Paris (Bastille)...arr.	6 25	7 5	7 40	8 5	8 40	9 5	10 5	11 5	12 5	12	1 5	2 5	3 5	4 5	5 5	5 40	6 5	7 5	7 40	8	9 5	10 5	10 35	11 5	11 53	...	...	...	...

Paris to Joinville-le-Pont at 12.35, 1.35, 2.35, 3.35, 4.35, 5.35, 6.35, 7.35, 8.35, 9.35, 10.35, 11.35, 12.35, 1.35, 2.35, 3.35, 4.35, 5.35, 6.35, 7.35, 8.35, 9.35, 10.35, 11.35 p.m. and 12.35 a.m.

Extra Trains—Paris to La Varenne St. Maur, 7.0 p.m. Paris to Vincennes every half hour from 7.30 a.m. until 10.30 p.m. and vice versa every half hour from 7.30 a.m. until 11.0 p.m.

EPINAL and SAINT MAURICE.

Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
	a.m.	a.m.	p.m.	p.m.		a.m.	noon	p.m.	a.m.
Epinal.....dep	7 13	11 53	3 15	7 5	St. Maurice d	7 49	12 5	4 40	...
Arches (Vé).....	7 40	12 21	3 43	7 33	La Thillot	8 0	12 16	4 51	...
Pouxeux	7 50	12 31	3 53	7 43	upt	8 21	12 37	5 12	...
Remiremont ...	8 14	12 58	4 17	8 7	Vecoux	8 38	12 53	5 28	...
Vecoux	8 37	1 20	...	8 26	Rem remont ...	9 7	1 11	5 47	5 5
Rupt	8 54	1 37	...	8 43	Pouxeux	9 32	1 36	6 12	6 30
Le Thillot	9 18	2 1	...	9 7	Arches	9 15	1 49	6 25	6 33
St. Maurice a	9 30	2 13	...	9 19	Epinal .....arr	10 8	2 12	6 48	6 56

PAS-DE-LANCIERS and MARTIGUES.—Chemin de fer des Bouches du Rhone.

Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
AIX .....dep	...	10 22	4 37	...	Martigues dep	5 59	10 41	4 33	4 15
MARSEILLES ..	6 31	11 5	5 15	6 30	Chateauneuf.....	6 16	11 7	4 59	4 41
P de Lanciers	6 57	12 12	6 10	7 10	Marignane.....	6 38	11 19	5 11	4 53
Gignac .....(50	7 4	12 19	6 15	7 17	Gignac	6 36	11 27	5 19	5 7
Marignane	7 12	12 27	6 27	7 25	P de Lanciers	6 42	11 33	5 25	5 17
Chateauneuf.....	7 24	12 39	6 3 0	7 37	AIX	...	1 6	7 11	...
MARSEILLES ..	7 49	1 4	7 12	8 2	MARSEILLES ..	7 41	12 41	6 39	...

NANCY, CHATEAU-SALINS, and VIC.—Chemin de fer de l'Est.

	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	Cl.
	p.m.	p.m.	a.m.	a.m.	a.m.
Paris ..... dep	9 15	12 25	7 0	9 15	...
Nancy (64)..... arr	a.m.	11 20	p.m.	3 58	...
" ..... dep	6 20	p.1 55	5 37	...	...
Champigneulles	6 34	2 10	5 50	...	...
Ley-St-Christophe ...	6 43	2 19	5 58	...	...
Eulmont-Agincourt ...	6 51	2 31	6 5	...	...
Laitre-s-Amance	7 0	2 40	6 13	...	...
La Bouzule	7 18	2 47	6 20	...	...
Brin	7 33	3 2	6 36	...	...
Moncel	7 37	3 15	6 43	...	...
Chambrey	7 51	3 28	6 54	...	...
Burtheccourt ...arr	7 58	3 3	7 0	...	...
" ...dep	7 59	3 36	7 1	...	...
Salonnes	8 8	3 4	7 1	...	...
Chateau-Salins ar	8 17	3 4	7 14	a.m.	...
Burtheccourt ...dep	8 4	3 4	7 4	7 2	...
Vic ..... arr	8 12	3 4	7 10	7 10	...

Stations.	1, 2 & 2 Cl.	1st Cl.
	a.m.	a.m.
Vic ..... dep	6 47	9 23
Burtheccourt ...arr	6 55	9 38
Chateau-Salins dp	6 43	9 39
Salonnes	6 52	9 37
Burtheccourt ...arr	6 58	9 42
" ...dep	6 59	9 43
Chambrey	7 7	9 50
Moncel	7 32	10 4
Brin	7 41	10 12
La Bouzule.....	7 56	10 24
Laitre-s-Amance ...	8 3	10 30
Eulmont-Agincourt ...	8 12	10 3 7
Ley-St-Christophe ...	8 20	10 45
Champigneulles	8 32	10 55
Nancy ..... arr	8 45	11 5
" (64).....dep	10 12	12 35
Paris ..... arr	5 0	9 34

TARASCON to SAINT-REMY

Stations.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.
(50 51.57)	a.m.	p.m.	p.m.	p.m.
Tarasconedep	10 15	12 20	3 35	8 35
Saint-Remy	10 57	1 2	4 17	9 17
	a.m.	a.m.	p.m.	p.m.
Saint-Remy	5 48	11 20	1 18	7 3
Tarascon arr	6 30	12 2	2 0	7 47

SAINT-DIZIER AND VASSY

Stations.	a.m.	p.m.	p.m.	p.m.
St-Dizier dep	8 40	2 0	6 0	55
Eclaron (66)...	9 9	2 51	6 33	8 22
Pont-Varin.....	9 29	3 33	6 56	8 44
Vassy .....arr	9 50	3 55	7 8	8 55
Stations.	a.m.	a.m.	p.m.	p.m.
Vassy .....dep	6 8	10 30	1 50	5 50
Pont-Varin.....	6 44	10 41	2 18	6 16
Eclaron	7 16	11 11	3 2	6 34
St.-Dizier arr	7 42	11 37	3 33	7 4

ARLES & FONTVIEILLE.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
(50, 51)	a.m.	a.m.	p.m.
Arles ..... dep.	5 45	10 15	4 50
Mont-Major	5 56	10 26	5 1
Fontvieille	6 10	10 40	5 15

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.
Fontvieille.....	6 45	12 50	5 50
Mont-Major	6 58	1 3	6 3
Arles ..... arr	7 10	1 15	6 15

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PARIS to STRASSBURG & HOMBURG.—Chemin de Fer de l'Est. [Terminus, Rue de Strasbourg

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 Cl.	1 Ex.	1,2,3	1 & 2	1 Cl.	1 Cl.	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	night
1	rom	Par	is.	Paris .....dep	...	7 0	8 25	9 15	12 0	4 35	7 50	9 30	9 15	12 25
59	11 70	8 80	6 40	Chateau-Thierry ..arr	...	9 20	10 12	...	2 41	6 36	9 49	10 22	11 37	3 0
				,, (67) ,, ..dep										
...	...	...	...	Dezy .....[Buffet]	5 40	9 25	10 17	...	2 49	6 40	9 53	10 28	11 41	3 19
64½	12 80	9 60	7 0	Varennes	5 54	9 39	...	...	3 3	...	...	...	...	...
66	3 20	9 90	7 25	Dormans	6 1	9 46	...	...	3 10	...	...	...	...	...
72½	14 40	10 80	7 90	Chatillon Port-a-Binson	6 17	10 2	...	...	3 26	...	...	...	12 11	3 53
83½	16 60	12 45	9 0	Damery-Boursault	6 31	10 16	...	...	3 38	...	...	...	...	...
88½	17 45	13 10	9 60	Epernay (Buffet) ...arr.	6 44	10 29	...	...	3 55	...	...	...	...	...
				(70,75) ..... dep.	6 54	10 39	11 0	11 26	4 3	7 42	10 45	11 16	12 48	4 24
91½	18 25	13 65	10 0	Oiry-Marcuil	6 59	10 47	...	11 51	4 13	7 5	10 49	11 23	12 48	4 40
98½	19 55	14 65	10 75	Jalons-les-Vignes	7 12	10 59	...	...	4 27	...	...	...	...	...
107½	21 30	16 0	11 70	Chalons (62, 67) arr.	7 28	11 15	1, 2, 3	...	4 43	...	...	...	...	...
				,, ,, ..dep	7 48	11 5	a.m.	12 25	5 3	8 31	11 25	11 59	1 31	5 26
116½	23 15	17 35	12 75	Vitry-la-Ville	7 54	11 2	10 49	12 30	5 15	8 36	11 30	12 4	1 41	5 38
123½	24 55	18 35	13 45	Loisy	8 18	12 6	...	...	5 40	...	...	...	...	6 2
127½	25 30	18 0	13 9	Vitry-le-Francais ...	8 34	12 22	...	...	5 57	...	...	...	...	6 16
135½	26 80	20 10	14 75	Blesme (Buffet) ...arr.	8 46	12 34	11 25	...	6 12	9 12	12 6	...	2 25	6 32
				,, (66) .....dep	9 4	12 52	11 40	1 14	6 30	9 27	12 21	12 52	2 43	6 54
140½	27 85	20 95	15 25	Pargny	9 9	1 40	...	1 18	6 50	9 32	12 25	12 57	2 48	6 58
143½	28 40	21 30	15 65	Sermaize	9 33	1 50	...	...	7 4	...	...	...	...	7 12
148½	29 40	22 10	16 15	Bovigny-aux-Vaches	9 45	2 2	...	...	7 37	9 49	...	...	3 9	7 24
152½	30 15	22 65	16 60	Ussey	9 57	2 14	...	...	7 39	...	...	...	...	7 36
157½	31 25	23 45	17 20	Bar-le-Duc (Buffet) ...	10 15	2 34	...	1 59	8 2	10 12	1 8	1 41	3 45	7 48
160½	31 80	23 9	17 50	Longeville	10 25	2 44	...	...	8 12	...	...	...	...	8 11
164½	32 65	24 45	17 90	Nancois-le-Petit (76)	10 37	2 56	1, 2, 3	...	8 25	...	...	...	...	8 24
171½	33 5	25 50	18 70	Erneourt-Loxeville	10 59	3 18	p.m.	...	8 47	...	1 34	1 57	4 4	8 56
179½	35 55	26 70	19 55	Lerouville (75)	11 18	3 37	6 20	...	9 8	...	...	...	4 41	9 18
183½	36 35	27 25	19 95	Commercy	11 31	3 50	6 34	...	9 21	11 12	2 3	2 38	4 53	9 31
188½	37 30	27 95	20 50	Void	11 44	4 3	6 47	...	9 34	...	...	...	...	9 45
191½	37 95	28 40	20 85	Pagny sur Meuse arr	11 54	4 13	6 57	...	9 44	...	2 19	...	5 13	9 54
				,, ,, (73) dep	11 56	4 14	7 5	...	9 45	...	2 20	...	5 14	9 55
194½	38 55	28 90	21 20	Foug	12 4	4 22	7 13	...	9 53	...	...	...	...	10 3
198½	39 40	29 55	21 65	Toul	12 14	4 36	7 30	3 11	10 8	11 41	2 36	3 8	5 32	10 18
202½	40 50	30 40	22 25	Foutenoy-sur-Moselle	12 32	4 49	7 39	...	10 21	...	...	...	...	10 31
209½	41 60	32 2	22 85	Liverdun	12 46	5 3	7 53	...	10 35	...	...	...	...	10 45
214½	42 50	31 90	23 35	Frouard (Buf.) (74) arr.	12 58	5 15	8 5	3 37	10 47	12 9	3 4	3 26	6 5	10 57
				,, ,, ..dep	1 0	5 21	8 12	3 41	10 49	12 12	3 12	3 36	6 10	11 4
215½	42 95	32 15	23 55	Champigneulles	1 7	5 28	8 19	...	...	...	...	...	6 17	11 11
219½	43 50	32 60	23 90	Nancy (Buffet) .....arr	1 16	5 37	8 28	3 52	11 8	12 24	3 24	3 50	6 26	11 20
				,, (63, 66, 74) dp.	3 0	5 52	...	4 7	...	12 46	...	4 2	6 34	11 45
227½	45 10	33 80	24 80	Jarville-la-Malgrange	3 19	6 11	...	...	...	...	...	...	...	...
233½	46 80	34 75	25 45	Varangeville-st. Nicolas...	3 38	6 20	...	...	a.m.	...	1 2 3	...	7 x	12 13
239½	47 55	35 60	26 1	Rosieres-aux-Salines ...	3 59	6 30	...	4 35	5 47	1 29	4 30	7 1	...	12 34
244½	48 40	36 30	26 60	Blainville-la-G. (66) ...	4 12	6 48	...	4 52	6 8	1 53	4 47	7 x	12 44	
249½	49 50	37 10	27 20	Lunéville (65)	4 12	7 3	...	...	6 28	...	...	7 46	13 5	
254½	50 45	37 85	27 75	Maranville	4 28	7 18	...	...	6 47	...	...	8 3	1 15	
...	...	...	...	Emberménil	4 42	7 31	...	5 22	7 3	2 40	...	8 17	1 15	1 38
				Vaxicourt (70 a	4 41	7 40	...	5 34	...	3 30	...	5 28	8 32	1 36
				Deutsch Avricourt ar										
				Deutsch Avri-		p.m.			a.m.			a.m.		p.m.
...	...	...	...	court ..... dep		8 20	...		8 54	...		8 54	...	2 50
...	...	...	...	Mouson		8 34	...		9 8	...		9 8	...	3 5
...	...	...	...	Gladisfingen		9 16	...		9 49	...		9 49	...	3 48
...	...	...	...	Dieuze ..... arr.		9 31	1 & 2		10 4	...		10 4	...	4 3
				Deutsch Avricourt		p.m.			p.m.			1 & 2	a.m.	p.m.
				(See Time) .....d-p	...	8 23	...		6 25	...		4 18	6 16	9 14
69	13 35	10 30	...	Sarrebourg (Buffet) (74	...	9 3	...		6 49	...		4 51	6 40	9 46
				Lutzelbourg—Ph	...	9 30	...		...	...		5 2	...	10 20
95½	56 40	41 95	...	Saverne (73,78)	...	9 48	...		7 38	...		6 2	7 16	10 38
...	...	...	M'xi	Steinbourg (77)	...	9 36	...		7 36	...		6 10	7 23	10 46
121½	61 35	45 56	56 25	Vendenheim (76)	...	10 45	...		8 18	...		7 5	7 57	11 33
				Strasbourg (Buf.)...arr.	...	11 0	...		8 28	...		7 21	8 12	11 48
				,, [Bifurcation] dep	...	11 42	...		9 6	...		8 27	8 27	11 57
99½	73 90	54 50	67 20	Fribourg	...	4 11	...		4 11	...		3 15	3 15	8 32
87½	70 20	51 95	64 65	Baden-Baden	...	...	...		11 16	...		10 50	10 50	1 55
76½	73 15	54 0	66 70	Carlsruhe ..... arr.	...	2 9	...		11 50	...		11 33	10 45	2 25
				,, ,, ..dep	...	2 15	...		...	...		12 0	10 58	2 31
84½	79 30	58 30	70 71	Heidelberg ..... arr	...	3 25	...		...	...		1 40	11 55	3 31
44½	78 45	57 60	70 30	Mannheim	...	4 5	...		...	...		2 18	12 35	4 12
6½	85 70	62 55	75 25	Darmstadt	...	5 10	...		...	...		3 55	1 35	5 5
84½	83 75	62 60	76 80	Frankfort	...	5 50	...		...	...		4 55	2 15	5 40
44½	86 60	64 50	78 70	Homburg	...	8 0	...		...	...		7 0	3 10	7 0

† 3rd cl. also beyond Epernay. * Takes passengers beyond Nancy only. **Extra.**—Paris to Chalons, 5.20 p.m. Chalons to Bar-le-Duc, 7.30 p.m. Bar-le-Duc to Nancy, 6.2 a.m.

REMIREMONT and CORNIMONT.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Epinal (63) dep	8 55	11 45	1 35	3 30	6 30	9 30
Remiremont (d	9 38	12 28	2 18	4 13	7 15	10 13
Vagney ...	9 48	12 38	2 28	4 23	7 25	10 23
Thiefosse ...	9 57	12 47	2 37	4 32	7 34	10 32
Cornimont arr	10 2	12 52	2 42	4 37	7 39	10 37

CONFLANS-JARY AND BRIEY.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Conflans-Jarny (60) dep	5 40	10 5	3 45	7 15	10 0	12 45
Valleroy ...	5 49	10 14	3 54	7 24	10 9	12 54
Briey ... arr	6 11	10 40	4 20	7 50	10 35	1 20

* Mann Boudoir Sleeping Cars by this Train.

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HOMBURG and STRASSBURG to PARIS.—Chemin de Fer de l'Est

Stations.	1,2,3	1 & 2	1 & 2	1 & 2	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	
	a.m.	a.m.	a.m.	a.m.	Extra—Chalons to Paris 6.40 a.m. Blesme to Chalons, 6.2 p.m.	p.m.?		a.m. Deutsch Avricourt to Nancy, 7.26 a.m.		
Homburg ......dep.	...	6 0	5 10	10 43		7 25	...		...	...
Frankfort	...	8 20	10 45	12 20		9 35	...		...	...
Darmstadt	...	9 0	11 25	1 20		10 15	...		...	...
Mannheim	4 40	10 0	12 5	3 20		12 1	a.m.		...	...
Heidelberg......	5 15	10 32	12 50	3 2?		1 0	1 5		...	...
Carlsruhe......arr.	6 55	11 38	2 20	4 40		2 55	3 12		...	...
" ......dep.	7 10	11 44	2 48	4 45		3 20	3 16		...	...
Baden-Baden......	7 40	12 10	4 20	5 20		...	...		...	...
Fribourg	7 0	11 32	12 30	4 16		11 0	...		...	...
Strasbourg (Buffet)...arr.	10 22	2 7	5 17	7 17		6 20	5 33		...	...
" ......dep.	11 45	3 28	5 47	7 50		6 33			...	...
Vendenheim	12 5	3 49	6 3	8 10		6 49	...		...	...
Steinbourg	12 53	4 37	...	8 58		...	...		...	...
Saverne......	1 4	4 48	6 42	9 9		7 29	...		...	...
Lutzelbourg-Ph.	1 20	5 3	...	9 25		...	...		...	...
Sarrebourg (Buffet)	1 56	5 38	7 22	9 59		8 18	...		...	...
Deutsch Avricourt arr	2 30	6 9	7 45	10 32		8 31	...		a.m.	p.m.
Alsace Railwy. **Dieuze** ......dep.	12 22	...	...	...		4 50	a.m		4 50	4 23
Gisselfingen......	12 39	...	...	...		5 6	...		5 6	4 39
Moussey	1 27	...	...	...		5 52	...	...	5 52	5 27
Avricourt......arr.	1 39	...	1 Cl	1,2,3	...	6 4	1,2,3	...	6 4	5 39
French Time	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.		a.m.	...
Deutsch Avricourt... dep	2 30	†5 54	7 32	10 25	...	8 ¶25	...	...	...	...
Igney-Avricourt [Cust. a	2 34	5 58	7 36	10 29	‡ 1 & 2 class.	8 29	...	† 1, 2, 3 class, * 1st class	...	...
" " ......dep	3 8	6 23	8 5	11 0		8 50	4 20		11 40	...
Emberménil	3 22	6 37	8 17	...		...	4 34		11 53	...
Marainvillers	3 35	6 50	...	...		...	4 47		12 6	...
Luneville......arr.	3 47	7 2	8 35	11 32		9 13	4 59		12 18	...
" ......dep.	3 55	7 12	8 40	11 37		9 18	5 3		12 23	...
Blainville-la-Grande	4 14	7 29	8 57	11 52		9 31	5 17		12 39	...
Rosieres-aux-Salines	4 23	7 38	...	...		...			12 48	...
Varangeville St. Nicolas......	4 34	7 46	...	...	...	...	...		12 56	...
Jarville-la-Malgrange ... dep	4 50	8 2	...	...	...	...	1,2,3	1 Ex	...	1,2,3
Nancy (*Buffet*)......arr.	4 55	8 7	9 23	12 22	a.m.	9 55	a.m.	p.m.	1 15	a.m.
" (66, 74) ......dep.	5 27	‡8 23	9 33	1 0	6 0	10 20	10 30	2 55	1 45	8 5
Champigneulles......	5 36	...	...	...	6 9	...	10 39	...	1 54	8 14
Frouard (74) ...... a	5 41	8 35	9 44	1 12	6 14	10 30	10 44	3 5	1 59	8 19
" ......dep	5 51	8 44	9 47	1 20	6 19	10 35	10 47	3 10	2 3	8 24
Liverdun	6 5	...	...	...	6 33	...	11 1	...	2 17	8 38
Fontenoy-sur-Moselle	6 19	...	...	...	6 47	...	11 15	...	2 31	8 52
Toul	6 38	9 17	10 20	1 57	7 5	11 6	11 33	...	2 52	9 9
Foug	6 50	...	...	...	7 17	...	11 45	...	3 4	9 21
Pagny Sur Meuse ...arr	6 59	9 33	10 35	...	7 26	...	11 54	...	3 13	9 30
" (73) ...... dep	7 6	9 34	10 36	...	7 29	...	11 57	...	3 16	9 32
Sorcy	7 16	...	...	...	7 39	...	12 7	...	3 26	9 42
Commercy......	7 32	9 55	10 55	2 33	7 55	...	12 23	4 6	4 15	9 57
Lerouville (75)......	7 42	...	...	2 43	8 6	...	12 34	...	4 26	10 5
Ernecourt Loxeville......	8 6	...	...	...	8 30	...	12 58	...	4 50	
Nancois-le-Petit (78)	8 22	...	11 31	3 16	8 46	...	1 11	...	5 5	1 2,3
Longeville	8 32	...	...	...	8 56	...	1 24	...	5 15	a.m.
Bar-le-Duc (*Buffet*)......	8 46	10 50	11 50	3 35	9 12	12 20	1 37	4 54	5 35	5 0
Mussey	8 59	...	...	...	9 25	...	1 50	..	5 48	5 18
Revigny-aux-Vaches	9 10	...	...	...	9 34	...	2 1	...	5 59	5 33
Sermaize	9 22	...	...	4 2	9 48	...	2 12	...	6 11	5 53
Pargny	9 32	...	...	...	9 58	...	2 22	...	6 21	6 7
Blesme......arr.	9 45	11 32	12 29	4 20	10 11	12 55	2 35	5 29	6 34	6 27
" (66) ......dep.	9 50	11 37	12 34	4 25	10 16	1 1	2 41	5 33	6 39	6 42
Vitry-le-Francais	10 9	11 54	12 48	4 43	10 35	1 15	3 0	...	7 0	7 13
Loisy	10 19	...	...	4 53	10 45	...	3 10	...	7 10	7 27
Vitry-la-Ville	10 34	...	...	5 8	11 0	...	3 25	...	7 25	7 49
Chalons-sur-Marne arr	10 57	12 30	1 21	5 31	11 22	1 46	3 47	6 15	7 45	8 20
" (62, 67)...dep.	11 7	12 37	1 27	5 39	11 30	1 55	3 54	6 40	7 56	
Jalons-les-Vignes	...	...	...	...	11 50	...	4 14	...	8 15	...
Oiry Avize......	...	...	...	...	12 6	...	4 31	...	8 30	1 Cl.
Epernay (*Buffet*) ......arr.	11 48	1 16	2 3	6 20	12 17	2 29	4 42	7 14	8 41	p.m.
" (71) ......dep.	11 56	1 31	2 10	6 30	12 26	2 39	4 47	7 23	8 51	3 22
Damery Boursault......	...	...	...	...	12 37	...	4 58	...	9 2	...
Port-a-Binson......	...	...	...	...	12 50	...	5 11	...	9 15	...
Dormans	12 34	...	...	7 3	1 5	...	5 26	...	9 30	...
Varennes	...	...	...	7 18	1 20	...	5 41	...	9 45	...
Mezy	...	...	...	...	1 27	...	5 48	.	9 52	...
Chateau-Thierry ...arr.	1 4	2 22	3 1	7 34	1 39	...	6 0	8 5	10 4	4 8
" (67) dep.	1 12	2 27	3 6	7 39	1 44	...	6 20	8 9		4 12
Paris ......arr.	3 45	4 30	5 15	9 45	4 20	5 0	9 0	9 54	...	6 5

LUNEVILLE and SAINT-DIE.

Stations.	1 Cl.	1,2,3	1 Cl.	1,2,3
	p.m.	p.m.	a.m.	a.m.
Paris ......dep.	8 30	9 15	9 15	7 0
NANCY ......dep	a4 2	a9 35	p4 20	p7 50
Luneville ......arr.	4 42	10 46	5 17	8 54
* 1, 2, 3	a.m.	a.m.	p.m.	p.m.
Luneville (64)dep.	*5 30	10 55	*5 22	8 59
Saint-Clement	5 46	11 12	5 38	9 15
Azeraitles	6 2	11 28	5 54	9 31
Baccarat	6 15	11 42	6 7	9 45
Raon-l'Etape	6 37	12 3	6 29	10 7
Etival......	6 47	12 13	6 39	10 17
Saint-Michel	6 56	12 22	6 48	10 26
Saint-Die (61, 71) a	7 8	12 34	7 0	10 38

Stations	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Saint-Die ......dep.	5 20	9 58	2 15	5 5
Saint-Michel	5 31	10 9	2 25	5 16
Etival-Clairef	5 40	10 18	2 35	5 27
Raon-l'Etape	5 52	10 29	2 47	5 39
Baccarat	6 17	10 47	3 8	6 4
Azerailles	6 26	10 56	3 17	6 13
Saint-Clement	6 42	11 13	3 33	6 29
Luneville (65) ...a	6 56	11 27	3 47	6 43
Luneville ......dep	8 38	12 31	4 2	7 12
		1 Cl.		1 & 2
NANCY......arr	9 30	12 23	4 57	8 3
Paris ......arr.	5 0	9 54	4 45	4 30

PONT-MAUGIS and RAUCOURT.

Mls.	fr. c.	fr. c.	fr. c.	All 1, 2, 3 class	a.m.	a.m.	p.m.	p.m.
[illegible]	3 5	2 30	1 70	MEZIERES-CHARLE. d	2 45	9 12	3 0	5 55
[illegible]	0 70	0 55	0 35	**Sedan** (15, 71)	6 0	10 10	3 50	7 5
Frm	Pont	-Ma	ugis.	**Pont-Maugis**......	6 11	10 25	4 5	7 16
				Remilly......	6 18	10 36	4 17	7 23
3	0 70	0 55	0 35	Ang-court	6 21	10 46	4 28	7 29
6½	1 45	1 10	0 70	**Raucourt**......arr	[illegible]	11 3	4 43	7 41
					a.m.	a.m.	p.m.	p.m.
From	Rau	cou	rt.	**Raucourt** ......dep	[illegible]	11 45	5 10	8 5
3	0 70	0 55	0 35	Ang-court	7 8	12 7	5 30	8 17
..	...	...	...	Remilly......	7 17	12 18	5 39	8 23
6½	1 45	1 10	0 70	**Pont-Maugis**......	7 27	12 30	5 51	8 32
9½	2 15	1 65	1 5	**Sedan** ......arr	7 35	12 40	6 1	8 40
...	4 50	3 10?	2 40	MEZIERES-CHARLE. a	[illegible]	[illegible]	[illegible]	[illegible]

Extra.—Pont Maugis to Remilly, 7.10? a.m., 1 38, 7 6 p.m.
Remilly to Pont Maugis, 10.45 a.m., 12 48, 8 13 p.m.

* Mann Boudoir Sleeping Cars by this Train.

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REIMS AND LAON (Chemin de fer de l'Est).

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	Reims	Reims(15,16,71)d		4 40	6 30	8 45	1 40	5 52	8 35	**Laon** ..... dep.	1 55	7 40	12 45	3 10	5 34	9 0
1 45	1 10	0 80	Loivre	5 13	6 49	9 4	1 59	6 15	8 53	Coucy-les Eppes ...		7 58	1 2	3 28	5 54	9 25
2 65	2 0	1 45	Guignicourt.....	5 45	7 6	9 20	2 16	6 36	9 9	St. Erme-Montaigu		8 10	1 13	3 40	6 9	9 44
4 15	3 10	2 30	St. Erme-Montaigu	6 26	7 31	9 45	2 41	7 6	9 28	Guignicourt	2 44	8 34	1 36	4 4	6 37	10 22
5 5	3 75	2 80	Coucy-les Eppes ...	6 48	7 42	9 56	2 52	7 19	9 38	Loivre		8 50	1 51	4 20	6 58	10 42
6 50	4 85	3 55	**Laon (15.16)** ... a	7 15	8 0	10 14	3 10	7 40	9 54	**Reims** ..... a	3 18	9 8	2 8	4 38	7 20	11 18

NANCY and MIRECOURT.

fr. c.	fr. c.	fr. c.	All 1, 2, 3 Classes.	a.m.	a.m.	p.m.	p.m.
from	Nancy	cy.	**Nancy (64, 65)**...dep	5 25	10 25	4 45	8 0
0 50	0 35	0 25	Jarville-la-Malgrange...	5 33	10 33	4 54	8 9
1 0	1 55	1 15	Pont-Saint-Vincent	6 10	11 10	5 33	8 49
1 75	3 30	2 45	**Vezelise** ..... arr	6 59	11 59	6 37	9 44
2 75	4 20	3 10	Diarville	7 30	12 33	6 58	...
3 0	5 55	4 5	**Mirecourt (74)** ...arr	8 2	1 5	7 30	...

All 1, 2, 3 Classes.	a.m.	a.m.	a.m.	p.m.
Mirecourt .....dep	...	8 2	11 59	4 35
Diarville	...	8 45	12 32	5 8
Vezelise.....dep	6 20	9 16	1 3	5 41
Pont-S int-Vincent	7 9	9 48	1 52	6 40
Jarville-la-Malgrange	7 43	10 13	2 26	7 17
Nancy ..... arr	7 48	10 18	2 31	7 23

PARIS BLESME, and CHALINDREY.

1 Cl.	2 Cl.	3 Cl.	Stations.	1 2 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
				† 1, 2, 3 class						‡ 1st Class.					
fr. c.	fr. c.	fr. c.	**Paris**..... dep	p.m. 12 15	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.
...	...	...	Blesme (64)	4 35	8 0	11 12	5 20	8 12	12 25	**Chaumont(60)d**	6 22	9 47	2 38	4 7	4 15	8 8
2 20	1 65	1 20	Saint Dizier (63)	5 3	8 41	11 53	5 58	8 53	1 4	**Bologne**	6 46	10 11	3 0	4 25	4 48	8 30
3 45	2 55	1 85	Eurville	5 20	8 57	12 12	6 13	9 10	1 22	**Chaumont**.....	6 59	10 24	3 12	...	5	8 43
4 75	3 40	2 50	Chevillon	5 34	9 35	...	6 27	9 23	1 33	**Donjeux**	7 20	10 45	3 31	...	5 43	9 4
5 65	4 30	3 15	Joinville	5 57	9 58	12 52	6 50	9 45	1 55	**Chevillon**	7 37	11 3	3 48	5 0	6 11	9 21
6 35	5 15	3 75	Donjeux	6 12	9 13	...	7 3	9 58	2 8	**Joinville**	7 55	11 21	4 18	5 21	6 37	9 39
8 35	6 25	4 60	Vignory	6 32	9 33	1 0	7 23	...	2 28	**Saint Dizier (63)**	8 30	11 56	4 45	5 56	7 42	10 40
9 35	7 0	5 15	Bologne (73).....	6 48	9 51	1 29	7 39	10 13	2 45	**Blesme**	8 56	12 22	5 5	6 36	8 10	11 17
11 10	8 20	6 10	Chaumont(60)d - - -	7 15	10 15	1 57	8 4	10 40	3 12	**Paris (65)** .....arr.	4 20	15 0	49.54	...	8 45	1 20

Cathenay & Messempre Chemin de fer d'Interet Local de Carignan à Messempre.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		p.m.	Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.
				Carignan(15)..... dep	...	From Mes-em pre				Messempre ..... dep	3 20	...
3	0 70	0 55	0 35	Osnes-Pure	...	1 26	0 25	0 20	0 15	Osnes-Pure	3 45	...
4	1 0	0 75	0 45	Messempre ..... arr	...	1 33	0 33	0 25	0 20	Carignan (15)..... arr	...	...

PARIS and LIVRY, by SEVRAN (Nord) and LE RAINCY (Est).

Stations.	nord	nord	l'est	nord	l'est	nord	nord	l'est	Stations.	nord	l'est	nord	l'est	nord	nord	l'est	nord	l'est	nord
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris dep	7 35	9 40	11 30	12 15	1 50	2 50	4 50	6 0	**Livry** dep	8 0	9 35	11 0	11 15	12 35	4 5	4 40	5 50	8 15	8 0
Livry ...arr	8 25	10 0	11 50	1 5	2 30	3 40	5 40	6 30	**Paris** ... arr	8 50	10 25	11 50	12 5	1 42	4 55	5 30	6 40	8 55	8 40

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CHALONS, ST.-HILAIRE-AU-TEMPLE, VERDUN, and SATILLY.

Miles.	Miles.	Miles.	Stations.	1 Cl.	1, 2 Cl.	1, 2 Cl.	1, 2 Cl.	1, 2 Cl.	1, 2 Cl.
Dis.	fr. c.	fr. c.	PARIS ..... dep (48, 64)	9 15	9 15	12 05	...	12 0	11 53
				p.m.	a.m.	a.m.	a.m.	p.m.	p.m.
...	Fro	Cha	lons Chalons (64) dp	2 55	1 55	6 45	10 10		6 58
68	1 35	0 95	La Veuve	1 12		7 3	10 29		7 15
104	2 5	1 85	St.-Hilaire (67)	1 15	2 30	7 13	10 40		7 23
...	...	...	Reims .....dep	12 17	...	6 0	9 28		5 46
...	...	...	St-Hilaire	1 19	...	7 0	10 37		6 55
...	...	...	St.-Hilaire de	1 30	2 22	7 10	10 45		7 26
142	2 85	2 10	1 50 Cuperly	1 42	...	7 30	10 58		7 38
99	4 5	3 0	2 35 Suippes	1 58	2 48	7 46	11 18		7 55
36	5 25	3 95	2 90 Somme-Tourbe ...	2 16	...	8 4	11 35		8 11
37	6 35	4 75	3 50 Valmy	2 35	...	8 26	11 56		8 30
38	7 50	5 75	4 15 Sainte-Menehould	2 55	3 32	8 44	12 20		8 49
46	9 20	6 90	5 5 Clermont	3 21	3 56	9 11	12 46		9 12
50	9 95	7 4	5 0 Auberville	3 33	4 9	9 22	12 59		9 23
55	10 90	8 25	5 5 Dombasle	3 46	4 24	9 38	1 13		9 36
62	12 40	9 35	6 60 Balaicourt	4 6	4 44	9 56	1 33		9 54
66	13 20	9 90	7 30 Verdun (75).....	4 26	5 6	10 18	1 50		10 3
91	18 25	13 65	10 0 Conflans Jar. 76	5 43	6 20	11 4	2 57		...
96	19 15	14 40	10 55 Batilly	6 5	6 51	12 8	...		...
...	...	...	... Amanvillers 79	6 18	7 5	12 20	...		...
...	...	...	... Metz (74)) ..... arr	7 29	8 19	1 34	...		...
...	...	...	LUXEMBOURG a						

Miles.	Stations.	1-2	1-2	1-2	1-2	1-2
	LUXEMBOURG d	...	...	...	...	11 53
		a.m.	a.m.			p.m.
	Metz (75).....dep	9 31	5 48	...	...	3 41
	Amanvillers 79	9 54	6 11	...	...	4 0
	Antilly	10 34	6 41	...	...	4 48
	Conflans Jar. 76	10 53	7 6	a.m.	p.m.	5 11
	Verdun (75).....	12 14	8 19	6 6	2 45	6 36
	Balaicourt	12 26	8 36	6 17	2 57	7 8
	Dombasle	12 46	8 48	6 37	3 16	7 27
	Aubreville	12 59	9 0	6 50	3 33	7 40
	Clermont	1 12	9 12	7 3	3 45	7 58
	Sainte-Menehould	1 40	9 38	7 31	4 15	8 21
	Valmy	1 56	9 53	7 47	4 31	8 37
	Somme-Tourbe ...	2 17	10 12	8 7	4 51	8 57
	Suippes	2 37	10 30	8 26	5 9	9 15
	Cuperly	2 54	10 46	8 43	5 26	9 32
	St.-Hilaire...arr	3 5	10 56	8 54	5 37	9 43
	ST-HILAIRE d	3 12	1 5	9 6	5 51	9 56
	REIMS .....arr	4 20	2 13	10 16	7 0	11 46
	St.-Hilaire dep	3 11	10 50	8 59	5 41	9 47
	La Veuve	3 22	11 9	9 10	5 52	...
	Chalons (68) arr	3 46	11 26	9 28	6 10	10 13
	PARIS ..... arr	9 0	4 20	...	9 54	3 45

PARIS MEAUX and CHATEAU THIERRY.

Extra —10.30 a.m.

Stations.	1,2,3	1,2,3	1,2,3	2,3	1,2,3	1,2,3	1,2,3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Ex.	1, 2, 3	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c. fr. c. fr. c.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	night
From Paris. Paris ..... dep	6 15	7 0	7 30	8 25	9 40	11 30	12 0	12 30	1 30	3 0	3 45	4 35	4 55	5 20	5 40	6 30	6 53	7 50	8 35	9 10	9 45	10 45	12 55	12 55
0 65 0 40 0 30 Pantin	6 27	...	7 42	1C	9 52	11 42	...	12 42	1 42	3 12	3 57	1 & 2	5 7	5 39	5 52	6 45	7 7	...	8 47	9 24	9 57	10 57	12 34	12 34
1 10 0 80 0 60 Noisy-le-Sec.	6 36	7 14	7 51	...	10	2 11	51	12 15	12 51	1 51	3 21	4 6	...	5 48	5 38	6 1	6 51	7 16	...	8 56	9 33	10 6	11 6	12 44
1 10 0 80 0 60 Bondy (24).....	6 41	...	7 56	...	10	7	16	12 56	...	1 56	3 26	4 11	...	5 53	...	6 6	6 56	7 21	...	9 1	...	10 11	11 11	12 50
1 55 1 20 0 95 Le Raincy-Villemeil ...	6 46	...	8	...	10	12	12 23	1	2	3	4 18	...	...	5 27	5 48	6 13	7	7 28	...	9 7	9 41	10 17	11 17	12 56
1 85 1 35 0 95 Gagny-Montfermeil	6 53	...	8 7	...	10	18	12	7	...	1 8	2 8	3 38	4 23	...	5 22	6 18	7 7	7 33	...	9 12	...	10 22	11 22	1 1
2 25 1 75 1 20 Chelles	7 1	...	8 15	...	10	26	12 15	...	1 16	2 16	3 46	4 31	...	5 40	...	6 26	7 15	7 41	...	9 20	...	10 30	11 30	1 9
3 45 2 55 1 85 Lagny-Thorigny (30)	7 14	7 39	8 30	8 58	10 4	12	30	12 45	1 33	2 31	4 1	4 44	5 11	5 53	6 10	6 41	7 30	7 54	...	9 35	10 4	10 45	11 50	1 27
4 40 3 35 2 30 Esbly	...	7 51	8 44	...	10 55	12	44	12 59	1 46	2 45	4 15	...	...	6 24	6 55	7 44	...	...	...	9 49	...	10 59	12 4	1 41
4 40 3 50 2 30 Meaux (B) ..... arr	...	8 2	8 56	9 15	11 7	12	56	1 11	1 58	2 57	4 27	5 22	...	6 36	7 7	7 56	...	8 44	10 1	10 37	11 11	12 16	...	1 53
dep	...	8 7	...	9 21	11 11	...	1	17	...	...	4 33	5 26	...	6 43	...	8 2	...	8 49	...	10 33	...	...	...	2 1
8 1 6 10 4 50 Laferte a Jouarre ...	...	8 41	...	9 44	11 48	...	1	56	...	...	5 10	6 3	...	7 23	...	8 38	...	9 16	...	11 1	...	...	...	2 38
9 1 7 0 5 20 Chat. Thierry (B) arr	...	9 20	...	10	12	12	30	...	2 41	...	...	5 59	6 36	...	8 6	...	9 2	...	9 49	...	11 37	...	...	...	3 9

Stations.	1 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1—3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Ex.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
1st Class.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Chateau Thierry (B) (65)	1 12	2 27	3 6	...	...	6 0	...	7 39	...	8 59	...	...	...	...	...	1 44	...	...	4 12	...	4 20	...	6 20	8 9	...	8 25
Laferte a Jouarre	1 58	2 3	3 45	...	...	6 46	...	8 15	...	9 46	...	...	...	...	...	2 28	3 33	...	4 44	...	5 17	...	7 8	8 40	...	9 12
arr.	2 28	3 28	4 10	...	...	7 19	...	8 40	...	10 19	...	...	...	...	...	3 1	...	...	5 6	...	5 50	...	7 40	9 1	...	9 45
Meaux [Buffet ..... dep.	2 34	3 34	4 15	6 0	..	7 25	...	10 45	9 15	10 25	10 45	12 15	...	3 5	3 8	...	4 23	5 11	...	5 58	...	7 46	9 6	9 15	9 51
Esbly	...	...	6 13	...	...	7 37	...	...	9 27	10 37	10 57	12 27	...	3 17	3 18	...	4 35	...	...	6 8	...	7 58	...	9 27	10 3
Lagny-Thorigny	3 0	...	4 36	6 26	6 55	7 51	8 10	9 6	9 41	10 51	11 11	12 41	1 26	3 31	3 32	...	4 49	5 30	5 40	6 24	7 40	8 12	...	9 41	10 19
Chelles	...	...	...	6 40	7 9	...	8 24	...	9 55	...	11 25	12 55	1 39	3 48	...	...	5 3	...	5 54	6 38	7 54	...	...	9 55	10 33
Gagny-Montfermeil	...	...	...	6 49	7 18	...	8 33	...	10 4	...	11 34	1 4	1 48	3 54	...	...	5 12	...	6 3	6 47	8 3	...	...	10 4	10 42
Le Raincy Villem	...	...	...	6 54	7 24	8 13	8 39	...	10 9	11 14	11 39	1 9	1 54	3 59	3 58	...	5 17	...	6 8	6 53	8 8	8 35	...	10 9	10 48
Bondy	...	...	...	7 0	7 30	...	8 4	...	10 15	...	11 45	1 15	2 0	4 5	0	...	5 23	...	...	6 59	8 15	...	...	10 15	10 54
Noisy-le-Sec.	...	...	...	7 6	7 36	8 22	8 51	...	10 21	11 24	...	1 21	2 6	4 11	4 4	...	5 29	...	...	7 6	8 21	8 44	...	10 21	11 1
Pantin	...	...	...	7 15	7 45	...	9 0	...	10 30	...	...	1 30	2 15	4 20	...	...	5 38	...	...	7 15	8 30	...	...	10 30	11 10
Paris ..... arr	3 45	4 30	5 15	7 27	7 57	8 38	9 12	9 45	10 42	11 40	12 12	1 42	2 27	3 32	4 30	5 0	5 50	6 5	6 42	7 27	8 42	9 0	9 54	10 42	11 20

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PARIS to GRETZ, COULOMMIERS, PROVINS, FLAMBOIN, MONTEREAU, TROYES, GRAY, BELFORT, and MULHOUSE (MÜHLHAUSEN). BALE.—Chemin de fer de l'Est.

E. M	1 Cl.	2 Cl.	3 Cl.	Stations	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis	fr. c.	fr. c.	fr. c.		a.m.	a.m	a.m	a.m.	a.m	p.m	o.m	p.m.	a.m	o.m	p.m.	p.m.	night	p.m.
—	from	Pa	ris.	**Paris**.....dep.	6 35	7 10	8 5	8 35	9 30	2 0	12 50	4 5	5 30	5 50	8 20	9 40	12 35	9 5
3	0 4	0 85	0 60	**E.-t-Châtelaine**	6 41	...	...	8 41	9 36	2 6	...	4 56	...	5 56	...	...	...	9 11
5½	1 10	0 60	0 60	Noisy-le-Sec	6 56	7 34	...	8 56	9 51	2 21	...	5 11	5 44	6 11	...	9 55	12 55	9 26
8	1 35	0 95	0 65	Rosny-sous-Bois	7 5	...	...	9 5	10 0	2 30	...	5 20	...	6 20	...	...	1 4	9 35
10½	1 35	0 95	0 65	Nogent-sur-Marne	7 18	7 36	...	9 13	10 8	2 38	1 18	5 27	5 57	6 28	...	10 6	1 15	9 4
13	1 85	1 20	0 90	Villiers	7 25	7 47	...	9 25	10 20	2 50	...	5 39	...	6 40	...	...	1 28	9 55
17	2 75	1 95	1 35	Emerainville-Pontault	7 37	7 58	...	9 37	10 32	3 2	...	5 51	...	6 52	...	...	...	10 7
20½	3 35	2 40	1 75	Ozouer-la-Ferrière	7 46	8 7	...	9 46	10 41	3 11	...	6 0	6 22	7 1	...	...	...	10 16
24	4 8	3 0	2 10	**Gretz**	7 55	8 20	9 58	9 55	10 55	3 20	1 56	6 13	6 35	7 10	9 12	10 46	2 0	10 25
24½	4 8	3 0	2 10	**Brou** .....dep.	8 7	...	...	10 0	...	3 26	...	...	6 40	...	...	...	...	10 3
34½	6 8	4 80	3 20	**Mortcerf**.....arr.	8 35	...	...	10 30	...	4 1	...	...	7 13	...	...	...	...	11 0
44½	8 25	6 15	4 45	**Coulommiers**...	9 7	...	...	11 1	...	4 33	1,2,3	...	7 44	...	...	...	...	11 31
27½	4 70	3 45	2 45	Villepatour-Coubert ..	...	8 29	...	...	11 4	...	2 5	6 22	6 44	...	...	...	...	...
30½	5 30	3 90	2 75	Ozouer-le-Voulgis	...	8 37	...	...	11 12	...	2 13	6 30	6 52	...	...	...	...	...
33	5 80	4 25	2 95	Verneuil	...	8 45	...	...	11 21	...	2 22	6 39	7 1	...	9 29	...	...	...
36½	6 50	4 80	3 50	Mormant	...	8 54	9 21	...	11 31	...	2 32	6 49	7 11	...	9 38	...	7 31	...
43½	7 90	5 85	4 20	**Vaugis**	...	9 14	9 37	...	11 52	1,2,3	2 55	7 10	7 29	...	9 58	11 29	7 53	1,2,3
50	9 10	6 80	4 85	Maison-Rouge	1,2,3	9 29	...	1,2,3	12 8	a.m.	3 12	...	7 45	p.m.	...	...	...	a.m.
55½	10 2	7 60	5 50	**Longueville**arr.a.m	a.m.	9 40	9 58	a.m.	12 20	6 15	3 24	7 35	7 57	4 58	10 14	11 54	8 20	10 52
...	0 2	7 60	5 50	**Longueville** dep.	7 28	10 12	10 12	9 18	12 27	1 23	3 30	...	8 8	5 50	10 45	...	...	...
59	0 75	8 0	5 75	**Provins**..... arr	7 41	10 28	10 25	9 28	12 38	1 46	3 43	...	8 21	6 3	10 58	...	...	...
58½	10 28	7 60	5 50	Chalmaison	...	10 28	...	...	...	6 25	3 37	...	8 9	5 7	...	...	11 0	...
59½	10 2	7 60	5 50	**Flamboin**	...	10 25	10 13	...	...	6 3	3 42	...	8 14	5 13	10 29	12 14	3 41	11 5
...	from	Fla	mbo	**Flamboin** .dep.	a.m.	11 15	...	...	...	...	5 17	...	...	...	...	...	a.m. 7 8	...
62	0 70	0 55	0 35	Les Ormes	...	11 34	...	...	...	...	5 38	...	...	...	...	...	7 29	...
69	0 70	0 55	0 35	Vimpelles	...	11 49	...	...	...	...	5 56	...	...	...	...	...	7 39	...
68½	1 70	1 30	0 90	Châtenay	...	12 4	...	...	...	...	6 4	...	...	...	...	...	7 41	...
76½	3 15	2 40	1 75	**Montereau** (48)	...	12 31	...	...	...	...	6 13	...	...	...	...	...	8 5	...
...	From	Pa	ris.											p.m.				
62	12 30	9 30	6 75	**Herme**	...	10 38	...	...	...	6 49	3 54	...	8 33	...	...	...	...	...
68½	13 65	10 0	7 50	Nogent-sur-Seine	...	10 56	10 51	...	...	7 18	4 15	...	8 52	...	10 48	12 33	4 11	...
80	15 85	11 90	8 70	**Romilly** (70)	...	11 29	10 54	...	...	8 2	4 46	...	9 12	...	11 15	1 4	4 47	...
87½	17 35	13 0	9 55	Mesgrigny	...	11 50	...	...	...	8 35	5 8	...	9 33	...	11 30	1 22	5 9	...
91½	18 15	13 65	9 95	St. Mesmin	...	12 1	...	...	...	8 57	5 19	...	9 44	...	...	...	5 21	...
103½	20 65	15 45	11 30	**Troyes** (*B*) (p 62-35)	...	12 51	11 59	...	...	9 43	6 17	...	10 24	8 10	12 4	2 6	6 22	...
113½	22 40	16 80	12 30	Lusigny	...	1 18	...	...	...	...	6 44	...	...	8 48	...	...	6 49	...
130½	24 50	18 35	13 45	Vendeuvre	...	1 47	12 37	...	...	...	7 13	...	...	9 46	12 41	2 52	7 17	...
130½	25 85	19 40	14 20	Jessains	...	2 5	...	...	...	...	7 31	...	...	10 24	12 56	...	7 35	...
137	27 20	20 40	14 95	**Bar-sur-Aube**	1,2,3	2 27	1 6	...	...	...	7 53	...	...	10 46	1 12	3 25	7 56	...
149½	29 55	22 15	16 25	Maranville	p.m.	2 59	...	...	...	...	8 25	...	...	...	...	...	8 27	...
149½	30 80	23 10	16 90	**Arcon** (75)	...	3 18	1 40	...	...	...	8 44	...	...	1 50	4 6	...	8 47	...
162½	32 25	24 20	17 75	**Chaumont** (68, 73)	2 20	4 2	2 5	...	...	...	9 28	...	...	2 15	4 37	...	9 17	...
170½	33 75	25 30	18 55	Foulain	...	4 14	...	...	...	...	9 44	...	...	...	4 53	...	9 33	...
178½	35 25	26 50	19 45	Rolampont	...	4 40	...	...	...	1,2,3	10 3	...	...	...	5 12	...	9 52	...
184½	36 55	27 40	20 10	**Langres**	3 56	4 59	3 46	...	...	p.m.	10 20	p.m.	...	2 54	5 29	10 9	10 9	...
191½	37 95	28 40	20 80	**Cul.-Chalindrey** rr	...	5 14	3 59	...	...	7 18	10 35	3 13	...	3 7	5 44	10 24	...	...
...	...	...	...	**[Humrey (52)**	...	p.m.	p.m.	...	...	...	...	...	...	a.m.	a.m	a.m	...	...
...	37 95	28 40	20 80	**Culmont-Che-**	...	6 15	4 30	...	...	...	...	...	...	4 35	7 5	11 5	...	...
199	39 0	29 0	21 70	Maxta	...	6 33	4 28	...	...	...	...	...	...	3 52	7 24	11 23	...	...
212½	42 20	31 65	23 25	Oyrières	...	7 7	4 1	...	...	...	...	...	...	4 49	7 58	11 57	...	...
218½	43 50	32 60	23 90	**Gray** (52, 66) arr.	...	7 20	4 14	...	...	...	...	...	...	5 0	8 11	12 10	...	...
201½	39 80	29 90	21 90	Charmoy	...	5 47	...	...	...	7 53	...	...	3 38	...	...	6 14	10 53	...
203½	40 40	30 30	22 20	La Ferté Bourbonne ...	...	5 56	3 26	...	...	8 12	...	...	3 47	...	3 56	6 24	11 3	...
209½	41 40	31 0	22 75	Vitrey	...	6 9	...	...	...	8 40	...	...	4 4	...	...	6 37	11 16	...
214½	42 70	32 5	23 50	Jussey	...	6 24	3 47	1,2,3	1,2,3	9 1	1,2,3	...	4 15	...	4 32	6 53	11 31	...
219½	43 60	32 70	23 98	Monthureux	...	6 36	...	p.m.	a.m.	...	p.m.	...	4 27	...	...	7 4	11 43	...
224½	44 45	33 30	24 45	**Port d'Atelier**(66)	...	6 50	4 8	2 14	9 20	...	9 15	...	4 37	...	4 21	7 19	11 58	...
229½	45 55	34 30	25 5	Port-sur-Saône	...	7 5	...	2 29	9 35	...	9 30	...	...	...	4 34	7 34	12 13	...
236½	46 90	35 20	25 75	**Vesoul** (53, 66)	...	7 25	4 38	2 50	9 56	...	9 50	...	...	...	4 59	7 59	12 38	...
241½	47 90	35 90	26 30	Colombier	...	7 48	...	...	...	...	...	...	...	...	...	8 12	12 51	...
255½	50 65	37 95	27 80	**Lure** (70)	...	8 30	5 16	...	...	...	...	...	...	...	5 39	8 54	1 33	...
265½	53 70	40 25	29 50	Ha-Evo	...	9 14	...	...	...	...	...	...	...	...	...	9 38	2 17	...
275	54 55	40 90	30 0	**Belfort**(52,66) arr	...	9 24	5 54	a.m.	...	...	...	...	...	...	6 20	9 48	2 27	...
...	...	...	...	.....dep.	...	...	6 18	4 40	...	...	...	...	...	...	6 46	10 0	2 35	...
...	...	...	...	Petit-Croix ..... arr	...	...	6 37	5 5	...	...	...	...	...	...	8 54	10 20	2 48	...
...	...	...	...	Altmunsterol ..... arr	...	...	6 45	5 10	...	...	...	...	...	...	7 14	10 33	3 9	...
...	...	...	...	(Customs).....dep	...	...	7 30	5 48	...	...	...	...	...	...	8 5	11 3	4 0	...
...	...	...	...	Dammerkirch	...	...	7 42	5 57	...	...	...	...	...	...	8 20	11 9	4 12	...
295	58 30	43 40	31 40	Aitkirch	...	...	7 56	6 11	...	...	...	...	...	...	8 32	12 4	4 30	...
305	60 25	44 85	32 10	**Mulhouse** (73) arr	...	...	8 25	6 40	...	...	...	...	...	...	8 57	12 34	4 56	...
...	...	...	...	.....dep	...	...	8 37	6 57	...	...	...	...	...	...	9 6	12 3	5 0	...
315	63 9	47 10	33 50	**Bale** (76) ..... arr	...	...	9 31	7 56	...	...	...	...	...	...	9 49	1 39	6 47	...

Alsace Railway.

* Also 3rd Class to Troyes and beyond.

Remarks.—Luggage: 66 lbs. of luggage is allowed free of charge.

Paris to Nogent-s Marne, 6.35, 10.50 a.m., 3.15, 6.20, 9.55 p.m.

Extra.—Paris to Gretz, 2.0, 7.0 p.m.

† 1, 2, 3 Cl.

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BALE, MULHOUSE, (MUHLHAUSEN), BELFORT, GRAY, TROYES, MONTEREAU, PROVINS, COULOMMIERS, GRETZ, and PARIS.

Stations.	1,2,3			1,2,3	1 & 2		1,2,3	1 & 2		1,2,3	1,2,3
				a.m.	a.m.		a.m.			p.m.	p.m.
Bale [Buffet].. (71)...dep.	...	...	...	6 0	9 55	...	11 16	...	...	5 30	...
Mulhouse .....arr.	...	...	...	6 50	0 35	...	12 18	p.m.	...	6 12	...
... dep.	...	...	...	6 55	0 38	...	12 26	2 40	...	6 17	...
Dornach	...	...	...	7 24	0 57	...	12 58	3 20	...	6 41	...
Wesserkirch	...	...	...	7 38	...	...	1 13	3 55	...	6 54	...
Altkirch[French Time)	...	...	...	7 49	11 16	...	1 25	4 0	...	7 6	...
Petit Croix	a.m.		...	...	11 2	...	1 10	4 8	...	6 52	p.m.
(Customs) ..... dep	6 28		...	...	11 16	...	1 26	4 22	...	7 13	9 5
Belfort [Buffet] (52) *arr	6 47		...	...	11 29	...	1 45	5 1	...	7 26	9 24
...	...		...	1,2,3	a.m.		1,2,3	1,2,3		1 Cl.	...
...	...		...	a.m.	a.m.	p.m.	p.m.	p.m.	...	p.m.	...
Belfort French Time dep	6 55		...	...	11 35	...	1 51	5 26	...	7 34	9 37
Ba-Evette	7 7		...	...	...	...	2 4	5 53	...	...	...
Lure	7 46		...	...	12 18	...	2 45	7 6	...	8 12	10 23
Colombier	8 22		...	...	...	...	3 22	8 6	p.m.	...	a.m.
Vesoul (53, 66)	8 37	2 3	11 30	...	12 56	4 0	3 47	8 17	6 15	8 46	11 12
Port-sur-Saône	8 59	p.m.	11 53	...	...	4 23	4 10	...	6 55	...	...
Port d'Atelier (66)	9 15	2 13	12 6	...	1 27	4 36	4 28	1,2,3	7 16	9 17	11 48
Monbureux	9 26	...	...	...	...	...	4 40	a.m.	...	...	...
Jussey	9 37	2 30	...	...	1 44	...	4 52	4 10	...	9 33	12 9
Tilney	9 52	...	...	...	...	...	5 8	4 31	...	...	...
La Ferté-Bourbonne.....	10 5	2 53	...	...	2 7	...	5 23	5 2	...	9 54	12 39
Charmoy	10 13	...	...	...	...	1,2,3	5 31	5 14	...	...	...
	a. m				p.m.	a.m.	p.m.			p.m.	
Gray (52,66) .....dep.	8 55	...	...	...	12 55	5 1	3 35	...	...	9 0	...
Oyrières	9 10	...	...	...	1 10	5 16	4 2	...	...	9 14	...
Mantz	9 50	...	1,2,3	...	1 51	5 56	5 10	...	...	9 49	...
Colmont-Chalin 52 a	10 12	...	p.m.	...	2 13	6 17	5 50	...	...	10 9	...
Challadrey [Buffet] ...dep.	10 44	3 19	...	...	2 38	6 30	6 7	6 5	...	10 23	1 19
Langres	11 3		3 18	...	2 55	6 51	6 27	...	...	10 38	1 38
Foulain	11 33	p.m.	3 45	...	...	7 21	7 0	...	...	...	...
Chaumont [Buffet] 66 73	11 54	4 2	4 1	...	3 41	7 50	7 23	...	...	11 18	2 31
Bricon (35)	12 12	4 59	...	...	...	8 13	7 51	...	...	11 35	2 51
Arsonville	12 28	5 20	...	...	...	8 28	8 8	a.m.	...	...	3 8
Bar-sur-Aube	1 1	6 13	...	...	4 31	9 1	8 42	6 10	...	12 10	3 40
Jessins	1 20	6 45	...	...	...	9 23	9 1	6 42	...	12 24	3 56
Vendeuvre	1 37	7 24	...	...	4 57	9 41	9 20	7 24	...	12 39	4 14
Lesigny	2 4	8 3	a.m.	...	...	10	9 47	8 3	p.m.	...	...
Troyes (Buffet) page 62...	2 59	8 40	6 45	...	6 0	10 48	10 32	8 40	6 30	1 20	5 7
Saint-Vesmin	3 31	...	7 15	...	...	11 28	...	...	7 22	...	...
Magnine	3 50	...	7 27	...	...	11 40	11 17	...	7 42	1 50	5 43
Romilly (70)	4 14	...	7 52	...	6 45	12 5	11 47	...	8 30	2 8	6 4
Nogent-sur-Seine	4 42	...	8 20	...	7 6	12 34	12 24	...	9 28	2 32	6 35
Herme	5 1	...	8 39	...	...	2 55	...	p.m.	9 47	...	6 51
Montereau(49)	3 35	...	...	...	...	8 40	...	6 35	...	...	...
Châtenay	4 9	...	...	...	...	9 8	...	7 0	...	...	...
Vimpelles	4 30	...	...	...	...	9 23	...	7 13	...	...	...
Les Ormes	4 49	...	...	...	...	9 34	...	7 22	...	...	...
Flamboin	5 0	a.m.	...	...	...	9 45	...	7 32	...	...	...
Flamboin [Buffet]	5 10	9 02	8 48	...	...	1 2	12 51	7 50	10 7	2 50	7 9
Chalmaison	5 17	9 59	8 55	...	p.m.	1 9	p.m.	7 57	...	...	7 7
Provins .....dep.	4 42	...	8 40	...	6 50	1 2	9 57	...	...	...	7 7
Longueville ..... arr	4 55	10 7	9 0	...	7 10	1 15	10 10	7 52	...	...	7 10
Longueville .....dep.	5 29	as	9 8	...	†7 35	1 22	1 19	8 5	10 31	3 3	7 22
Leudon, M. Rouge	5 45	4	9 24	...	...	1 38	...	8 25	...	...	7 38
Vangis	6 3	+	9 42	...	7 59	1 57	1 54	8 42	...	3 27	7 56
Mormant	6 18	1	10 0	...	...	2 5	...	9 0	...	3 41	8 14
Vernecil	6 28	...	10 10	...	8 34	2 16	...	9 10	...	...	8 24
Ozouer-le-Voulgis	6 36	1, 2, 3	10 18	1, 2, 3	...	2 35	...	9 18	1, 2, 3	...	8 32
Pulpeteur-Coubert	6 46	p.m.	10 28	a.m.	...	2 45	...	9 28	p.m.	...	8 42
Coulommiers ...dep.	...	4 2	...	6 0	...	...	...	...	12 25	...	8 0
Mortcerf	...	4 36	...	6 33	...	...	...	...	12 58	...	8 33
Gretz ..... arr	...	5 10	...	7 4	...	1 cl.	...	...	1 29	...	9 7
G.-Armainvilliers .....dp	7 1	5 15	0 43	7 10	8 38	3 0	2 48	9 43	1 37	4 8	8 57
Gouvr-le-Perrière	7 19	5 25	10 58	7 20	8 47	3 10	...	9 51	1 47	...	9 7
Emeraudville-Pontault	...	5 34	11 2	7 29	...	...	...	10 2	1 56	...	9 32
Villiers	7 26	5 45	11 13	7 40	...	...	...	10 24	2 7	...	1 cl.
Nogent-sur-Marne	7 37	5 56	11 24	7 51	...	3 35	3 28	10 32	2 18	...	9 32
Remy-sous-Bois	...	6 4	11 32	7 59	...	...	...	10 40	2 26	...	...
Noisy-le-Sec	7 49	6 12	11 40	8 7	...	3 48	3 45	10 49	2 34	...	10
Est-Ceinture	...	6 26	...	8 20	...	...	...	...	2 47	...	10
Paris ..... arr	8 5	6 33	12 0	8 28	9 30	4 5	4 10	11 0	2 55	4 55	10 0

Baggage examined at Petit Croix.

Extra.—Gretz to Paris, 9.43 a.m., 1.13, 4.8, 7.53, 10.54 p.m.

Extra.—Provins to Paris, 5.55 a.m.

BELFORT, MORVILLARS, and DELLE.

Stations.	1 Cl.	1,2,3	1,2,3	1 & 2
	a.m.	p.m.	a.m.	p.m.
PARIS .....dep	8 20	9 40	12 35	8 5
,, —1,2,3 Cl.	a.m.	p.m.	a.m.	p.m.
Belfort (52) dep	6 58	12 5	3 37	6 55
Morvillars ...	7 37	12 37	3 39	7 35
Delle (24) ...arr	7 58	12 54	3 56	7 53
,, dep	8 25	1 20	4 0	8 20
BALE .....arr	9 15	2 10	4 50	9 10
ZURICH	...	4 33	7 55	...

ALLEVILLERS and PLOMBIERES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	p.m.	p.m.
Allevillers 68d	6 30	9 15	1 2*	5 50
Plombières arr	6 36	9 44	1 54	6 19

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	p.m.	p.m.	p.m.
Plombières dep.	7 37	12 37	3 39	7 35
Allevillers...arr	8 5	12 58	3 51	7 53

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.
LUCERNE ...dep	...	...	...	...
ZURICH	...	...	...	...
Bale	6 50	4 0	5 5	5 15
DELEMONT ...	8 39	5 40	6 50	6 30
†—1 Class	a.m.	p.m.	p.m.	p.m.
Delle (24) dep	5 40	10 29	5 40	8 20
Morvillars ...	6 6	10 41	6 7	8 46
Belfort	6 35	11 10	6 35	9 15

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MONTARLIEU-VERCIEU and AMBERIEU.

E.M.	Stations.	2 &	2 & 3	2 & 3	2 & 3	Stations.	2 & 3	2 & 3	2 & 3	2 & 3
Dis.		a.m.	a.m.	p.m.	p.m.	(53, 54	a.m.	a.m.	p.m.	p.m.
Fro	Montalieu d	6 25	9 45	1 45	5 35	Ambérieu dp	8 0	11 15	3 10	7 25
1½	Villebois	6 32	9 52	1 52	5 42	Vaux	8 10	11 25	3 20	7 35
2	Le Sault	6 39	9 59	1 59	5 49	Lagnieu	8 17	11 32	3 27	7 42
5½	St Sorlin	6 49	10 9	2 9	5 59	St. Sorlin	8 25	11 40	3 35	7 50
7½	Lagnieu	6 59	10 19	2 19	6 9	Le Sault	8 35	11 50	3 45	8 0
8¼	Vaux ...(53-6	7 7	10 27	2 27	6 17	Villebois	8 42	11 57	3 52	8 7
11	Amberieu ar	7 16	10 36	2 36	6 26	Montalieu ar	8 47	12 2	3 57	8 12

AMAGNE and VOUZIERS.

E.M.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3		Stations.	1, 2, 3	1, 2, 3	1, 2, 3	
Dis.		a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	
—	Reims.....dep	6 7	12 23	5 20	...	Vouziers ...dep.	6 10	11 10	5 0	
	[15	a.m.	p.m.	p.m.		Vrisy-Vandy	6 18	11 20	5 9	
—	Amagne (Est.)...	8 10	1 40	8 5	...	Voncq	6 28	11 33	5 21	
2½	,, (Village)	8 17	1 49	8 12	...	Rilly-Semuy	6 37	11 53	5 36	
4¼	Alland'huy	8 27	2 5	8 22	...	Attigny	6 55	12 24	5 57	
6¼	Attigny	8 39	2 24	8 35	...	Alland'huy	7 4	12 40	6 13	
9¼	Rilly-Semuy	8 50	2 54	8 46	...	Amagne (Vill.)	7 13	12 51	6 23	
12½	Voncq	8 59	3 5	8 55	...	,, (Est) ..	7 19	12 58	6 30	
15	Vrisy Vandy	9 10	3 19	9 6	...	[15	a.m.	p.m.	p.m.	
16¾	Vouziers (70) ar	9 17	3 28	9 13	...	Reims.....arr.	9 18	2 18	10 20	

VOUZIERS and APREMONT.

All 1, 2, 3 Class.	a.m.	p.m.	
Vouziers (70) ...dep	9 40	6 20	...
Apremont ..... arr	11 43	8 53	...

	a.m.	p.m.	
Apremont .....dep	6 50	2 20	...
Vouziers ..... arr	8 58	4 40	...

RESSEGES and ROMIAC.

Stat. ns.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Romiac dep	7 50	10 41	3 40	6 50
Reseges ar	7 56	10 47	3 46	6 56

CHAMES & RAMBERVILLERS.

E.M.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3		Stations.	1, 2, 3	1, 2, 3	1, 2, 3	
Dis.		a.m.	a.m.	p.m.			a.m.	a.m.	p.m.	
...	Nancy ..... dep	4 50	9 35	4 20	...	Rambervillers	5 0	9 30	4 25	
—	Charmes (66)	6 30	11 25	6 15	...	Romont	5 9	9 41	4 40	
3	Pordieux	6 41	11 36	6 24	...	Moyemont	5 18	9 52	4 55	
7½	La Verrerie	6 56	11 51	6 39	...	Ortoncourt	5 30	10 5	5 4	
7¾	Morirville	7 7	12 12	6 49	...	Rehaincourt	5 39	10 17	5 17	
9½	Rehaincourt	7 14	12 13	6 48	...	Morirville	5 39	10 17	5 24	
11	Ortoncourt	7 34	12 23	6 56	...	La Verrerie	5 47	10 30	5 37	
13¾	Moyemont	7 31	12 34	7 3	...	Pordieux	5 56	10 40	5 47	
15	Romont	7 41	12 48	7 11	...	Charmes	6 4	10 49	5 56	
17½	Rambervillers	7 50	12 57	7 18	...	Nancy.....arr	7 56	12 33	9 6	

ALLEVILLERS and LURE.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
(60, 66)	6 25	9 30	1 35	4 15
Allevuillers dep	6 41	9 52	1 51	4 31
Fontaine-L-Lax	6 53	10 3	2 3	4 37
Luxeuil	7 7	10 51	2 17	4 56
Clerx-Quers.....	7 25	11 23	2 35	5 7
Lure (66)				

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Lure ..... dep	5 45	9 0	12 15	2 15
Clerx-Quers	6 21	8 9	9 27	12 31
Luxeuil	7 8	8 45	9 41	12 45
Fontaine-L-Lax	7 22	8 57	9 53	12 56
Allevuillers arr	7 36	9 13	10 7	1 10

BEZIERS & MONTPELLIER.—Chemin de fer de l'Herault.

Stations.	1 & 2	1 & 2	1 & 2	
(43, 46)	a.m.	a.m.	p.m.	
Béziers .....dep	5 15	11 15	5 50	...
Bassan	5 39	11 50	6 19	...
Servian	5 49	12 7	6 31	...
Pezenas	6 34	1 7	7 20	...
Montagnac	6 38	1 29	7 43	...
Mèze.....arr	7 24	2 23	8 33	...
Montbazin, M. a	8 20	3 30	9 37	...
Montpellier H a	9 2	4 22	10 29	...

Stations.	1 & 2	1 & 2	1 & 2	
(53)	a.m.	a.m.	p.m.	
M'tpellier H.d	5 23	11 53	5 18	...
Montbazin, M. a	6 26	1 1	6 5	...
Mèze .....arr	7 35	2 20	7 7	...
Montagnac	8 30	4 7	7 43	...
Pezenas	8 43	3 23	7 56	...
Servian	9 26	4 30	8 33	...
Bassan	9 39	4 47	8 45	...
Béziers .....arr	10 5	5 17	9 7	...

MONTBAZIN to PUISSAN.

Stations	1 & 2	1 & 2	
(70)	a.m.	p.m.	
Montbazin (Her) d.	6 14	5 51	...
Poussan ..... a.	6 23	6 0	...

Stations	1 & 2	1 & 2	
	a.m.	p.m.	
Poussan ..... d.	5 55	5 32	...
Montbazin ..... a.	6 4	5 41	...

BEZIERS and CESSENON.

Dist	1 Cl.	2 Cl.	All 1 & 2 Class.	a.m.	a.m.	p.m.	
...	...	...	Beziers (43, 46) ...dep	6 0	10 15	6 0	...
...	...	...	Lignan	6 15	10 30	6 15	...
...	...	...	Maureilhan	6 37	10 50	6 37	...
...	...	...	Cazouls-les-Beziers.....	6 55	11 6	6 53	...
...	...	...	Cessenon ..... arr	7 24	11 35	7 22	...

All 1 & 2 Class.	a.m.	a.m.	p.m.	
Cessenon .....dep	7 50	11 45	7 50	...
Cazouls-les-Beziers.....	8 26	12 20	8 28	...
Maureilhan	8 37	12 31	8 39	...
Lignan	8 56	12 49	8 58	...
Beziers .....arr	9 17	1 8	9 17	...

LAGNY (67) and VILLENEUVE-LE-COMTE.—Chemins de fer de Seine et Marne.

Depart from LAGNY 9.10 a.m., 7.30 p.m. VILLENEUVE-LE-COMTE depart 7.0 a.m. and 5.5 p.m.

COMMUNICATIONS to OIRY and ROMILLY.—Chemin de fer d'Interêt Local à D'Oiry.

Dis.	1 Cl. fr.	2 Cl. fr.	3 Cl. fr.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
—	3 5	2 30	1 70	Chalons .....dep	...	6 40	11 30	3 54	7 55	Troyes .....dep	...	6 35	10 48	2 50	6 20
—	0 85	0 65	0 45	Epernay	...	6 45	11 56	4 25	8 45	Romilly .....dep	...	8 5	12 15	4 50	9 30
—	Fro	Oiry	...	Oiry (65) .....dep	...	7 21	12 20	4 53	9 5	St. Quentin	...	8 37	12 57	5 29	9 36
4½	0 85	0 65	0 45	Avize	...	7 33	12 36	5 8	9 20	Sezanne	5 0	9 5	1 48	6 14	10 36
9½	1 85	1 45	1 10	Vertus	...	7 51	1 0	5 30	9 42	Fere-Champen ...	5 42	9 43	2 34	6 58	...
15	2 95	2 20	1 65	Colligny	...	8 4	1 16	5 46	9 58	Colligny	6 7	10 4	2 58	7 23	...
21½	4 15	3 10	2 30	Fere-Champen ...	a.m.	8 26	1 45	6 11	10 28	Vertus	6 23	10 17	3 13	7 41	...
33½	6 65	5 0	3 65	Sezanne	6 20	9 0	2 45	7 9	11 4	Avize	6 43	10 36	3 37	8 4	...
41½	8 25	6 20	4 55	St. Quentin.....	6 49	9 49	3 11	7 35	...	Oiry (64)	7 0	10 48	3 53	8 46	...
52½	10 30	7 75	5 65	Romilly (66) ...arr	7 30	10 20	3 48	8 9	...	Epernay	7 12	11	4 5	8 54	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Troyes .....dep	...	6 35	10 48	2 50
Romilly .....dep	...	8 5	12 15	4 50
St. Quentin	...	8 37	12 57	5 29
Sezanne	5 0	9 5	1 48	6 14
Fere-Champen ...	5 42	9 43	2 34	6 58
Colligny	6 7	10 4	2 58	7 23
Vertus	6 23	10 17	3 13	7 41
Avize	6 43	10 36	3 37	8 4
Oiry (64)	7 0	10 48	3 53	8 46
Epernay	7 12	11 0	4 5	8 54

LONGWY (51) & VILLERUPT-MICHEVILLE.—Longwy to Villerupt-Micheville at 9.10 a.m., 1.30 and 9.0 p.m.; and vice versa at 6.40 and [illegible]

PARIS, EPERNAY, REIMS, MEZIERES-CHARLEVILLE, LONGWY, THIONVILLE, and LUXEMBOURG.

1 Cl.	2 Cl.	2 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1 Cl.	1,2,3
fr. c.	fr. c.	fr. c.		a.m.			a.m.			noon	p.m.	p.m.	p.m.	p.m.
From Paris			**Paris** .....dep	12 25	...	7 0	...	12 0	4 35	5 20	7 50	9 15
17 45	13 10	9 60	**Epernay** .....arr	4 24	a.m.	10 39	p.m.	4 3	7 32	9 30	10 45	12 42
			(66)dep	4 28	7 58	11 7	2 40	4 10	7 37	9 45	10*56	1 25
19 25	12 75	10 10	**Avenay**	4 56	7 56	11 34	2 56	4 38	7 54	10 3	11 13	...
20 66	14 75	10 80	**Reims** .....arr	5 35	8 35	12 0	3 37	5 7	8 30	10 40	11 40	2 15
			...(15, 16, 66)d	6 7	10 28	12 33	11 10	5 30			12 30	
29 55	23 90	16 80	**Mezieres-C.** .a	6 50	1 38	2 16	3 52	6 2			2 31	
—	—	—	**Mezieres** ..dp	9 10		2 30	4 26	8 30			3 35	
—	—	—	**Montherme** (72)	9 39		2 59	5 10	8 49			4 0	
—	—	—	**Vireux-Molh'n**	10 42		4 2	6 49	9 53			5 5	
—	—	—	(Frontier 102)						1, 2, 3			
—	—	—	**Givet** .....arr	10 56		4 18	7 18	10 8	a.m.	a.m.	5 21	
			Mezie's 15,71d	9 12	3 0	2 30	5 55	8 15	7 30	6 5	2 45	
31 66	25 75	17 40	**Vrigne-M.** dep	9 35	3 26	...	6 20	...	8 0	6 32	...	
32 ·24	6 17	66	**Donchery**	9 45	3 37	...	6 34	8 58	8 16	6 38	3 16	
32 25	24 30	17 70	**Sedan** (65, 75)	9 57	3 48	2 0	6 51	9 7	8 25	6 50	3 27	
33 6	24 75	18 15	**Pont Maugis** ...	10 6	3 51	...	7 3	...	...	7 0	3 36	
33 25	24 90	18 30	**Bazeilles**	10 12	3 57	...	7 11	...	...	7 6	3 42	
35 45	26 40	19 25	**Carignan** (66)a	10 43	4 28	...	7 48	...	...	7 39	4 10	
36 55	26 90	19 70	**Montmedy**	11 50	5 24	p.m.	9 12	a.m.	...	8 34	5 2	
41 10	30 85	22 60	**Longwy'n** (76 a	12 15	6 0	3 15	9 55	8 25	...	9 12	5 37	
44 10	32	23 50	**Audun-le-Rom** a	1 7	6 49	...	...	...	...	...	6 27	
43	6 32	23 20	**Longwy** (66 a	1 38	7 45	4 13	10 47	8 55	...	10 35	7 5	
43 30	33 45	23 75	**Arlon** (106)ar	3 35	9 0	9 0	...	10 17	...	3 35	10 17	
—	—	—	**Fontoy** Feutsch	2 13	7 44	...	...	...	...	...	7 17	
—	—	—	**Thionville** arr	2 46	8 16	...	...	...	...	...	7 46	
—	—	—	..(Diedenh. 76)d	...	9 11	...	...	...	...	...	9 59	
—	—	—	**Luxembourg** a	...	11 36	...	...	...	...	...	10 45	

* 1,2,3 Class. † p.m. ‡ 1st Class.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.							a.m.	a.m.	
Luxembourg dep	11 53	...	...	...	...	...	...	6 50	...	...
Thionville .....arr	12 50	...	...	...	...	...	...	7 47	...	...
,, ...dep	1 31	...	...	...	...	...	...	8 32	...	...
Fontoy (Feutsch)	1 47	...	p.m.	...	...	...	...	8 38	...	...
Arlon .....ce	12 20	p.m.	5 36	a.m.	p.m.	...	...	a7 10	a.m.	...
Longwy .....dep	1 6	5 20	6 17	4 40	8 15	...	...	8 15	a.m. 11 0	...
Audun-le-Roman dep	2 10	5 55	...	...	...	...	...	6 56	...	...
Longwy'n .....dep	2 58	6 32	6 44	5 38	9 3	...	...	9 27	11 0	11 51
Montmedy	3 37	7 36	...	6 17	...	...	...	10 10	11 39	...
Carignan .....dep	4 29	8 12	...	7 1	...	...	...	10 49	12 31	...
Bazeilles	5 1	8 43	...	7 36	...	...	...	11 19	1 3	...
Pont Maugis	5 7	8 47	p.m.	7 41	a.m.	...	...	11 24	1 11	p.m.
Sedan .....dep	5 20	8 59	6 10	7 53	2 55	...	...	11 36	1 25	2 20
Donchery	5 28	9 6	6 22	8 0	4 3	...	...	11 43	1 33	...
Vrigne-Meuse. ,,	...	...	6 28	8 5	...	...	...	11 46	1 39	...
Mezieres-t hes'.ar	5 57	9 32	7 2	8 30	4 32	...	...	12 13	2 5	2 48
Givet			7 26	...	6 30	...	...	10 39	1 5	4 0
Vireux-Molhain	a.m.		7 43	...	6 46	...	...	10 48	1 22	4 30
Montherme			8 46	...	7 53	...	...	11 58	2 26	6 13
Mezieres-C. ...arr			9 17	...	8 22	...	...	12 29	2 57	6 55
Mezieres-Char. dp	6 0	9 45	...	8 40	4 40	...	...	12 30	3 10	...
Reims .....arr	10 30	12 15	a.m.	11 19	7 15	p.m.	2 18	5 41	p.m.	9 13
,, ...d-p	6*25	12 25	5 30	11 25	9 45	7 40	2 23	6 10	9 42	...
Avenay	7 15	...	6 10	12 5	10 25	8 20	2 59	6 50	10 19	...
Epernay .....arr	7 31	1 20	6 26	12 21	10 41	8 36	3 14	7 6	10 35	...
,, ...dep	7 41	1 31	6 30	12 26	...	...	3 22	7 28	11 56	...
Paris .....arr	11 40	4 30	9 45	4 20	...	...	6 5	9 54	3 45	...

¶ Tramway from Vrigne-Meuse to Vrigne-aux-Bois. Distance 3½ miles. Fare 25 Cent.

ST. DIE, CHANGES, AND EPINAL.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(65)	a.m.	a.m.	a.m.	p.m.	...	...
Saint Diéd	8 47	7 20	10 38	4 0	...	...
St. Leonard	9 15	7 43	11 0	4 28	...	...
Laveline sr	10 52	8 31	11 48	5 8	p.m.	...
Ger'dm'r d	...	7 44	10 40	4 10	7 42	...
Granges	...	8 17	11 23	4 40	8 14	...
Aumonts	a.m.	8 26	11 34	4 48	8 23	...
Lavelline d	5 10	8 41	11 59	5 10	8 30	...
Arches 68	6 9	9 27	1 37	6 6	...	...
,, dep	6 12	9 46	1 53	6 30	...	...
Epinal arr	6 56	10 7	2 14	6 41	...	...
Nancy 65 a	...	12 23	4 40	9 6	...	...
Paris ...arr	...	9*54	3 45	*5 15	...	...

Stations.	1,2,3	1 Cl.	1,2,3	1 Cl.
Paris ...dep	...	9 30	9 15	9 15
	p.m.	a.m.	a.m.	1,2,3
Nancy dep	...	†4 50	9 35	p.m.
Epinal dep	3 15	7 15	11 52	7 10
Arches arr	3 54	7 36	12 13	7 39
... dep	4 3	7 47	12 25	7 46
Lavelline	5 6	8 40	2 4	8 47
Aumonts	5 19	8 54	2 20	8 56
Granges	5 27	9 2	2 32	9 11
G'd'rdmer	5 56	9 33	3 3	9 43
Laveline d	*5 11	8 45	2 14	8 52
St. Leonard	6 28	9 29	3 6	9 41
Saint Dié a	6 53	9 48	3 26	10 3

ROYAN and PONS.—Chemin de fer de la Seudre.

All 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.
Royan.....dep	6 30	9 24	2 20	8 54
Saujon	6 48	9 45	2 50	9 27
Pons(67)...arr	8 13	...	5 15	11 ...

	a.m.	p.m.	a.m.	p.m.
Pons.....dep	9 15	...	11 36	7 6
Saujon	9 56	6 56	1 6	8 36
Royan (33)arr	10 15	7 15	1 25	8 55

TOURS and SABLES D'OLONNE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.								
Les Sables dep	5 0	...	...	...	...	...	...	...	...
Olonne	5 19	...	...	...	...	...	...	...	...
La Mothe-Achard	5 41	...	...	...	...	...	...	...	...
La Roche-s-Yo	6 30	7 10	9 0	10 24	2 30	4 15	6 30	8 45	10 30
Chantonnay (38)	7 0	7 40	9 30	10 54	3 0	4 45	7 0	9 15	11 0
Thouars	7 35	8 15	10 5	11 29	3 35	5 20	7 35	9 50	11 35
Bressuire (38)	8 22	9 2	10 52	12 16	4 22	6 7	8 22	10 37	12 22
Argenton	8 45	9 25	11 15	12 39	4 45	6 30	8 45	11 0	12 45
Parthenay	9 15	9 55	11 45	1 9	5 15	7 0	9 15	11 30	1 15
Airvault	9 35	10 15	12 5	1 29	5 35	7 20	9 35	11 50	1 35
Saint Loup	9 50	10 30	12 20	1 44	5 50	7 35	9 50	12 5	1 50
Loudun	10 15	10 55	12 45	2 9	6 15	8 0	10 15	12 30	2 15
Chinon	11 0	11 40	1 30	2 54	7 0	8 45	11 0	1 15	3 0
Azay-le-Rideau	11 30	12 10	2 0	3 24	7 30	9 15	11 30	1 45	3 30
Joue-les-Tours	12 0	12 40	2 30	3 54	8 0	9 45	12 0	2 15	4 0
Tours Ori (36) a	12 10	12 50	2 40	4 4	8 10	9 55	12 10	2 25	4 10

MEZIERES-CHARLEVILLE and HIRSON.

All 1, 2, 3 Cl.	15, 71	a.m.	a.m	p.m.	p.m.
Mez.-Ch. ...dp		6 50	9 57	3 15	7 10
Maubert		8 8	11 16	4 18	8 56
Signy		8 37	11 45	4 40	9 34
Hirson (15) ar		9 13	12 22	5 11	10 20

	a.m.	a.m.	p.m.	p.m.
Hirson ...dep	6 0	9 56	2 50	5 35
Signy	6 44	10 42	3 42	6 19
Maubert	7 15	11 13	4 16	6 50
Mez.-Ch. ...arr	8 22	12 20	5 36	8 0

ST. JUST to EPEMY & CAMBRAI.—Chemins de fer de Picardie et Flandres.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.			a.m.	p.m.	p.m.
—	From	Paris.		PARIS .....dep	...	6 0	1 20	4 0
49½	9 80	7 35	5 40	St. Just (19, 22) ...arr	...	8 13	3 43	6 0
	From	St.	Just	St. Just .....dep	...	a.m.	p.m.	p.m.
5	1 10	0 80	0 60	Maigneulay-Montigny ...	...	9 28	3 50	6 45
8½	1 70	1 30	0 90	Dompierre-Ferrières	a.m.	10 7	4	7 0
13¾	2 80	2 5	1 50	Montdidier	6 55	10 34	4 34	7 27
18¾	4 0	2 95	2 5	Laboisière	7 7	10 56	4 37	7 48
24½	5 40	4 10	2 85	Roye	7 39	11 28	4 55	8 18
28	6 45	4 85	3 35	Hattencourt	8 0	11 48	...	8 37
32½	7 35	5 55	3 75	Chaulnes .....arr	8 10	11 58	5 11	8 47
...	...	...	...	Amiens .....dep	7 10	11 10	4 0	8 40
...	...	...	...	Chaulnes .....arr	9 16	12 16	5 3	9 37
...	...	...	...	Tergnier ..... dep	7 25	11 25	2 25	7 40
...	...	...	...	Chaulnes (24) ...arr	8 2	12 2	3 32	8 48
...	7 35	5 55	3 75	Chaulnes .....dep	8 30	12 30	5 20	9 45
34½	8 30	6 20	4 20	Marchélepot	8 53	12 48	5 33	10 5
40	9 15	6 85	4 65	Pont-lès-Brie.....	9 55	1 5	5 45	10 35
43	10 5	7 50	5 10	Péronne (La Chap.) dp	...	1 20	...	10 49
44½	10 5	7 50	5 10	Péronne(Flamicourt) d	9 14	1 32	6 5	10 52
47½	10 90	8 15	5 55	Gartigny.....	9 25	1 48	6 16	11 3
53½	11 95	8 95	6 10	Roisel	9 41	2 10	6 38	11 17
56½	13 10	9 80	6 70	Epéhy (16).....	10 0	2 34	7 3	...
...	14 0	10 50	7 45	Marcoing (23)	10 40	3 20	7 46	...
...	14 15	10 60	7 60	Cambrai (23) .....arr	10 55	3 35	8 0	...

(All 1, 2, 3 class.)	a.m.	a.m.	p.m.	p.m.
Cambrai.....dep	5 30	10 0	1 10	5 4
Marcoing	5 57	10 28	1 38	6
Epéhy	6 31	10 56	2 26	6 5
Roisel	6 55	11 18	2 53	7 2
Gartigny	7 10	11 27	3 16	7 3
Péronne(Flamicourt),	7 30	11 39	3 37	7 5
Péronne (La Chap.)	7 35	...	3 50	8
Pont-lès-Brie.....	7 51	11 51	4 10	9 1
Marchélepot	8 3	12 3	4 30	8 3
Chaulnes .....arr.	8 15	12 15	4 43	8 4
Chaulnes .....dep	8 30	12 30	...	8 5
Amiens .....arr	9 30	1 28	...	10
Chaulnes.....dep	8 24	12 24	5 18	9 4
Tergnier (26) ....arr	9 27	1 27	6 13	10 4
Chaulnes.....dep	8 40	12 30	5 16	9 4
Hattencourt	9 0	12 41	5 34	10
Roye	9 26	12 58	5 56	10
Laboisière	9 58	1 17	6 20	10
Montdidier	10 25	1 38	6 42	11
Dompierre-Ferrières	10 52	1 51	7 8	
Maigneulay-Montigny...	11 12	2 9	7 26	
St. Just .....arr	11 28	2 17	7 38	
St. Just (18).....dep	11 33	2 25	7 43	
PARIS.....arr	1 40	4 30	9 55	

Péronne (Flamic.) to Cambrai 6.5 a.m.
St. Just to Roye 10.32 p.m., *vice versa* 5.55 a.m.

NESLE, PORNIC, CHALLANS, and PAIMBOEUF.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	
Dis.	fr. c.	fr. c.	fr. c.	(31, 30, 40)	a.m.	p.m.	p.m.	
—	Fro	Nantes		Nantes(Prairie au D)	7 30	12 45	5 10	...
...	1 85	1 45	1 10	Bouaye	7 58	1 19	5 38	...
...	3 30	2 6	1 95	Ste-Pazanne..... arr	8 18	1 48	6 0	...
...	3 75	3	2 30	St. Hilaire..... arr	8 31	2 5	6 10	...
...	3 65	4 50	3 40	Les Moutiers	9 2	2 39	6 37	...
...	7 0	5 60	4 20	Pornic ..... arr	9 25	3 5	7 0	...
...	...	...	...	Ste-Pazanne.....	8 26	2 8	6 6	...
...	4 85	3 8	2 95	Machecoul	8 49	2 38	6 29	...
...	7 35	5 55	4 05	Challans..... arr	9 25	3 20	7 5	...
...	...	...	...	St Hilaire ..... dep	8 39	2 16	6 16	...
...	7 25	5 8	4 30	Paimbœuf ..... arr	9 35	3 20	7 10	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.
Pornic .....dep	7 15	12 45	4 35
Les Moutiers.....	7 40	1 11	4 59
St-Hil ire ..... dep	8 6	1 44	5 25
Ste-Pazanne.....dep	8 19	2 3	5 35
Bouaye	8 40	2 29	5 58
Nantes (32) ....arr	9 10	3 5	6 30
Challans.....dep	7 5	12 30	4 30
Machecoul	7 46	1 13	5 9
Ste-Pazanne..... arr	8 8	1 40	5 31
Paimbœuf.....dep	7 5	12 30	4 25
St-Hilaire ..... arr	7 59	1 34	5 19

BRIOUZE AND LA FERTÉ-MACÉ.—Chemin de fer de Briouze à La Ferté-Macé.

E.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	p. m.
0	La Ferté-Macé			La Ferté-Macédep	5 30	9 15	1 10	7 0
4½	0 95	0 65	0 45	Lonlay.....	5 46	9 29	1 24	7 16
8	1 70	1 20	0 80	Briouze (30 ...arr	6 5	9 45	1 40	7 35

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a. m.	p. m.	p. m.
Briouze (30 ...dep	7 30	11 5	2 55	9 15
Lonlay.....	7 50	11 25	3 15	9 35
La Ferté-Macé...arr	8 5	11 40	3 30	9 50

PARIS (Eastern Station), CHAMPIGNY, JUVISY and PARIS (Orleans Station). Grand Ceinture de Paris.

	a.m.	a.m.	p.m.	p.m.
Paris (Est) ...d. p	6 5	10 50	3 15	6 2
Est-Ceinture	...	10 56	3 21	6 2
Pantin	6 14	11 2	3 27	6 32
Noisy le-S c	6 23	11 11	3 36	6 41
Rosny-Sous-Bois ...	6 32	11 20	3 45	6 50
Nogent-Bry-s-M....	6 43	11 30	3 56	7 1
Plant-Champigny	6 51	11 38	4 4	7 9
Champigny	6 57	11 45	4 11	7 15
La Varenne-St.-M.	7 2	11 48	4 16	7 20
Sucy-Bonneuil	7 7	11 53	4 25	7 31
Villeneuve-St.-G	7 15	12 15	4 41	7 45
Draveil	7 31	12 24	4 50	7 54
Juvisy	7 45	12 33	5 3	8
Athis-Mons	7 51	12 43	5 9	8 11
Ablon	7 56	12 46	5 14	8 16
Choisy-Le-Roi.....	8 4	12 54	5 22	8 24
Vitry	8 12	1 2	5 30	8 32
D leans (Caint.)	8 19	1 9	5 37	8 39
Paris(Orl Sta.)arr.	8 23	1 13	5 41	8 43

	a.m.	a.m.	p.m.	p.m.
Paris (Orl Sta.) ar	8 0	11 30	2 16	6 15
Orleans (Caint.)	8 5	11 35	2 21	6 20
Vitry	8 12	11 47	2 29	6 27
Choisy-le-Roi	8 19	11 49	2 36	6 34
Ablon	8 26	11 56	2 45	6 41
Athis Mons	8 31	12 1	2 50	6 46
Juvisy	8 40	12 11	3 6	6 55
Draveil	8 47	12 18	3 13	7
Villeneuve-St.-G.	8 58	12 27	3 22	7 11
Sucy-Bonneuil ...	9 14	12 44	3 37	7 29
La Varenne-St-M.	9 24	12 54	3 45	7 39
Champigny	9 28	12 58	3 50	7 43
Plant-Champigny	9 34	1 4	3 56	7 49
Nogent-Bry-s-M.	9 43	1 13	4 6	7 58
Rosny-Sous-Bois.	9 51	1 21	4 16	8 6
Noisy-le-Sec.....	9 59	1 29	4 24	8 14
Pantin	10 8	1 35	4 33	8 18
Est-Ceinture	10 12	1 43	4 38	8 23
Paris (Est Sta)ar	10 20	1 50	4 45	8 30

BEAUJEU AND BELLEVILLE.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a. m.	p. m.	p. m.	p. m.
Beaujeu d	6 0	8 10	12 0	1 55	6 30
Belleville	6 30	8 36	12 30	2 21	7 0

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	48, 49 a. m.	a. m.	p. m.	p. m.	p. m.
Belleville	7 10	10 10	1 0	4 25	7 30
Beaujeu a	7 40	10 40	1 30	4 56	8 0

ORLÉANS AND LARDY.

Stations.	a.m.	p.m.	p.m.	p.m.
Orléans ..... dep	11 45	1 0	6 30	11 30
Fleury	11 58	1 13	6 43	11 43
St. Denis-Gen. ...	12 13	1 28	7	11 58
St. Hilaire-St-M.	12 18	1 33	7 5	12 3
Orveau	12 28	1 43	7 15	12 13
Lardy ..... arr	12 38	1 53	7 25	12 23

ORLÉANS AND LARDY.

Stations.	a.m.	a.m.	p.m.	p.m.
Lardy ..... dep	6 30	10 45	2	5 30
Orveau	6 40	10 55	2 10	5 40
St. Hilaire-St-M.	6 50	11 5	2 20	5 50
St. Denis-Gen. ...	6 55	11 10	2 25	5 55
Fleury	7 10	11 25	2 40	6 10
Orléans ..... arr	7 25	11 40	2 55	6 25

Extra.—Dep. to Orléans 8.30 a.m.

ORLÉANS AND LARDY.

Stations.	a.m.	p.m.	p.m.	p.m.
Orléans ..... dep	11 45	1 0	6 30	11 30
Fleury	11 58	1 13	6 43	11 43
St. Denis-Gen. ...	12 13	1 28	7	11 58
St. Hilaire-St-M.	12 18	1 33	7 5	12 3
Orveau	12 28	1 43	7 15	12 13
Lardy ..... arr	12 38	1 53	7 25	12 23

ORLÉANS AND LARDY.

Stations.	a.m.	a.m.	p.m.	p.m.
Lardy ..... dep	6 30	10 45	2	5 30
Orveau	6 40	10 55	2 10	5 40
St. Hilaire-St-M.	6 50	11 5	2 20	5 50
St. Denis-Gen. ...	6 55	11 10	2 25	5 55
Fleury	7 10	11 25	2 40	6 10
Orléans ..... arr	7 25	11 40	2 55	6 25

Extra.—Dep. to Orléans 8.30 a.m.

GRAY AND DIJON.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Gray ..... dep	5	6 34	1	5	6
Saulx	7 10	11 20	3 49	6	6 34
Dampierre	7 28	11 49	4	6 50	7
Auxonne	7 50	12 10	4 30	7	7 30
Dijon ..... arr	8	12 30	5	7 30	8

GRAY AND DIJON.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Dijon ..... dep	5	8 30	12 30	4 30	8 30
Auxonne	5 20	8 50	12 50	4 50	8 50
Dampierre	5 40	9 10	1 10	5 10	9 10
Saulx	6	9 30	1 30	5 30	9 30
Gray ..... arr	6 34	10	2	6	10

BACCY AND LISIEUX.

Stations.	a.m.	p.m.	p.m.	p.m.
Baccy ..... dep	8 10	4 40	8 32	8 45
Lisieux ..... d	8 33	5 3	8 54	9 5
Glos-Montfort ...	8 43	5 13	9 4	9 15
Pont-l'Evêque ...	8 54	5 24	9 15	9 26
Trouville	9 10	5 40	9 30	9 42
Deauville	9 20	5 50	9 40	9 52

LISIEUX AND BACCY.

Stations.	a.m.	p.m.	p.m.	p.m.
Lisieux ..... dep	6 36	1 45	6	6 30
Glos-Montfort ...	6 46	1 55	6 10	6 40
Pont-l'Evêque ...	6 56	2 5	6 20	6 50
Baccy ..... arr	7 18	2 27	6 42	7 12

ORBEC AND LISIEUX.

Stations.	a.m.	a.m.	p.m.	p.m.
Orbec ..... dep	6	10 45	1	5
Glos-Montfort ...	6 10	10 55	1 10	5 10
Lisieux ..... arr	6 20	11 5	1 20	5 20

LISIEUX AND ORBEC.

Stations.	a.m.	a.m.	p.m.	p.m.
Lisieux ..... dep	8	11 30	2	6
Glos-Montfort ...	8 10	11 40	2 10	6 10
Orbec ..... arr	8 20	11 50	2 20	6 20

MUHLHAUSEN, SENNHEIM, SENTHEIM, and WESSERLING.

Cl.	1	Cl.	2	Cl.	3	Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr.	c.	fr.	c.	fr.	c.	[68,76,78	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Fro	Muhl	hausen					**Muhlhausen** dep	7 4	9 34	1 28	5 20	8 30		**Wesserling**.....dep	5 30	8 51	12 32	4 11	8 7	
12	0 50		0 30		0 20		Dornach	7 13	9 43	1 34	5 28	8 37		Weiler	5 50	9 11	12 54	4 33	8 29	
34	0 56		0 35		0 25		Lutterbach	7 20	9 54	1 45	5 36	8 46		Bitschweiler	5 55	9 16	1 0	4 39	8 35	
84	1 20		0 56		0 35		**Sennheim**	7 35	10 14	2 6	5 53	9 5		**Thann**	6 5	9 26	1 10	4 49	8 45	
...	...		...		...		**Sennheim**dep	7 33	10 12	2 4	5 51	...		**Senthelm**...dep.	...	8 34	12 21	3 59	7 57	
18	2 40		1 56		1 0		**Senthelm** arr	8 33	11 16	3 8	6 55	...		**Sennheim**...arr	...	9 38	1 21	5 0	8 57	
13	1 70		1 20		0 75		**Thann**	7 46	10 31	2 27	6 6	9 24		**Sennheim**	6 17	9 39	1 24	5 3	9 0	
15	2 0		1 30		0 85		Bitschweiler	7 57	10 43	2 38	6 17	9 35		Lutterbach	6 34	9 56	1 42	5 26	9 22	
182	2 16		1 40		0 90		Weiler	8 4	10 51	2 45	6 24	9 42		Dornach	6 41	10 3	1 52	5 33	9 31	
31	2 82		1 90		1 20		**Wesserling** ...ar	8 25	11 15	3 10	6 45	10 7		Muhlhausen.....ar	6 49	10 10	1 59	5 41	9 39	

ZABERN, MOLSHEIM, STRASSBURG, and SCHLETTSTADT.

Stations.	1—3	1—3	1—3	1—3	
	a.m.	a.m.	p.m.	p.m.	
Zabern(64,78) d.	4 50	8 44	1 52	7 47	...
Romanswelier	5 16	9 11	2 19	8 14	...
Wasselnheim ..	5 28	9 23	2 31	8 28	...
Marlenheim	5 39	9 34	2 42	8 37	...
Kirchheim	5 44	9 39	2 47	8 42	...
Sulz (Bath)	5 55	9 50	2 58	8 53	...
Molsheim (23)ar	6	10 1	3 9	9 4	...
Molsheim dep.	6 14	10 8	3 16	9 11	...
Dachstein	6 21	10 15	3 23	9 19	...
Duppigheim	6 32	10 26	3 34	9 32	...
Holzheim	6 46	10 40	3 48	9 46	...
Lingolsheim	6 51	10 45	3 53	9 53	...
Strasb'rg (76) a	7 9	11 1	4 12	10 11	...
APPENWEIR.... „	...	...	...	...	...
HAGENAU..... „	...	...	...	...	...
MULHAUSEN..... „	...	...	...	...	...
Molsheim ...dep.	6 11	10 6	3 14	9 9	...
Rosheim	6 21	10 18	3 26	9 19	...
Bischofsheim	6 27	10 24	3 32	9 24	...
Obersenheim	6 33	10 32	3 40	9 31	...
Barr	6 52	10 52	3 59	9 50	...
Dambach.....[76	7 13	11 14	4 21	10 11	...
Schlettstadt...a	7 27	11 28	4 35	10 24	...

Stations.	1—3	1—3	1—	1—3	
	a.m.	a.m.	p.m.	p.m.	
Schlettstadt...d.	4 50	8 41	1 50	7 46	...
Dambach	5 4	8 55	2 4	8 1	...
Barr	5 26	9 19	2 28	8 24	...
Obersenheim	5 44	9 37	2 46	8 42	...
Bischofsheim	5 50	9 43	2 52	8 48	...
Rosheim	5 56	9 49	2 58	8 54	...
Molsheim ...arr.	6 5	9 58	3 7	9 3	...
MULHAUSENdep.	...	...	...	...	...
HAGENAU..... „	...	...	...	...	...
APPENWEIR.... „	...	...	...	...	...
Strassburg ...	5 10	9 0	2 18	8 5	...
Lingolsheim	5 30	9 18	2 31	8 22	...
Holzheim	5 35	9 23	2 36	8 27	...
Duppigheim	5 49	9 37	2 49	8 41	...
Dachstein	6 0	9 56	3 0	8 53	...
Molsheim arr	6 4	9 56	3 4	8 58	...
Molsheim ...dep	6 10	10 3	3 12	9 8	...
Sulz (Bath)	6 20	10 14	3 23	9 19	...
Kirchheim	6 32	10 25	3 35	9 31	...
Marlenheim	6 36	10 30	3 39	9 35	...
Wasselnheim...	6 48	10 42	3 51	9 47	...
Roman-weiler	6 59	10 55	4 4	10 0	...
Zabern ..... arr	7 25	11 21	4 30	10 26	...

ROTHAU and MOLSHEIM.

Stations.	a.m.	a.m.	p.m.	p.m.
Rothau .....dep	4 57	8 49	1 56	7 45
Grandfontaine.....	5 26	9 17	2 26	8 13
Mutzig	5 56	9 48	2 56	8 50
Molsheim (23) ar	6 21	10 54	3 1	8 56

Stations.	a.m.	a.m.	p.m.	p.m.
Molsheim ...dep	6 16	10 10	3 18	9 13
Mutzig	6 27	10 18	3 26	9 21
Lutzelhausen	6 56	10 45	3 53	9 48
Rothau .....arr	7 30	11 15	4 23	10 16

BOLOGNE, NEUFCHATEAU, PAGNY-SUR-MEUSE, and EPINAL.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	p.m.	a.m.	a.m.				
Paris (68) . dep	...	9 15	12 25	7 0	...	...	...
(Ligne de Belfort)	...	a.m.	a.m.	p.m.			
Bologne ...arr	...	6 44	9 47	3 11	...	...	...
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Bologne ...dep	3 44	7 19	10 32	4 11	...	8 4	
Andelot.....	4 6	7 41	10 57	4 33	...	8 28	
Neufchateau a	5 53	8 55	12 0	5 37	...	9 32	
„ dep	6 0	9 55	1 40	5 42	6 40	...	
Coussey	6 11	10 8	1 51	5 53	7 6	...	
Domremy	6 20	10 18	2 0	6 2	7 27	...	
Vaucouleurs	6 58	11 2	2 38	6 38	8 50	...	
Pagny-S.-M. ar	7 20	11 29	3 0	7 0	9 24	...	
Pagny-S.-M. dp	7 29	11 57	...	7 6	9 24	...	
Paris (65) ....arr	4 20	9 0		3 45	4 30	...	
	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	
Neufchateau d	6 10	9 30	12 5	6 14	...	...	
Aulnois Contrexé.	6 40	10 2	12 33	6 44	...	...	
Charenois Vittel	6 51	10 44	12 44	6 55	...	...	
Mirecourt .....arr	7 31	11 52	1 21	7 35	4 30	6 0	...
Epinal.....arr	9 2	...	2 28	8 48	6 32	7 2	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	p.m.	a.m.	a.m.	p.m.	p.m.	
Epinal .....dep	3 8	7 10	10 0	12 40	6 7	
Mirecourt .....dep	4 6	8 12	11 58	2 47	7 5	
Charenois-Vittel		8 51	12 43	3 44	8 3	
Aulnois Contrexé.	...	9 2	12 55	4 40	8 15	
Neufchateau a	1 Cl	9 26	1 21	5 24	9 13	
	p.m.	p.m.	p.m.	a.m.		
Paris ..... dep	7 50	9 15	12 25	7 0		
(Ligne de Avrict)	a.m.	a.m.	a.m	p.m		
Pagny-S-M. arr	2 19	5 28	9 54	4 13		
	a.m.	a.m.	p.m.	p.m.	p.m.	
Pagny-S-M. dp	3 40	8 0	12 5	...	7 06	
Vaucouleurs	4 17	8 23	12 28	...	7 43	
Domremy.....	5 22	9 2	1 4	...	8 27	
Couss y	5 38	9 11	1 13	...	8 37	
Neufchateau a	5 58	9 21	1 23	p.m.	8 48	
„ dep	a5 15	9 31	1 28	3 20	9 17	
Andelot.....	6 17	10 36	2 30	5 30	10 19	
Bologne ...arr	6 4	10 59	2 53	6 6	10 42	
Bologne ...dep	6 46	...	3 0	8 30	...	
Paris ..... arr	4 20	...	9 54	4 30	...	
(Ligne de Belfort)	p.m.		p.m.	a.m.		

ROYAN and LA GREVE.

Stations.	1,2,3	1,2,3	1,2,3	
	a.m.	p.m.	p.m.	
Royan (71)...dep	9 24	3 20	8 86	
Saujon.....dep	10 1	3 55	9 28	
Nornac	10 24	4 22	9 49	
Etaules	10 41	4 38	10 6	
La Frenblad a	10 54	5 4	10 19	
„ dep	11 5	5 15	10 30	
a Greve	11 16	5 26	10 41	

DIRECT ROUTES TO FRANCH (Pontoy).

Stations	1—3	2 & 3	1—3	1—3	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Dl'Oubd	8 0	10 2	1 31	7 0	Ch.-sur-M.	1 27	7 32	12 36	2 31	...	...	...	...
Hayburn	8 18	10 26	1 46	7 16	**Frntsch**	1 47	7 52	12 56	2 51	...	...	...	...
Frntsch	8 32	10 46	2 0	7 30	Payrnne	2	8 7	1 11	3 6	...	...	...	...
CHARLVA	12 13	...	5 57	...	**Dl'Oubd**	7 45	12 46	2 46	...	...	...	...	...

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SAARBURG, METZ, AND LUXEMBURG.

	Stations.		1–3	1–3	1–3	1–3	1–3	2 & 3	1 & 2	
...	BASEL ....dep	...	...	...	...	...	6 0	9 55	5 30	...
...	STRASSBURG (77)	...	...	6 33	...	...	11 45	3 28	5 54	...
				a.m.			p.m.	p.m.	p.m.	
...	**Saarburg (78)** ....dep	...	...	8 13	...	...	1 58	5 44	10 0	...
...	**Berthelmingen** ....arr	...	...	8 30	...	...	2 15	6 2	10 41	...
...	SAARGEMUND........ ,,	...	...	10 3	...	...	3 48	7 50	...	...
...	**Berthelmingen** ....dep	...	...	8 35	...	...	3 20	6 7	10 42	...
...	Lauterfingen	2 & 3	...	8 53	...	...	3 38	6 26	...	...
...	Rodalben-Bermeringen	a.m.	...	9 18	...	...	3 2	6 54	...	...
...	Landorf	6 8	...	9 39	..	...	3 22	7 17	...	...
...	Baudrecourt	6 52	...	9 58	...	...	3 41	7 38	...	...
...	**Remilly (79)**	7 30	...	10 12	...	...	3 54	7 53	11 44	...
...	Courcelles	7 44	...	10 25	...	...	4 7	8 8	...	...
...	**Metz (79)** ....arr	8 5	...	10 48	...	...	4 30	8 35	12 8	...
			a.m.		a.m.	a.m.		p.m.		
...	From PAGNY ....arr	...	4 58	...	8 36	11 15	4 10	...	...	...
...	,, FORBACH	...	...	...	8 5	...	...	5 52	...	...
...	,, AMANVILLERS	...	...	...	8 19	...	1 34	6 58	...	...
			a.m.		a.m.	a.m.		p.m.		
...	**Metz** ....dep	...	5 7	...	9 2	11 52	5 57	7 11	12 16	...
...	**Maizieres**	...	5 32	...	9 29	12 19	6 23	8 4	...	...
...	Ueckingen	...	5 48	...	9 46	12 36	6 39	8 37	...	...
...	**Diedenhofen** ....arr	...	5 56	...	9 55	12 46	6 48	8 52	12 55	...
...	For SIERCK (124) ....dep	...	5 58	...	10 1	12 51	6 53	...	...	...
...	,, FENTSCH (71)	...	8 0	...	10 2	1 31	7 0	...	...	...
...	**Diedenhofen** ....dep	1,2,3	5 59	...	9 59	12 56	6 54	9 16	12 57	...
...	Gross-Hettingen	a.m.	6 11	...	10 11	1 9	7 8	...	...	...
...	**Bettemburg (78)**	7 13	6 32	...	10 36	1 36	7 35	10 13	...	...
...	**Luxemburg (106)** ....arr	7 43	6 49	...	10 54	1 55	7 55	10 38	1 37	...

SAARBURG AND SAARGEMUND.

	Stations.	2 & 3	1–3	1–3	1–3	2 & 3	
...	BASEL ....dep	...	...	6 0	9 55	11 16	...
	STRASSBURG .... ,,	...	6 33	11 45	3 28	5 47	...
...			a.m.	p.m.	p.m.	p.m.	
...	**Saarburg (78)** ....dep	...	8 13	1 58	5 44	8 5	...
...	Finstingen	...	8 42	2 26	6 18	8 46	...
...	Wolfskirchen	...	8 56	2 40	6 34	9 3	...
...	Saarwerden	a.m.	9 8	2 52	6 47	...	...
...	**Saar-Union**	5 20	9 14	2 58	6 54	9 23	...
...	Saaralben	5 55	9 32	3 17	7 19	9 51	...
...	**Saargemünd (74, 76)** ....arr	6 45	10 3	3 48	7 50	10 31	...
			p.m.	p.m.	p.m.		
...	METZ ....arr	...	12 20	6 58	11 38	...	...
...	SAARBRUCKEN	7 53	10 52	4 33	9 53	...	...

SAARGEMUND AND BENINGEN.

	Stations.	1–3	1–3	1–3	1–3		
		a.m.	a.m.	p.m.	p.m.		
...	**Saargemünd (74, 76)** ...dep	5 30	10 5	4 35	9 0	...	...
...	Farschweiler	5 56	10 25	5 2	9 32	...	...
...	**Beningen (79)** ....arr	6 14	10 39	5 20	9 53	...	...
...	METZ .... ,,	8 5	12 20	6 58	11 38	...	...
...	KARLINGEN .... ,,	7 44	...	...	...	...	...

ONVILLE and THIAUCOURT.

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Onville (74)...dep	6 30	8 0	10 20	12 40	4 30	7 25	...
Thiaucourt ...arr	6 53	8 23	10 43	1 3	4 53	7 48	...
	a.m.	a.m.	noon	p.m.	p.m.	p.m.	
Thiaucourt...dep	7 20	9 35	12 0	3 15	6 45	8 15	...
Onville .. .. arr	7 42	9 57	12 22	3 37	7 7	8 37	...

BONDY and AULNAY-LES-BONY.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	noon	p.m.	p.m.	p.m.	p.m.	a.m.
Bondy (67) dep	10 10	2 0	3 30	6 10	7 3	10 20
Allée-de-la-Tour	10 15	2 5	3 35	6 15	7 8	10 25
Raincy-Pavillons	10 18	2 8	3 38	6 18	7 11	10 28
Gargan-Livry.....	10 20	2 10	3 40	6 20	7 13	10 30
Abbaye........	11 29	...	4 19	...	7 19	10 39
Aulnay-les-B.a	11 34	...	4 24	...	7 24	10 44
(15)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Aulnay-les-B.d	6 25	...	12 45	4 50	7 45	...
Abbaye........	6 31	...	12 51	4 56	7 51	...
Gargan-Livry......	6 40	8 25	12 55	5 3	7 56	9 55
Raincy-Pavillons	6 43	8 28	12 58	5 6	7 58	9 58
Allée-de-la-Tour	6 46	8 31	1 1	5 9	8 1	10 1
Bondy ....arr	6 50	8 35	1 5	5 13	8 5	10 5

Bazancourt and Betheniville

Stations,	1,2,3	1,2,3	1,2,3
(15)	a.m.	a.m.	p.m.
Bazancourt dep	6 49	11 15	6 0
Warmeriville	7 2	11 28	6 13
Saint-Masmes........	7 17	11 43	6 28
Betheniville arr	7 34	12 0	6 45
Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.
Betheniville dep	5 50	7 54	4 7
Saint-Masmes	6 5	8 11	4 3
Warmeriville........	6 18	8 25	4 47
Bazancourt...arr	6 28	8 37	5 0

NANCY, PAGNY-SUR-MOSELLE, CONFLANS-JARNY, LONGUYON, and LONGWY.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Nancy (65) ....dep	2 50	5 0	6 10	8 35	10 48	1 30	2 40	3 26	5 47	7 45
Frouard	3 9	5 16	6 29	8 53	11 10	1 51	3 0	3 47	6 4	8 10
Pont-a-Mousson	3 34	5 52	7 9	9 31	11 51	2 32	3 40	4 27	6 42	8 48
Pagny-sur-Moselle (79)	3 46	6 4	7 22	9 44	12 4	2 45	3 53	4 40	6 55	9 0
METZ (German Time)........	4 55	...	8 36	11 15	1 18	4 10	...	6 52	...	10 14
Onville (74)	...	6 22	...	10 6	...	...	4 20	Ex. Nancy to Pagny[illegible]	7 17	...
Mars-la-Tour........	...	6 47	...	10 31	...	...	4 46		7 41	...
Conflans-Jarny (67) arr	...	6 59	...	10 44	...	...	4 59		7 54	...
Gondrecourt-Aix	a.m.	7 27	a.m.	11 20	p.m.	...	5 33		8 27	...
Longuyon (71) ....dep	6 15	8 25	9 45	1 0	3 15	...	6 55		10 0	...
Longwy (105) ....arr	7 5	8 58	10 35	1 38	4 13	...	7 45		10 47	...
BRUSSELS (106) .... ,,	...	3 25	...	9 22	...	...	...		...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.		p.m.	p.m.
BRUSSELS (Bel. Time) dep	...	...	...	...	...	...	6 26	...	...	12 45
Longwy .... ,,	...	...	4 40	p.m.*	8 15	11 0	*1 8	...	5 20	6 20
Longuyon ....arr	...	...	5 31		9 14	11 51	1 39	...	5 55	6 47
Gondrecourt-Aix	...	...	6 39		11 20	...	2 41	...	...	7 41
Conflans-Jarny ......dep	...	...	7 8	...	11 50	...	3 8	...	...	8 6
Mars-la-Tour	...	...	7 27	...	12 9	...	3 25	...	...	8 21
Onville........	...	...	7 52	...	12 35	p.m.	3 45	p.m.	p.m.	8 44
METZ (German Time)......	11 53	4 23	...	8 56	11 6	2 1	...	4 0	7 8	...
Pagny-sur-Moselle (79)	12 34	5 0	8 14	9 30	12 55	2 23	4 8	4 31	7 45	9 1
Pont-a-Mousson	12 50	5 18	8 30	9 48	1 12	2 39	4 25	4 49	8 3	9 15
Frouard	1 22	6 0	9 10	10 32	1 54	3 11	4 59	5 31	8 47	9 43
Nancy ....arr	1 34	6 16	9 26	10 48	2 10	3 25	5 15	5 47	9 3	9 55

* Mann Boudoir Sleeping Cars by this Train.

LUXEMBURG, METZ, and SAARBURG.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3
Dist.	pf.	m. pf.	m. pf.		a.m.	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.
From	Luxem	burg		Luxemburg dep	1 16	6 50	8 46	...	11 49	2 1	3 41	8 22
—	1 0	0 45	0 45	Bettemburg (39) ...	...	7 11	9 13	...	12 12	2 31	4 8	8 4
—	2 10	1 40	0 90	Groes-Hettingen ...	...	7 36	...	...	12 34		4 29	9 1
—	2 70	1 80	1 20	Diedenhofen ... arr	2 1	7 47	9 58	...	12 46	...	4 49	9 12
—	—	—	—	From METSCH ,,	...	7 46	...	...	12 46	...	2 46	8 16
—	—	—	—	SIERCK ,,	...	7 40	...	...	12 51	...	4 29	8 51
—	—	—	—	Diedenhofen dep	2 5	7 52	...	...	12 56	...	4 44	9 18
—	3 20	2 10	1 40	Uckange ...	...	8 1	...	...	1 5	...	4 54	9 20
—	4 0	2 60	1 70	Maizières ...	...	8 19	...	...	1 21	...	5 12	9 46
—	5 40	3 60	2 30	Metz (79) ... arr	2 50	8 46	...	...	1 50	...	5 41	10 14
—	—	—	—	For ARNAWEILER	5 48	9 31	...	...	3 41	...	...	...
—	—	—	—	,, Pagny ...dep	4 23	8 56	1, 2, 3	...	2 1	...	7 8	11 52
—	—	—	—	,, Forbach ...	5 6	9 0	a.m.	p.m	2 0	...	6 0	...
	Fr m		Metz	Metz ... dep	3 0	...	7 18	12 1			6 15	...
—	1 20	0 75	0 50	Courcelles ...	...	...	7 37	12 25	...	...	6 39	...
—	1 80	1 20	0 75	Remilly (79) ...	3 27	...	7 50	12 39	...	...	6 56	...
—	2 40	1 60	1 10	Bandrecourt ...	...	...	8 1	12 50	...	...	7 4	...
—	3 4	2 20	1 50	Landorf ...	...	...	8 20	1 9	...	...	7 22	...
—	4 0	2 70	1 70	Rodalben-Bermering.	...	...	8 38	1 27	...	...	7 41	...
—	5 20	2 50	2 20	Lasterdingen ...	...	...	9 1	1 53	...	...	8 0	...
—	6 20	4 10	2 70	Berthelmingen ar	4 23	...	9 16	2 10	...	...	8 23	...
—	—	—	—	SAARGEMUND dep	...	...	7 40	12 25	...	...	6 42	...
—	—	—	—	Berthelmingen dp	4 23	...	9 20	2 14	...	...	8 26	...
—	7 10	4 70	3 0	Saarburg ... arr	4 51	...	9 41	2 36	...	...	8 48	...
					a.m.		a.m.	p.m.			p.m.	
—	—	—	—	STRASSBURG ... arr	6 27	...	11 48	5 2	...	...	11 0	...
—	—	—	—	BASEL ... ,,	9 44	...	4 55	9 34	...	...	6 17	...

BENINGEN and SAARGEMUND.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3			
Dist.	m. pf.	m. pf.	m. pf.		a.m.	a.m.	p.m.	p.m.	p.m.			
—	—	—	—	Merlenen ... dep	...	8 14	...	...	...			
—	—	—	—	METZ ... dep	5 6	9 4	2 0	6 0	8 20			
—	—	—	—	Beringen ... ,,	6 33	11 2	3 42	7 54	10 34			
—	—	—	—	Forschweiler ...	6 53	11 20	4 2	8 16	10 54			
—	—	—	—	Saargemund (76) ar	7 23	11 49	4 32	8 50	11 25			

SAARGEMUND and SAARBURG.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3			
Dist.	m. pf.	m. pf.	m. pf.									
—	—	—	—	SAARBRUCKEN dep	...	6 34	11 47	5 13	8 17	...	...	...
—	—	—	—	METZ ... dep	...	5 6	9 0	2 0	6 0	...	...	...
		Saargemund			a.m.	a.m.	p.m.	p.m.	p.m.			
10	1 30	0 85	0 55	Saargemund ... dep	3 3	7 40	12 25	6 42	9 5			
15½	2 0	1 40	0 85	Saar-Union ...	3 39	8 14	1 9	7 22	9 50			
16½	2 20	1 50	0 95	Saarwerden ...	3 59	8 40	1 37	7 46	...			
19½	2 60	1 70	1 10	Wolf-kirchen ...	4 20	8 55	1 49	8 0	...			
24½	3 20	2 10	1 40	Flustingen ...	5 51	9 7	2 1	8 13	...			
24½	4 40	3 0	1 90	Saarburg (79) ... a	6 33	9 41	2 36	8 48	...			
					a.m.	a.m.	p.m.	p.m.				
—	—	—	—	STRASSBURG ... arr	8 13	11 48	5 2	11 0	...			
—	—	—	—	BASEL ... ,,	1 39	4 55	9 34	6 17	...			

LEROUVILLE and SEDAN.—Chemin de fer de Lerouville à Sedan.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	fr. c.	fr. c.	fr. c.	[64. 65		a.m.	p.m.	p.m.
From	Le	rouv	ille.	Lerouville ... dep	...	8 25	1 0	9 18
6½	1 20	...	0 45	Les Keur ... ,,	...	8 43	1 33	9 36
14½	2 15	1 40	1 75	Bannoncourt ... ,,	...	9 10	2 28	10 13
20	3 15	2 90	2 80	Ancmont ... ,,	...	9 34	3 2	10 48
24½	3 75	3 45	3 70	Verdun ... arr	a.m.	9 55	4 6	11 10
				,, (67) ...dep	5 40	10 14	4 15	
4½	0 75	0 55	0 40	Cumieres ... ,,	6 16	10 56	5 3	...
14½	2 20	1 70	1 25	Consenvoye ... ,,	6 48	10 55	5 32	...
21	3 70	2 80	2 40	Dun-le-Poulieux ...	7 28	11 26	6 13	...
27	4 55	3 35	2 90	Stenay ... ,,	7 48	11 55	7 5	...
32½	5 30	3 95	3 35	Pouilly ... ,,	8 13	12 11	7 25	...
38½	6 25	4 75	4 05	Mouzon ... ,,	10 4	12 34	7 54	...
46½	7 60	5 55	4 80	Pont-Maugis... arr	10 51	12 57	8 19	...
				,, (66) ...dep	10 55	12 58	8 20	...
52½	8 80	6 45	5 60	Sedan (65, 71) ... arr	11 51	1 58	9 38	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
		a.m.	p.m.	p.m.
Sedan ... dep	...	7 0	12 25	7 15
Pont-Maugis... arr	...	7 9	12 35	7 24
,, ...dep	...	7 10	12 40	7 26
Mouzon ... ,,	...	7 35	1 31	7 57
Pouilly ... ,,	...	7 56	2 17	8 36
Stenay ... ,,	...	8 27	3 5	9 0
Dun-le-Poulieux ... ,,	...	8 51	3 47	9 35
Consenvoye ... ,,	...	9 17	4 27	10 8
Cumieres ... ,,	...	9 42	5 4	10 29
Verdun ... arr	a.m.	10 5	5 38	10 55
,, ...dep	5 15	10 38	5 58	
Ancmont ... ,,	5 53	11 0	6 16	...
Bannoncourt ... ,,	6 37	11 27	6 41	...
Les Keur ... ,,	7 27	11 50	7 11	...
Lerouville ... arr	7 51	12 16	7 36	...

TROYES to BAR-SUR-SEINE, CHATILLON-SUR-SEINE, and CHAUMONT.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
PARIS ... dep	8 37	11 30	3 10	...	7 30	12 45	...	5 30	8 45	7 18	11 28	...
Troyes (66) ... arr	11 20	2 10	...	...	10 20	3 30	...	8 20	11 30	10 10	2 20	...
,, ... dep	11 30	2 30	...	4 8	8 45	4 0	7 30	8 45	...	...	...	...
Clary ... ,,	11 55	2 55	...	4 33	9 10	4 25	7 55	9 10	...	...	...	...
Bar-sur-Seine ... arr	12 20	3 20	...	4 58	9 35	4 50	8 20	9 35	...	...	...	...
Bar-sur-Seine ... dep	12 30	3 30	...	5 8	9 45	5 0	8 30	9 45	...	...	...	...
Chatillon-sur-Seine ... arr	1 0	4 0	...	5 38	10 15	5 30	9 0	10 15	...	...	...	...
Chatillon-sur-Seine ... dep	1 10	4 10	...	5 48	10 25	5 40	9 10	10 25	...	...	...	...
Brion (68) ... ,,	1 40	4 40	...	6 18	10 55	6 10	9 40	10 55	...	...	...	...
Is-sur-Tille ... ,,	2 10	5 10	...	6 48	11 25	6 40	10 10	11 25	...	...	...	...
Dijon ... ,,	2 40	5 40	...	7 18	11 55	7 10	10 40	11 55	...	...	...	...
Is-sur-Tille ... dep	2 50	5 50	...	7 28	12 5	7 20	10 50	12 5	...	...	...	...
Brion (68) ... ,,	3 20	6 20	...	7 58	12 35	7 50	11 20	12 35	...	...	...	...
Is-sur-Tille ... arr	3 50	6 50	...	8 28	1 5	8 20	11 50	1 5	...	...	...	...
Is-sur-Tille ... dep	4 0	7 0	...	8 38	1 15	8 30	12 0	1 15	...	...	...	...
Langres ... arr	5 0	8 0	...	9 38	2 15	9 30	1 0	2 15	...	...	...	...
Langres ... dep	5 10	8 10	...	9 48	2 25	9 40	1 10	2 25	...	...	...	...
Chaumont ... arr	5 40	8 40	...	10 18	2 55	10 10	1 40	2 55	...	...	...	...

* Mann Boudoir Sleeping Cars by this Train.

(FRANKFURT)—WEISSENBURG and BASEL.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3		1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	
				p.m.					a.m.	a.m.			a.m.
m.pf	m.pf	m.pf	COLOGNE (131) dep	5 0	p.m.	...	...	...	6	12 2	9 0	a.m.	9 15
...	...	...	BERLIN ,,	9 0	a.m.	...	...	...	8 0	1 0	10 0	p.m.	...
...	...	...	FRANKFORT ,,	8 45	p.m.	...	...	...	8 5	5 25	10 5	a.m.	2 0
...	...	...	MAYENCE (126),	9 45	p.m.	...	...	a.m.	9 0	6 17	1 7	p.m.	3 20
...	...	...	NEUSTADT ,,	12 1	a.m.	...	...	7 0	11 43	9 55	3 20	p.m.	6 45
...	...	...	CARLSRUHE ,,	...	...	...	...	7 40	11 0	11 0	2 45	p.m.	6 20
			(138)	a.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		p.m
Wa's'enb		urg	**Weissenburg** dep	1 11	...	...	5 45	10 10	12 43	1 58	4 28	...	9 21
1 43	0 95	0 60	Sulz-u-W. ,,	1 32	...	...	6 19	10 43	...	2 31	4 47	...	9 55
2 0	1 40	0 85	Walburg ,,	...	...	...	6 33	10 56	...	2 44	4 58	...	10 11
2 89	1 90	1 20	**Hagenau (76)**...arr	1 51	...	...	6 45	11 7	1 16	2 55	5 8	...	10 23
			LUXEMBURG ...dep	...	...	...	...	1 16	...	...	6 50	...	11 49
			METZ ,,	...	...	...	...	5 6	...	...	9 0	...	2 0
...	...	...	SAARGEMUND ,,	...	...	...	...	7 28	...	...	1 0	...	6 45
			Hagenau ..... dep	1 54	...	...	6 50	11 14	1 18	3 0	5 11	...	10 28
3 30	2 20	1 40	Bischweiler	2 5	...	...	7 6	11 30	1 28	3 16	5 21	...	10 45
4 10	2 85	1 80	Hördt	...	...	...	7 24	11 46	...	3 32	*	...	11 1
4 70	3 15	2 0	**Vendenheim**.....arr	2 24	...	...	7 32	11 55	1 43	3 41	5 39	...	11 11
11 20	7 50	4 80	AVRICOURT.....arr	8 31	...	...	...	2 30	6 9	6 9	7 45	...	...
51 80	37 90	27 10	PARIS ,,	5 0	...	...	...	3 45	4 30	4 30	5 15	...	...
			Vendenheim ...dep	2 25	...	...	7 35	11 58	1 44	3 44	5 40	..	11 14
5 50	3 70	2 40	**Strassburg 73** arr	2 40	...	a.m.	7 50	12 16	1 59	3 59	5 55	...	11 29
			BERLIN.....dep	...	...	9 0	...	...	8 0	...	10 0	p.m.	
...	...	...	FRANKFORT ... ,,	2 5	...	9 35	...	...	8 20	...	10 45	12 20	
...	...	...	CARLSRUHE ... ,,	7 45	...	3 20	...	7 10	11 44	...	2 48	4 45	...
...	...	...	LONDON ..... ,,	8 30	...	7 45	...	...	...	...	...	...	...
...	...	...	OSTEND ..... ,,	3 50	...	3 9	...	...	...	...	...	...	...
...	...	...	BRUSSELS ..... ,,	6 26	...	7 30	...	...	...	...	...	...	...
...	...	...	LUXEMBURG ... ,,	3 41	...	1 16	...	...	...	...	6 50	...	...
...	...	...	METZ ..... ,,	6 15	...	3 0	...	7 10	...	...	12 1	...	...
...	...	...	SAARBURG ..... ,,	9 3	...	4 56	6 43	9 51	9 51	...	2 57	6 53	...
...	...	...	MAYENCE ..... ,,	3 20	...	...	...	...	...	...	9 0	...	...
...	...	...	GERMESHEIM ... ,,	6 54	...	a.m.	...	7 10	...	p.m.	12 0	p.m.	...
Stra	ssbu	rg	**Strassburg 73** dep	2 57	...	6 45	8 20	1 20	2 12	6 30	6 5	8 54	...
0 75	0 50	0 35	Grafenstaden	...	...	...	8 34	1 34	...	6 47	...	9 13	...
0 90	0 60	0 40	Geispolsheim	...	...	...	8 39	1 39	...	6 52	...	9 19	...
1 20	0 75	0 50	Fegersheim	...	2 & 3	...	8 46	1 46	...	6 59	...	9 27	...
1 80	1 20	0 75	Erstein	...	a.m.	7 11	9 2	2 2	...	7 15	6 32	9 42	...
2 4	1 40	1 0	Benfeld	3 31	5 38	7 20	9 16	2 16	...	7 31	6 41	9 57	...
...	...	...	ZABERN .....dep	...	...	4 50	...	8 44	8 44	...	1 52	7 47	...
3 70	2 50	1 60	**Schlettstadt**....dep	3 50	6 36	7 38	9 48	3 13	3 1	8 4	6 59	10 30	...
4 10	2 80	80	St. Pilt.....	...	6 53	...	9 57	3 22	...	8 13	...	10 39	...
4 40	3 0	1 90	Rappoltsweiler.....	1,2,3	7 7	7 50	10 6	3 31	...	8 22	7 11	10 48	...
4 80	3 20	2 10	Ostheim	a.m.	7 19	...	10 13	3 38	...	8 29	...	10 55	...
5 50	3 70	2 40	**Colmar (38)**	5 16	4 23	7 46	8 9	10 40	4 4	3 28	8 56	7 29	11 12
6 56	4 30	2 80	Ruffach	5 44	...	...	8 26	11 7	4 30	...	9 24	...	...
7 50	5 0	3 20	**Bollweiler (39)** ...	6 7	4 57	...	8 41	11 31	4 52	3 54	9 48	8 0	...
8 4	5 60	3 60	Lutterbach (73)	6 27	...	...	...	11 51	5 13	...	10 8	8 16	...
8 70	5 80	4 70	Dornach	6 34	...	...	...	11 59	5 22	...	10 17	...	...
8 90	5 90	3 80	**Wulhausen (69)**ar	6 41	5 23	...	9 3	12 6	5 30	16	10 24	8 27	...
13 0	8 80	5 80	BELFORT .....arr	...	...	...	11 29	1 45	7 26	7 26	...	...	...
14 70	10 50	Ex.	BELFORT .....dep	...	...	...	6 40	10 0	2 35	...	6 18	...	...
10 20	7 20	Ex.	**Mulhausen**.....dep	6 57	5 32	...	9 8	12 39	5 46	4 21	...	8 37	...
9 30	6 20	4 0	Rixheim	7 7	...	...	...	12 49	5 56	...	...	8 47	...
10 20	6 80	4 40	Sierentz	7 27	...	...	...	1 8	6 16	...	...	9 5	...
11 10	7 40	4 70	St. Ludwig (131)	7 48	6 8	...	9 39	1 29	6 38	...	...	9 24	...
11 50	7 60	4 90	**Basel (241)**.....arr	7 56	6 17	...	9 49	1 39	6 47	4 55	...	9 34	...
19 0	12 90	8 70	ZURICH.....arr	...	9 58	...	2 9	5 40	...	8 20	...	...	...
19 10	12 90	8 70	LUCERNE ..... ,,	...	10 7	...	1 48	5 32	...	8 40	...	...	...
20 0	13 60	9 20	BERNE ..... ,,	...	10 5	...	1 52	6 0	...	8 52	...	...	...
33 90	23 50		GENEVA ..... ,,	...	2	...	9 7	...	...	...	...	...	...

No change of carriage by the Express Trains between Frankfort, Cologne, and Bâle.

BILLOM and VERTAIZON.

Dist.	1 Cl.	2 Cl.	3 Cl.		a.m.	a.m.	p.m.			(50)	a.m.	p.m.	p.m.
From													
5½	1 10	0 85	0 60	**Vertaizon** arr	6 30	11 38	6 45	...	...	**Billom** ...arr	7 5	2 30	7 30

HAGENAU and SAARGEMUND.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
m. pf	m. pf	m. pf		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
from	Hag	nau	**Hagenau (76)** ...dep	...	7 16	10 56	1 54	6 3	...
1 60	1 1	0 65	Achselhofen (Town)...	...	7 55	11 34	2 32	6 42	...
1 80	1 20	0 75	Niederbronn	...	8 3	11 41	2 39	6 50	...
3 60	2 40	1 60	Bitsch	5 17	8 49	...	3 24	7 35	...
4 40	2 90	1 90	Lemberg	5 40	9 4	...	3 46	7 49	...
5 20	3 50	2 30	Bonrbach	6 18	9 30	...	4 25	8 19	...
6 80	4 50	2 90	**Saargemund (74)** a	6 54	9 59	...	5 8	8 49	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.
Saargemund ...dep	...	7 28	...	11 0
Bonrbach.....	...	8 4	...	11 37
Lemberg.....	...	8 35	...	12 7
Bitsch	4 48	8 54	...	12 34
Niederbronn	5 43	9 42	12 7	1 25
Achselhofen (Town)	5 52	9 51	12 16	1 34
Hagenau .....arr	6 40	10 32	12 58	2 15

SCHLETTSTADT & Markirch (16).

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3
fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.
Schl	stadt	dep.	**Schlettstadt** d.	7 39	10 45	3 16
0 60	0 40	0 25	Weiterthal.....	7 53	11 7	3 38
1 80	1 20	0 75	**Markirch** a	8 24	12 0	4 26
Fr M	arkt	rch.	**Markirch** d	6 20	8 49	1 33
...	...	...	Weiterthal.....	7 0	9 23	2 12
...	...	...	**Schlettstadt** a	7 16	9 36	2 29

IGNEY-AVRICOURT (4) Stations.

E.M.				1,2,3	1,2,3	1,2,3
Dis				a.m.	p.m.	p.m.
	Igney-Avricourt		dep	6 50	12 40	7 55
5½	Blamont.....		...	7 21	1 11	8 29
11½	Cirey		arr	7 47	1 37	8 56
	Cirey		dep	6 50	12 40	5 15
	Blamont.....		...	7 21	1 11	5 40
	Igney-Avricourt		arr	7 47	1 37	6 6

* Mann Boudoir Sleeping Cars by this Train.

BASEL and WEISSENBURG—(FRANKFURT).

1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
								a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
M.pf	M.pf	M.pf	GENEVA .....dep	...	...	...	...	...	...	...	7 37	11 42	11 42	...
...	...	...	BERNE ..... ,,	...	...	...	...	6 0	...	9 38	1 38	4 40	4 40	...
...	...	...	LUCERNE ..... ,,	...	...	...	...	6 7	...	9 50	1 30	4 30	4 30	...
...	...	...	ZURICH ..... ,,	...	...	...	...	6 50	...	9 55	1 35	4 48	4 48	...
					a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	Basel.		**Basel (240)**.....dep	...	6	...	9 55	11 16	3 53	5 30	7 56	9 0	10 10	...
2 50	0 30	0 20	St. Ludwig..... ,,	...	6 11	...	10 5	11 29	4 7	5 41	8 7	9 11	10 12	...
1 40	0 95	0 60	Sierentz ..... ,,	...	6 26	...	...	11 48	4 27	...	8 25	...	10 28	...
2 50	1 50	1 0	Rixheim ..... ,,	...	6 42	...	...	12 8	4 47	...	8 45	...	10 49	...
2 70	1 80	1 20	**Mülhausen**.....arr	...	6 50	...	10 35	12 18	4 57	6 12	8 55	9 45	10 59	...
3 90	4 70	3 20	BELFORT ..... arr	...	...	...	11 29	1 45	...	7 06	...	...	...	...
3 70	5 50	Ex.	BELFORT.....dep	a.m.	4 40	...	6 40	10 0	2 35	2 35	6 18	6 18	...	...
...	...	...	**Mülhausen**.....dep	4 51	6 56	8 16	10 42	12 46	5 10	6 19	9 3	9 51	...	...
2 90	2 0	1 30	Dornach ..... ,,	4 31	7 4	8 26	...	12 55	5 18	...	9 14	...	...	...
3 26	2 10	1 40	Lutterbach..... ,,	5 3	7 11	8 34	...	1 3	5 28	...	9 22	10 3	...	...
4 0	2 70	1 70	**Hollweller**.....dep	6 2	7 29	8 57	11 4	1 27	5 51	6 42	9 44	10 21	...	...
3 10	3 40	2 20	Ruffach ..... arr	6 46	a.m. 7 44	9 12	...	1 48	6 12	...	10 6	10 38	...	...
5 10	4 10	2 60	**Colmar**.....dep	7 31	5 40	8 6	9 53	11 36	2 20	6 44	7 16	10 34	11 2	...
5 10	4 60	2 90	Ostheim ..... ,,	...	5 58	...	10 16	...	2 37	7 1	...	...	...	...
7 20	4 80	3 10	Rappoltsweiler	...	6 7	8 23	10 18	...	2 45	7 9	...	...	11 20	...
7 30	5 0	3 20	St. Pilt..... ,,	...	6 16	...	10 27	...	2 53	7 17	...	...	...	...
7 90	5 20	3 40	**Schlettstadt**.....dep	...	6 30	8 38	10 40	12 3	3 6	7 54	7 43	...	11 36	...
...	...	...	ZABERN ..... arr	...	...	11 21	...	4 30	...	...	10 26	...	...	...
9 20	6 10	4 0	Benfeld ..... ,,	...	7 4	8 58	11 10	...	3 36	8 24	...	...	11 57	...
9 80	6 50	4 20	Erstein ..... ,,	...	7 19	9 8	11 25	...	3 51	8 39	...	...	...	...
10 40	6 90	4 50	Fegersheim ..... ,,	...	7 37	...	11 41	...	4 7	8 55	...	...	...	...
10 70	7 10	4 60	Geispolsheim..... ,,	...	7 45	...	11 47	...	4 14	9 2	...	...	...	...
10 80	7 20	4 60	Grafenstaden ..... ,,	...	7 50	...	11 53	...	4 20	9 8	...	...	...	...
11 50	7 60	4 90	**Strassburg** .....arr	...	8 8	9 35	12 11	12 50	4 38	9 26	8 34	...	12 32	...
19 30	12 80	8 30	GERMERSHEIM arr	...	...	2 55	...	8 46	...	...	...	...	...	...
...	...	...	MAYENCE ..... ,,	...	...	5 48	...	...	...	...	...	...	...	...
17 20	11 40	7 30	SAARBURG ..... ,,	...	12 30	1 48	...	5 3	7 18	...	10 31	...	...	...
24 20	16 10	10 30	METZ ..... ,,	...	...	4 30	...	8 3	...	...	12 8	...	...	...
29 50	19 60	12 60	LUXEMBURG ..... ,,	...	...	7 52	...	...	...	...	1 37	...	...	...
50 60	36 30	Ex.	BRUSSELS ..... ,,	...	...	...	...	...	...	...	6 28	...	...	...
60 ...	43 40	Ex.	OSTEND ..... ,,	...	...	...	...	...	...	...	9 48	...	...	...
102 50	74 40	Ex.	LONDON ..... ,,	...	...	...	...	...	...	...	5 30	...	...	...
...	...	...	CARLSRUHE ..... ,,	10 45	5 25	...	4 50	8 40	2 9	11 56	...	...	...	...
...	...	...	FRANKFORT ... ,,	1.2.3	2 15	5 40	10 30	...	5 50	5 50	...	...	...	...
84 90	63 30	Ex.	BERLIN..... ,,	a.m.	...	7 42	...	6 40	...	8 50	8 50	...	...	...
13 16	9 20	Ex.	**Strassburg**.....dep	5 53	...	9 50	12 27	1 10	4 56	...	8 40	...	12 52	...
12 30	8 20	5 30	**Vendenheim**.....arr	6 11	...	10 5	12 42	1 24	5 8	...	8 55	...	1 7	...
...	...	...	PARIS ..... dep	4 35	...	8 30	9 15	9 15	12 25	...	9 15	...	9 15	...
...	...	...	AVRICOURT ... ,,	4 18	...	6 16	9 14	9 14	2 19	...	6 25	...	8 23	...
14 0	9 90	Ex.	**Vendenheim** dep	6 12	...	10 6	12 44	1 25	5 10	...	8 56	...	1 8	...
12 80	8 50	5 50	Hördt..... **(78)**	6 24	...	10 17	12 56	...	5 22	...	9 8	...	...	...
13 60	9 16	5 80	Bischweiler	6 42	...	10 30	1 14	1 43	5 40	...	9 26	...	1 31	...
14 20	9 40	6 10	**Hagenau** ..... arr	6 58	...	10 40	1 28	1 52	5 53	...	9 41	...	1 41	...
...	...	...	SAARGEMUND arr.	9 59	...	...	5 8	5 8	8 49	...	...	...	...	...
...	...	...	METZ..... ,,	12 20	...	...	...	...	11 38	...	...	...	...	...
...	...	...	LUXEMBURG ... ,,	...	...	...	...	...	1 37	...	...	...	...	...
16 26	11 40	Ex.	**Hagenau**.....dep	7 5	...	10 44	2 4	1 54	5 58	...	9 46	...	1 46	...
14 50	9 90	6 40	Walburg ..... ,,	7 17	...	10 56	2 15	...	6 10	...	9 58	...	...	...
15 60	10 30	6 60	Sulz-u-W. ..... ,,	7 30	...	11 8	2 27	...	6 23	...	10 10	...	2 7	...
16 80	11 29	7 20	**Weissenburg** arr	8 5	...	11 29	2 58	2 27	6 54	...	10 42	...	2 38	...
...	...	...	CARLSRUHE.....arr	10 5	...	1 35	4 35	4 35	9 50	...	...	...	7 25	...
23 60	16 70	Ex.	NEUSTADT ..... ,,	...	9 45	12 44	5 2	3 34	9 3	...	...	...	3 42	...
39 80	21 40	Ex.	MAYENCE **(126)** ,,	...	12 54	3 54	8 52	5 48	...	...	...	...	5 51	...
30 80	21 40	Ex.	FRANKFORT ... ,,	...	1 45	5 24	10 12	6 47	...	...	...	...	7 14	...
84 96	63 30	Ex.	BERLIN..... ,,	...	...	7 42	6 40	7 42	...	...	...	...	8 50	...
47 80	33 90	Ex.	COLOGNE ..... ,,	7 10	...	7 10	5 15	10 0	...	...	...	...	11 22	...

No change of Carriage by the Express Trains between Bale and Frankfort to Cologne.

STRASSBURG to LAUTERBURG and GERMERSHEIM.

Stations.	1, 2, 3	1, 2, 3	1, 2 & 3	1, 2, 3			Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3		
	a.m.	a.m.	a.m.	p.m.	p.m.			a.m.	a.m	a.m.	p.m.		
Strassburg (72) dp	...	5 42	11 27	4 2	7 40	...	LUDWIGSHAFENdp	...	5 26	10 52	5 35	...	...
Wanzenau	...	6 13	11 50	4 48	8 5	...	**Germersheim** ,,	...	7 10	12 0	6 54	...	...
Drusenheim	...	6 46	12 20	5 38	8 37	...	Rheinzabern	...	7 48	12 37	7 32	...	...
Lauterburg ...arr	...	7 38	1 12	7 9	9 30	...	**Worth** .....arr	...	8 6	12 53	7 50	...	...
,, ...dep	...	7 48	1 28	7 22	...	...	,, ...dep	...	8 25	12 55	7 52	...	...
Neuburg	...	8 1	1 41	7 35	...	...	Neuburg.....	...	8 41	1 10	8 8	...	...
Worth (134) ...arr	...	8 16	1 56	7 50	...	...	**Lauterburg** ...arr	...	8 53	1 22	8 20	...	...
,, ...dep	5 2	8 20	1 59	7 53	...	...	,, ...dep	5 56	8 54	1 26	8 26	...	...
Rheinzabern **135-8**	5 37	8 39	2 18	8 10	...	...	Drusenheim	6 49	10 26	2 17	9 16	...	...
Germersheim arr	7 0	9 16	2 55	8 46	...	...	Wanzenau	7 16	11 17	2 44	9 42	...	...
LUDWIGSHAFEN ,,	9 41	10 45	4 16	10 22	...	...	**Strassburg 71** arr	7 37	11 54	3 7	10 3	...	...

STEINBERG and BUCHSWEILER.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3		
	a.m.	p.m.	p.m.	p.m.		
Steinberg (64) .....dep	7 30	12 59	4 43	9 6	...	...
Dossenheim	7 59	1 35	5 19	9 35	...	...
Buchsweiler .....arr	8 27	2 7	5 51	10 3	...	...
Buchsweiler .....dep	5 4	9 30	2 38	6 29	...	...
Dossenheim	5 37	10 10	3 18	6 58	...	...
Steinberg ..... arr	6 5	10 38	3 46	7 26	...	...

MONTBERG (East) and MONTBERG (Level-Dieu).

E.M.	1 Cl.	2 Cl.	3 Cl.	3 Cl.
Dis.	fr. c.	fr. c.	fr. c.	fr. c.
...	...	...	...	...
1¼	...	...	0 25	...

Stations.	2 Cl.	2 Cl.	2 Cl.	3 Cl.	3 Cl.	3 Cl.
	a.m.	noon	p.m.	p.m.	p.m.	p.m.
Montberg (East)	9 44	12 0	3 6	5 17	8 56	...
Montberg (La. Dieu)	9 54	12 10	3 16	5 27	9 6	...

Dis.	fr. c.	fr. c.	fr. c.	fr. c.
1¼	...	...	0 25	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3		
	a.m.	a.m.	p.m.	p.m.		
Montberg (La. Dieu)	7 30	11 30	2 5	4 45	8 25	...
Montberg (East)	7 40	11 40	2 15	4 55	8 35	...

† Sundays and Fete days only. ‖ Stops to take up Passengers for Strassburg.

* Mann Boudoir Sleeping Cars by this Train.

DEUTSCH-AVRICOURT and STRASSBURG.

Stations.	1 & 2	1—3	1 & 2	1—3	1—3	1 & 2	1—3
PARIS ....dep	...	4 3	8 30	11 5	12 25	9 15	7 0
(64)		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
D. Avricourt dp	...	4 18	6 16	9 14	4 19	6 22	4 23
Saarburg 24 a	...	4 51	6 40	9 46	2 22	6 49	8 56
SAARG'MUND d	a.m.	..	3 30	7 40	12 35	...	6 42
LONDON ....s	7 45	7 45	..	...	...	...	8 30
OSTEND .....s	3 9	3 9	..	...	...	...	3 50
BRUSSELS ,,	7 30	7 30	...	...	...	...	6 26
LUXEMBURG ,,	1 16	1 16	...	...	6 50	...	3 41
METZ ..... ,,	3 0	3 0	..	7 10	12 1	...	6 15
Saarburg....dep	a4 6	5 10	6 43	9 51	2 57	6 53	8 3
Fitzelburg	...	5 42	...	10 20	3 27	...	9 30
Zabern	5 32	6 2	7 16	10 38	3 46	7 28	9 48
SCHLETTSTDT a	...	...	11 28	4 38	...	10 24	...
Steinburg (27) ..	...	6 10	7 32	10 46	3 54	7 36	9 56
Vendenh'm ar	6 11	7 1	7 56	11 31	4 41	8 15	10 43
WEISSENBG ar	8 3	...	11 29	2 27	6 54	10 43	2 38
FRANKFORT ,,	1 45	...	5 24	6 47	...	...	7 14
Vendenh'm dep	6 12	7 5	7 57	11 33	4 44	8 18	10 45
Strassburg arr	6 27	7 22	8 12	11 48	5 2	8 28	11 0
CARLSR'HE ar	...	...	10 45	2 25	8 40	11 50	2 9
STUTTGART ,,	...	...	1 13	5 32	...	2 32	9 15
MUNICH ..... ,,	...	...	7 25	...	...	8 45	...
VIENNA ..... ,,	...	...	6 15	...	...	...	...
FRANKFORT ,,	...	...	2 15	5 40	...	...	5 50

Stations.	1,2,3	1 & 2	2 & 3	1, 2, 3.	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1 & 2
FRANKFORTdp	p.m.	p.m.	...	...	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
VIENNA ,,	9 35	9 35	...	...	9 30	10 45	12 20	12 20	...	...
MUNICH ,,	...	9 15	...	...	...	7 50	...	...	...	...
STUTTGART	15	7 10	...	...	...	6 40	...	...	...	...
CARLSRUHE,,	6 33	12 58	...	a.m.	7 33	12 12	...	...	...	...
(123)	1 5	3 20	...	7 10	11 44	2 48	4 45	4 45	...	...
Strassbu g dp	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vendenh'm ar	5 35	6 33	8 40	11 45	3 28	5 47	7 50	8 54	...	...
FRANKFORTdp	5 58	6 48	9 5	12 3	3 46	6 2	8 8	9 9	...	...
WEISSENBG .	8 45	8 45	...	...	8 5	10 5	...	...	...	...
Vendenh'm dp	5 57	6 49	9 15	12 5	3 9	6 3	8 10	9 10	...	...
Steinburg	6 49	...	10 42	12 53	4 27	...	8 58	...	...	...
SCHLETTSTD.d	...	4 50	...	8 4	1 50	...	...	...	...	...
Zabern	7 0	7 29	11 3	1 4	4 48	6 49	9 9	9 49	...	...
Fitzelburg....	7 16	...	11 20	1 19	5 3	...	9 25	...	...	...
Saarburg(24)a	7 45	8 3	12 20	1 48	5 33	7 18	9 53	10 36	...	...
METZ ..... arr	...	10 48	...	4 30	8 25	...	12 8	12 8	...	...
LUXEMBURG ,,	...	1 55	...	7 55	...	...	1 37	1 37	...	...
BRUSSELS ,,	...	9 22	...	...	...	...	6 28	6 28	...	...
OSTEND ..... ,,	...	...	...	...	...	...	9 49	9 49	...	...
LONDON .... ,,	...	...	...	...	...	...	5 30	5 30	...	...
SAARGEMND..	...	10 3	...	2 48	7 50	10 31	...	...	...	...
Saarburg dep	8 37	8 8	...	1 56	5 38	7 22	9 50	...	...	...
D. Avricourt a	9 11	8 31	...	2 30	6 9	7 45	10 32	...	...	...
PARIS ..... arr	...	5 0	...	3 45	4 30	5 15	9 45	...	...	...

DETTENBURG, NORTZINGEN, and ESCH.

E. M. Dis.	Stations.	1,2,3	1,2,3	1,2,3	..x 3			
		a.m.	p.m.	p.m.	p.m.			
2½	Bettemburg(35)dp	7 26	12 18	4 11	8 45	...	...	...
5½	Nortzingen	7 56	12 52	4 21	8 55	...	...	...
	Esch (100) .....arr	7 50	12 42	4 40	9 10	...	...	...
		a.m.	a.m.	p.m.	p.m.			
	Esch.....dep	6 40	10 5	1 7	7 ...	...	...	...
3	Nortzingen.....	6 56	10 21	1 23	7 21	...	...	...
5½	Bettemburg.... arr	7 6	10 31	1 33	7 31	...	...	...

E. M. Dis.	Stations.	1,2,3	1,2,3	1,2,3				
		a.m.	p.m.	p.m.				
—	Bettemburg (74) ...dep	7 16	12 22	4 21	...	...	...	...
2½	Nortzingen	7 26	12 32	4 31	...	...	...	...
6½	Oettingen .....arr	7 50	1 2	5 0	...	...	...	...
		a.m.	a.m.	p.m.	p.m.			
—	Oettingen.....dep	6 20	9 35	2 25	6 35	...	...	...
3	Nortzingen.....	6 41	9 56	2 51	7 6	...	...	...
6½	Bettemburg.....arr	6 51	10 16	3 16	7 16	...	...	...

GEBWEILER and SOLLWEILER.

Stations.	1—3	1	3	1—3	1—3	1—3	1—3	1—3	1—3
(Baden)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Gebweiler ...dep.	6 56	8 12	10 35	12 54	3 24	4 23	5 21	7 30	...
Ober Sulz	7 6	8 20	10 43	1 2	3 33	4 31	5 29	7 38	...
Bollwei'er 77 arr.	7 21	8 36	10 59	1 18	3 48	4 47	5 45	7 54	...
	1—3	1—3	1—3	1—3	1	3	1—3	1—3	1—3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bollweiler 77 dep	7 32	9	0 11 33	1 31	3 54	4 54	5 54	8	3
Ober Sulz	7 47	9	15 11 48	1 46	4 11	5 9	6 9	8 18	...
Gebweiler.....arr.	7 54	9	22 11 55	1 53	4 18	5 16	6 16	8 25	11½

COLMAR and MUNSTER.

E. M. Dis.	Stations.	1—3	1—3	1—3	1	3
		a.m.	a.m.	p.m.	p.m.	p.m.
—	Colmar 77 dep	9 21	11 40	4 16	7 35	...
3?	Türkheim	8 40	12 3	4 36	7 56	...
11½	Münster ....arr.	9 14	12 39	5 11	8 30	...
E. M. Dis.		a.m.	a.m.	p.m.	p.m.	
—	Münster ....dep.	6 49	9 40	12 54	5 45	...
8	Türkheim	7 23	10 13	1 42	6 19	...
11½	Colmar (127) arr	7 50	10 36	2 4	6 32	...

MULHAUSEN and MULLHEIM.

E. M. Dist.	1 Cl. From	1 Cl. M	2 Cl. M	3 Cl. M	3 Cl. M	Stations. (66 76)	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	
							a.m.	p.m.	p.m.			a.m.	p.m.	p.m.	
						Mulhausen ..... dep	10 14	2 21	8 31	...	Mullheim ..... dep	7 44	12 20	7 20	...
3½	0 50	0 30	0 9			Napoleonsinsel.....	10 22	2 29	8 39	...	Neuenberg	7 50	12 49	7 30	...
9½	1 20	0 80	0 55			Banzenheim	10 33	2 43	8 53	...	Banzenheim	7 54	12 51	7 40	...
11½	1 90	1 30	0 90			Neuenberg....	10 46	3 3	9 7	...	Napoleonsinsel	8 6	1 8	7 56	...
14½	2 10	1 50	1 0			Mullheim (132) .....arr	10 51	3 10	9 14	...	Mulhausen .....arr	8 13	1 16	8 6	...

NANCOIS-LE-PETIT and GONDRECOURT.

E. M.	1 Cl. fr. c.	1 Cl. fr. c.	2 Cl. fr. c.	3 Cl. fr. c.	Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
						p.m.	a.m.	noon		a.m.	a.m.	p.m.
...	...	...	...	...	Paris .....dep	12 25	7 0	12 0	Gondrecourt .....dep	6 45	11 20	6 34
...	...	...	...	...	Bar-le-Duc	a8 11	p2 34	5 2	Goudelaincourt	7 5	11 48	6 53
...	...	...	...	...	Nancois-le-Petit 64 arr	a8 32	2 55	5 23	Demange-aux-Eaux	7 12	11 56	7 1
						a.m.	a.m.	p.m.	Lanceville-st-Joire	7 33	12 16	7 21
...	...	...	...	...	Nancy (65)..... .....dep	6 0	10 30	5 27	Treverey	7 39	12 22	7 27
...	...	...	...	...	Nancois-le-Petit ...arr	6 44	1 12	6 20	Menaucourt	7 52	12 36	7 40
						a.m.	p.m.	p.m.	Ligny	8 7	12 51	7 55
						a.m.	p.m.	p.m.	Nancois-le-Petit ...arr	8 16	1 0	8 3
From					Nancois.					a.m.	p.m.	p.m.
3	0 60	0 60	0 40		Nancois-le-Petit ...dep	8 55	2 10	6 40	Nancois-le-Petit ...dep	8 24	2 56	8 25
6½	1 25	0 95	0 70		Ligny	9 6	2 24	6 50	Nancy .....arr	11 20	5 37	11 3
10½	2 20	1 65	1 2		Menaucourt	9 18	2 36	9 2		a.m.	p.m.	p.m.
11	2 40	1 75	1 30		Treverey	9 33	2 51	9 17		a.m.	p.m.	p.m.
16	3 50	2 55	1 90		Lanceville-st-Joire	9 43	4 1	9 28				
16½	3 50	2 55	1 90		Demange-aux-Eaux	10 1	4 19	9 46	Nancois-le-Petit ...dep	6 46	1 14	6 22
18½	4 5	2 95	2 20		Houdelaincourt	10 18	4 28	9 55	Bar-le-Duc	9 4	1 33	8 40
21½	4 70	3 45	2 55		Gondrecourt ..... arr	10 38	4 48	10 14	Paris ..... arr	4 20	9 0	3 45

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METTINGEN, LUXEMBOURG, and TRÈVES.

Stations.	1, 2, 3 Cl.	Stations.	1, 2, 3 Cl.
	a.m. a.m. p.m. p.m.		a.m. a.m. p.m. p.m.
ARLON ..... dep.	5 10 8 15 1 10 ...	Trèves ..... dep.	7 30 1 50 6 38 ...
Metzig-sur-Bettingen ... 106	5 41 9 21 2 43 ...	KARTHAUS ...	8 0 5 9 7 40 2 3 5 8 ...
Strasseu Hartz ...	6 3 9 43 3 3 ...	Wasserbillig ...	8 ... 5 20 ... 56 3 13 5 33 ...
Luxembourg ... arr.	6 12 9 52 3 12 ...	Luxembourg ...	8 47 1 5 6 11 ... 43 2 50 7 0 10 2
... dep.	6 15 10 9 3 16 3 19	... dep.	8 5 1 ... 1 49 5 15 ... 22 3 1 8 47 ...
Wasserbillig ...	7 22 11 31 7 25 5 7	Strasseu Hartz ...	8 57 ... 5 48 ... 31 ... 8 5 ...
KARTHAUS ...	7 39 11 49 7 43 5 16	Bettingen ...	9 21 ... 6 11 9 48 3 26 4 16 ...
Trèves ... 120	7 39 11 49 7 43 5 16	...	9 33 6 41 10 10 3 19 9 1 ...

Ettelbruck, Diekirch, and Bettendorf.

Stations.	1—3	2 & 3	1—3	1—3	1—3	1—3	2 & 3
PARIS ..... Paris ..... dp	7 50	...	9 15	12 25	...	9 15	...
NANCY ..... time	2 50	6 35	6 10	10 48	1 30	3 25	7 45
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Pagny (24) ..... arr	3 46	9 47	7 22	12 7	3 45	4 40	9 0
..... dep	4 11	10 14	7 48	12 30	3 15	5 6	9 26
Novéant	4 38	10 41	8 13	12 55	3 41	5 31	9 51
Arnaud Mosel	4 47	10 55	8 24	1 6	3 52	5 40	10 2
Metz (35) ..... arr	5 10	11 15	8 36	1 18	4 10	5 52	10 16
LUXEMBURG ... dep	1 16	a.m.	6 50	11 48	...	3 41	p.m.
Metz ..... dep	5 16	6 24	9	0 2	0	6 0	8 29
Courcelles (19)	...	6 73	9 23	2 24	...	6 24	8 42
Remilly (24)	5 31	6 36	9 35	2 37	...	6 37	8 55
Falkenberg	...	7 7	10 3	3 3	...	7 4	9 23
St. Avold	6 2	7 9	10 20	3 20	...	7 18	37
Homburg	...	7 30	10 31	3 31	...	7 29	9 48
Sarreguemines (24)	6 17	7 40	10 44	3 40	...	7 39	9 58
Forbach (125)	6 28	7 55	11 56	3 57	...	7 57	10 16
Sierck ..... arr	...	7 59	11 0	4 2	...	8 1	10 20
SAARBRÜCKEN ... rr	6 40	8 1	11 11	4 15	...	8 12	10 30

Stations.	1—3	2 & 3	1 & 2	1—3	1	1—3	2 & 3
SAARBRÜCKEN d	6	0	10 0	12 28	...	4 54	7 15
(125)	a.m.		a.m.	p.m.		p.m.	p.m.
Sierck ..... gen dep	6	9	10 10	...	...	5 2	7 26
Forbach	6	14	10 22	12 39	...	5 8	7 3..
Sarreguemines	6	30	10 42	...	...	5 5	7 5
Homburg	6	38	10 50	...	...	5 33	8 2
St. Avold	6	47	1 0	...	...	5 43	8 12
Falkenberg	6	57	11 20	...	...	6 0	8 26
Remilly	7	30	11 45	1 37	...	6 34	8 49
Courcelles	7	44	11 58	...	...	6 37	9 1
Metz ..... arr	8	5	12 20	1 51	...	6 58	9 3
LUXEMBURG arr	a.m.	10	a.m.	1, 2, 3	p.m.	10 38	...
Metz ..... dep	4	43	8 56	11	6	2 1	4 0
Arnaud Mosel ...	4	9	9 11	11	27	2 13	4 13
Novéant	4	54	9	11	16	2 2	3 26
Pagny (24)	5	4	9 35	12	1	2 5	4 8
..... dep	5	0	9 30	12	54	2 23	4 28
NANCY ... arr	6	16	10 45	2	10	3 25	5 47
PARIS	4	20	5 0			9 54	3 45

METZ-AMANWILLERS and AMANWILLERS-MOULINS.

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.	a.m.	p.m.
Metz (79) ..... dep	5 48	9 31	3 41
Moulins	6 7	9 51	3 58
Amanwillers (67) arr	6 26	10 10	4 17

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.	p.m.	p.m.
Amanwillers (67) dep	7 45	1 0	6 56
Moulins	8 4	1 17	7 15
Metz ..... arr	8 19	1 36	7 30

ULFLINGEN (THIONVILLE), DIEKIRCH, and ETTELBRUCK.

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	p.m.	p.m.	p.m.	
PETTLINGEN ..... dep	...	...	7 12	12 24	3 4	...
Ulflingen ..... dep	...	6 10	0 5	3 40	4	...
Clerf	...	6 29	0 22	3 51	6 11	...
Ettelbruck (92) ..... arr	...	31	1 20	4 43	7 0	p.m.
Diekirch (100) ..... dep	...	6 56	11 11	4 48	6 30	12 21
Ettelbruck ..... dep	6 43	7 41	11 25	5 7	7 13	2 3
Mersch	6 55	8 4	11 55	39	7 4	
Lintgen	8 25	8 11	12 2	5 53	7 31	
Luxemburg 79 ... arr	8 10	8 41	12 45	6 36	7 58	...

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	2 & 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Luxemburg ..... dep	7 0	...	11 31	4 5	...
Lintgen	7 28	...	12 3	4 45	...
Mersch	7 35	...	12 11	4 54	...
Ettelbruck (92) ..... arr	7 56	11 36	12 34	5 23	7 3
Diekirch	8 16	11 46	1 11	5 46	7 11
Ettelbruck ..... dep	8 1	...	12 46	5 32	...
..... arr	8 59	...	1 59	6 49	...
Ulflingen ..... arr	9 19	...	2 23	7 13	...
PETTLINGEN	8 56	...	1 56	6 9	...

STRASSBURG-METZ and METZ-STRASSBURG.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Strasburg (79) ..... dep	4 0	5 47	...	9 27	1 57	...	4 32	5 7	9 6
Mutzenhor	...	...	4	49	12 14	...	1 19	3 38	5 24
Rebl (132) ..... arr	4 27	6 13	8 50	12 23	...	2 8	3 47	5 32	9 32

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Rebl (132) ..... dep	3	6	0	7 31	9	8	43	3 23	4 53	6 3	10
Mutzenhor	...	...	...	7 39	10	6	1 51	3 31	5 0	7 1	10
Strasburg (Stat.) ar	3	30	6	20	7	55	10	22	2 7	3 47	5

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		Stations.	1 Cl	1, 2, 3		1, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2		1, 2	3	1, 2, 3	1, 2, 3	1, 2, 3	Ex. 3	
			p.m.																	
		[illegible] ROSS, d	8 25																	
		ANNON STREET	8 40																	
		ICTORIA EMBMN.	8 15																	
		OLBORN VIAD ...	9 15																	
		...EAT ...arr.	3 30																	
			a.m.			Ex.	a.m.	a.m.	Ex.	a.m.	p.m.	p.m.								
		Ostend (Quai) ...	6 50			a.m.			a.m.											
		,, (Ville) (99) dep.	Ex 2			6 20	6 4	9	11	5	11 55	2 10	3 9			5 27	6 4			
		Jabbeke ...					6 24		20		12 15	2 30					6 24			
		Bruges (94,103)	6 17			6 49	6 54	9 39	11	33	12 34	2 48	3 38			5 59	6 43			
		Oostcamp ...					7 3	9 48			12 43	2 57					6 52			
		Bloemendael ...					7 12	9 57			12 52	3 6					7 1			
		Aaltre ...					7 24	10 9			1 4	3 18					7 13			
		Zandbeke ...					7 37	10 22			1 17	3 31					7 26			
		Landeghem ...					7 43	10 28			1 23	3 37					7 32			
		Tronchiennes ...					7 53	10 38			1 33	3 47					7 43			
		Ghent (94,101) ...	5 10	a.m.		7 34	8	9 10	54	12 18	1 49	4 3	4 23			p.m.	6 52	7 56	p.m.	p.m.
		,, ... dep.				8 24	7 39	9 15	11	4 12	31	1 55		4 28		5 6		8 9	8 18	9 33
		Melle ...				6 37		8 28	11	17		2 8				5 19			8 31	
		Wetteren (86) ...				6 52		8 43	11	32		2 23	3 cl			5 34		8 30	8 46	
		Alost (84) ...arr.				7 14	8 9	9 5	11	54	1 1	2 45	a.m.			5 56		8 46	9 8	10 3
		,, dep.				7 17	8 12	9 8	11	57	1 4	2 51	4 40			6 0		8 49	9 11	10 6
		Erembodegheim ...				7 23		9 14	12	3		2 57	4 46		1, 2, 3	6 6			9 17	
		Denderleeuw arr.				7 31	8 21	9 22	12	11		3 5	4 54		p.m.	6 14	p.m.		9 25	
		,, (84) dep				7 33	8 23	9 35	12	12		3 8	4 56		5 40	6 18	8 23		9 27	
		Grimbergen ...				7 45		9 4				3 20	5 8			6 30			9 39	
		Jette ...				8 9		10 11				3 44	5 32			6 54			10 3	
		Laeken (87) ...				8 15		10 16				3 50	5 38			7 0			10 9	
		Brussels (North)	6 0	8		8 25	8 50	10 27	12	40	1 40	4 0	5 48	5 59	6 10	7 10	8 54	9 31	1 19	10 43

Extra—Bloemendael to Ghent 5.42 a.m. on Fridays only. Denderleeuw to Brussels 8.36 a.m., 12.43, 1.54 p.m.

GHENT, GILLY, HOUSE RON, COURTRAI, DENDERLEEUW, and BRUSSELS.

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
...	...	...	Calais (99) ...dep	...	1 27		6 15	...	...	...	9 45	12 15	...	...	...	2 20	...
...	...	...	Lille (83) ...arr	...	3 33	...	9 24	...	...	...	1 18	2 13	...	...	...	5 44	p.m.
...	...	...	,, ...dep	...	3 10	8 18	10 10	11	5	1	1 5	2 21	4 10	5 13	...	8 5	6 18
...	...	...	Roubaix ...	...	5 32	8 40	10 32	11	27	1	27	2 43	4 32	5 35	...	8 27	6 40
...	...	...	Tourcoing ...	...	5 41	8 49	10 41	11	35	1	36	2 52	4 41	5 44	...	8 36	6 46
...	...	...	Mouscron ...arr	+ 1, 2, 3 Cl.	6 0	9 8	11 0	11	54	1	55	3 11	5 0	6 3	...	8 55	...
...	...	...	,, (14) ...dep		6 16	9 28		12	8			3 20		6 16	...	9 15	...
...	...	...	Anzuve ...		6 21	9 36	...	12	16	...	...	3 28	...	6 24	...	...	...
...	...	...	Courtrai ...arr		6 34	9 45	...	12	26	...	...	3 38	...	6 33	...	9 26	...
...	...	...	,, (82) ...dep		6 37	10 53		12	33	...	...	3 42	...	6 35	...	...	...
70	0 55	0 35	Vichte ...	Saturdays only.	6 53	11 9	...	...	...	...	...	3 58	...	6 51	...	...	...
10	0 60	0 55	Anseghem (96) ...arr		7 7	3 11	19	...	...	...	...	4 8	...	7 1	...	...	...
80	1 35	0 90	Au enaerde ...arr		7 17	11 33	...	1	4	...	...	4 22	...	7 15	...	...	...
...	...	...	,, (88) dep		7 19	11 34	...	1	5	...	...	4 27	...	7 17	...	...	...
15	1 60	1 10	Renaeme ...		7 24	11 39	...	...	...	...	...	4 32	...	7 22	...	...	...
50	1 90	1 25	Nederzwalm ...		7 32	11 47	...	...	...	...	...	4 40	...	7 30	...	...	...
25	2 45	1 60	Notteghem (84) arr	a.m.	7 48	12 3		1	26	p.m.	4 56	...	...	7 46	...	...	...
...	...	...	,, ...dep	38	49	12 6		1	28	1 36	5 0	...	...	7 48	...	...	...
60	2 70	1 80	Heestecke ...	5 46	7 57	12 14	...	...	...	1 53	...	5 11	5 8	...	...	7 56	...
60	2 70	1 80	Hurst ...arr.	5 51	8 2	12 19	...	...	...	2 17	5 13	...	5 13	...	...	8 1	...
...	...	...	,, ...dep.	6 25	8 5	...	...	...	...	2 20	...	...	5	...	...	8 5	...
...	...	...	Erpe Mere ...	6 44	8 16	...	...	...	...	2 31	...	...	5 16	...	...	8 16	...
...	...	...	Alost ...arr	6 53	8 27	...	...	...	...	2 42	...	...	5 27	...	...	8 27	...
90	3 15	2 15	Haeltert ...	6 2	8 13	12 30	...	...	...	...	...	3 24	...	8 12	...	...	...
70	3 50	2 35	Denderleeuw arr	6 10	8 22	12 38	...	...	...	1 53	...	3 32	...	8 20	...	...	...
...	...	...	...dep		8 26	12 43	...	...	...	1 58	...	3 40	...	8 23	...	...	...
50	4 65	3 25	Brussels ...arr		9 20	1 35	...	...	...	2 25	...	4 10	...	8 54	...	...	...

TURNHOUT and LIERRE to ANTWERP.—Chemin de fer de Turnhout.

All 1, 2, 3 Cl.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Tilbourg dep	...	7 2	...	...	1 10	6 30	...	Antwerp ...dep	7 10	6 13	10 59	1 30	5 1	6 40
Turnhout(81-0)dep	5 5	8 18	8 30	4 0	2 31	7 51	...	Bouchout ...	7 25	6 28	...	1 45	5 17	...
Thielen ...	5 13		8 43	4 16	...	...	...	Lierre ...arr	7 33	6 36	11 20	1 53	5 25	7 1
Lichtaert ...	5 2[illegible]		8 50	4 23	a.m.	p.m.	p.m.	,, ...dep	7 36	6 38	11 23	3 30	6 10	7 3
Terenthals 102-5	5 37	...	9 0	4 31	11 51	5 1	9 55	Nylen ...	7 50	6 49	11 34	...	6 25	...
Bouwel ...	5 53	...	9 15	4 42	...	...	...	Bouwel ...	7 57	6 58	11 43	...	6 34	...
Nylen ...	6 3	...	9 25	4 49	...	...	...	Terenthals ... dep	8 27	7 6	12 4	3 54	7 13	7 37
Lierre (84) ...arr	6 16	a.m.	9 37	5 4	12 15	5 25	10 19	Lichtaert ...	8 37		12 14	...	7 23	...
,, ...dep	6 19	7 34	9 44	5 9	12 17	5 27	10 20	Thielen ...	8 43	a.m.	12 20	p.m.	7 29	p.m.
Bouchout ...	6 29	7 43	9 53	5 18	...	...	10 29	Turnhout (81-0)...arr	8 58	7 10	12 35	9 5	7 43	8 20
Antwerp (94) arr	6 43	7 57	10 7	5 32	12 38	5 48	10 43	Tilbourg ...	...	8 [illegible]	...	10 20	...	8 55

* Mann Boudoir Sleeping Cars by this Train.

BRUSSELS, GHENT, BRUGES, OSTEND, AND LONDON

Fr.	2 cl.	Stations.	1, 2, 3	Ex.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Ex.	Ex.	1, 2,	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
Fran.	Brus.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 25	0 35	Brussels (N.) dep	5 22	7 30	7 25	9 0	11 6	11 53	12 21	1 55	3 2	4 59	5 1	5 35	5 55	6 47	7 8	8 15	8 30
0 35	0 55	Laeken (87)	5 32		7 34		11 16			2 4			5 10				7 15		8 37
0 55	0 55	Jette	5 36		7 40		11 22			2 10			5 16				7 21		8 43
1 10	0 60	Ternath	5 42		7 46		11 28			2 16			5 22				7 27		8 49
4 30	1 35	Denderleeuw ▲	6 14		8 16		11 56	12 24	12 52	2 46		Via Malines.	5 52	6 6		7 16	7 57		9 17
		,, (84) dep	6 17		8 22		12	12 28		2 50			5 55				7 59		9 21
1 30	1 35	Erembodegem	6 26		8 33		12 11			2 58			6 3				8 7		9 29
2 15	1 60	Alost ▲ arr	6 31	7 55	8 38	9 42	12 17	12 37		3 4	3 38		6 9		6 37		8 13	8 51	9 34
		,, (84)... dep		7 56	8 41	9 45	12 22	12 40		3 9	3 41		6 12		6 40			8 54	9 37
3 25	2 45	Wetteren				10 2	12 45	12 57		3 32			6 36		6 57				9 56
3 60	2 70	Melle			9 18		12 59			3 46			6 51						10 11
3 85	2 95	Ghent arr	a.m.		9 31	10 22	1 12	1 17	p.m.	3 59	4 11	6 29	7 2				7 17		9 24
		,, dep	8 26		9 36	10 27		1 23	3 25		4 16	6 37					7 23		9 29
4 30	3 25	Pronchiennes ▲	6 16		9 53			1 39	3 41								7 39		
4 55	3 80	Landegem	6 26		10 2			1 49	3 51								7 49		
5 5	3 90	Hansbeke	6 32		10 4			1 55	3 57								7 55		
5 40	4 5	Aelbre	6 45		10 21			2 8	4 10								8		
6 15	4 60	Blaemendael	6 57		10 33			2 20	4 22								8 20		
6 50	5 00	Oostcamp	7 6		10 42			2 29	4 31								8 29		
7 30	5 40	Bruges (84)	7 20	9 25	10 56	11 25		2 43	4 45		5 6	7 27					8 43		10 18
7 90	5 95	Jabbeke	7 34		11 10			2 57	4 54								8 57		
8 65	6 50	Ostend Stat. arr	7 54	9 49	11 30	11 58		3 17	5 14		◆ Saturdays only.		5 30	7 51			9 17		10 42
		,, (Quay) ,,		9 57									7 58						
		Ostend dep		10 30	a.m.								‡8	p.m.					
		VICTORIA TER. ar		5 45	p.m.								6 15	a.m.					
		HOLBORN VIA ,,		5 45	p.m.								6 15	a.m.					
		CANNON ST. ,,		5 40	p.m.								6 10	a.m.					
		CHARING CROSS ,,		5 40	p.m.								6 10	a.m.					

London

Ex. 1 & 2

Dender-leeuw to Alost, 8.18 a.m., and 10.23 p.m.

Alost to Ghent, 8.41 a.m.

Extra. Brussels to Denderleeuw 8.28 a.m.

BRUSSELS, DENDERMONDE, COURTRAI, HOUSCRON, LILLE, and CALAIS.

Fr.	1, 2	2 cl.	3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Fran.	Fr. c.	Fr. c.	Fr. c.		a.m.	a.m.	a.m.	p.m.				p.m.	p.m.						
15	1 80	1 25	0 90	Brussels dep	5 22		8 28	2 21				5 35	6 47						
				Denderleeuw arr	6 14		8 59	12 52				6 6	7 18						
				,, dep	6 17		9 1	12 55				6 9	7 20						
18	2 15	1 60	1 10	Haelstert	6 25		9 9	1 3	p.m.			6 17							
				Alost	6 5	‡7 25			12 30	6 2									
				Erpe-Mere	6 19	7 34			12 44	6 16									
				Burst arr	6 27	7 45			12 52	6 24									
22½	2 50	1 90	1 25	dep	6 35		9 19	1 13	12 55	6 27									
24½	2 90	2 15	1 45	Heerzeele	6 41		9 25	1 19	1 4	6 33									
28	3 25	2 45	1 60	Sottegem (84) arr	6 49		9 33	1 27	1 14	6 41	7 45								
				dep	6 50		9 34	1 28		6 43	7 48								
29	3 95	2 95	2 0	Nederzwalm	7 5		9 50	1 45		6 59									
34½	4 30	3 25	2 15	Zeneghem	7 13		9 58	1 53		7 7									
38½	4 70	3 50	2 35	Audenaerde arr	7 18		10 3	1 58		7 12	8 9								
				,, (88) dep	7 20		10 6	2 7		7 16	8 13								
43	5 5	3 80	2 50	Asseghem	7 34		10 20	2 21		7 30									
44½	5 75	4 20	2 90	Vichte	7 44		10 30	2 31		7 40									
54½	6 50	4 85	3 25	Courtrai arr	a.m.		10 46	2 47	p.m.	7 56	8 44								
				,, (86) dep	6 37		9 37	10 56	2 54	5 27									
				Lauwe	6 47			11 6	3 4	5 37									
				Houscron arr	6 55		9 50	11 14	3 12	5 45									
				,, (14) dep	7 6	a.m.	10 4	11 30	3 24	5 54	12 8	9 20		7 4	5 11				
				Tourcoing	7 11	10	10 11	11 37	3 31	6 0	12 15	9 37		7 11	5 18				
				Roubaix	7 19	8 18	10 20	11 46	3 40	6 8	12 23	9 46		7 20	5 27				
				Lille arr	7 39	8 40	10 42	12 8	4 0	6 30	12 45	10 6		7 42	5 49				
				,, dep				1 25		6 45	1 25	10 55							
				Calais (16) arr				4 50		10 10	4 50	1 5							

§ Land 2 Class.

‡ Saturdays only.

DOUAI and PERUWELZ (34 Miles).—Chemin de fer D'Anzin a Somain.

Fr. c.	2 cl.	3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Fr. c.	Fr. c.	Fr. c.	(16).	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.			p.m.		French T. 69	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.
Pr'm	Som'n	Som'n	Somain dep			8 0	11 45	1 2	3 54	...		8 55		Peruwelz dep	...	9 5	11 0	...	3 0	6 6	8 32
0 90	0 60	0 40	Denain	6 56		8 25	12 8	1 25	4 30	...		9 20		Vieux-Condé	6 5	9 20	11 27	...	3 25	6 35	9 3
1 20	0 90	0 65	Hertie	7 3		8 45	12 15	1 35	4 30	p.m.		9 30		Condé	6 10	9 25	11 33	...	3 30	6 40	9 10
1 55	1 25	0 90	Anzin	7 25		8 55	12 29	1 45	4 45	7 3		9 50		Fresnes	6 14	9 30	11 36	...	3 34	6 44	9 14
1 90	1 70	1 15	Valenc'ns				12 7					9 15		Brual ... dep		9 18		...		6 57	
			Brual ... a				12 8					9 55		Valenciennes		9 55		...		7 5	
1 90	1 90	0 95	Brual d	7 32	9	9	12 16		4 53	7 10		9 59		Brual ... dep	6 25	9 49	11 48	p.m.	3 46	6 56	9 32
2 30	1 85	1 20	Fresnes	7 44	9 15	12 47		5	5 7	22				Anzin	6 35	10 0	12 6	2 10	1 52	7 10	9 44
2 45	1 90	1 30	Condé	7 48	9 19	12 5		5	9 7	26		10 15		Hertie	6 45	10 10	12 16	2 20		7 20	9 54
2 60	2	1 40	Vieux-Condé	7 58	9 24	12 56		5	14 7	3		10		Somain	7 0	10 25	12 30	2 32		7 35	10
2 90	2 05	1 65	Peruwelz	8 5	9 16	1 8		5	26 7	43				Somain (87) arr	7 20	10 45	12 48	2 52		7 55	

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GHENT, COURTRAI, HOUTHOULST, LILLE, CALAIS, TOURNAI, and MONS.

2 M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3		1, 2, 3	1, 2, 3	2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dep	er	fr. c.	fr. c.						a.m.	a.m.	a.m.		p.m.	p.m.		
	ne			Ghent					5 18	8 45	9 34		1 28	4 14		7 21
4½	1 35	0 25	0 20	St. Denis Westrem					5 28		9 46		1 41			7 34
9	1 70	0 55	0 35	Le Pinte					5 34		9 51		1 47			7 40
9	0 70	0 55	0 35	De Pi					5 40		9 57		1 53	4 31		7 46
11	1 10	0 80	0 55	Deynze (100					5 45	9 6	10 5		2 3	4 39		7 56
11	1 45	1 10	0 70	Ingooigem					5 55		10 12		2 10	4 46		8 3
5	1 90	1 35	0 90	Bis ne					6 1		10 18		2 16	4 52		8 9
4½	2 15	1 60	1 0	Wa r hem (98)					6 10		10 27		2 25	5 0		8 18
—	2 50	1 90	1 25	Deurl hem					6 18		10 35		2 33	5 8		8 26
4½	2 90	2 15	1 45	In elwe					6 25		10 42		2 40	5 15		8 33
17½	3 25	2 35	1 60	Courtrai		arr			6 34	9 33	10 51		2 49	5 23		8 42
						dep			6 47	9 37	10 56		2 54	5 27		8 47
6½	1 60	1 10	1 80						7 47		11 6		3 4	6 37		8 57
15	3 45	2 45	2 0	Houseron		arr			6 55	9 50	11 14		3 13	5 45		9 5
—	—	—	—	Houseron		dep			7 4	10 4	11 30		3 24	5 54		9 20
				Lille (80)		arr			7 39	10 42	1 25		4 0	6 45		10 55
				Calais (88)		arr					4 50	p.m.		10 10		1 5
15	3 45	2 95	0	Houseron		dep			6 59	9 55	11 18	2 3	3 19	6 10		9 12
11½	4 70	3 50	2 35	Nevrin					7 13	10 9	11 32	2 17	3 33	6 24		9 26
4	5 35	3 80	2 50	Tem leuve					7 19	10 15	11 38	2 23	3 39	6 30		9 32
66½	5 40	4 5	2 70	Tournai		arr	a.m.		7 28	10 24	11 47	2 32	3 48	6 39	p.m.	9 41
rom	Tour	ai				(88)		dep	8 7		12 1		3 59		7 39	
16½	1 80	1 35	0 90	Blaton		arr	5 7		8 53		12 47		4 44		8 27	
						dep	6 0		8 55		12 51		4 46		8 32	
25½	2 90	2 15	1 45	Ghislain		arr	6 28		9 43		1 19		5 9		9 0	
11	1 60	2 0	1 80	Mons 14		arr	6 46		9 57		1 38		5 28		9 19	

LONDON to CALAIS, LILLE, TOURNAI, STH. ENGHIEN, and BRUSSELS.

8 M.	1 cl.	2 L.	3 cl.	Stations.	1 & c.		1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	r. c.	fr. c.	fr. c.												
				Holborn Viaduct		dep			a.m.				7 3	a.m.	
				King Cross		dep							7 40	a.m.	
				Cannon street									7 45	p.m.	
				Victoria station									7 35	p.m.	
				Ludgate Hill					4 18				7 3	p.m.	
				Dover					2 0		a.m.	a.m.	9 30	a.m.	p.m.
				Calais		dep			27		a.m.	8 15	9 45	12 15	p.m.	5 45
				Dunkirk												
				Lille		arr			1 31			2 34	1 18			9 35
											a.m.	a.m.	a.m.		p.m.	p.m.
From		Lille		Lille		dep	2 5			20	6 20	10 20		2 0		5 49
4½				Ascq					6 46	6 36	10 33			2 11		6 2
9				Baisieux			3 11		6 47	6 47	10 42			2 20		6 11
10½		2 20	1 60	Bland in (Frontier)			3 13	1, 2, 3	7 2	7 21	11 15			2		6 44
15		2 35	1 90	Tournai		arr	4 23	a.m.	7 35	7 35	11 26	p.m.		3 13	p.m.	6 55
From		Tour	ai			(82	Doornyk	dep	4½	8	3 56	48	7 47	11 58	2 38	3 23
9½		0 75	0 50	0 35	Havinnes				6	7	Ex. 3	7 58	12 9	2 49		4 8
9½		1 0	1 0	0 75	Pecq Mulle				6	15		8	6 12	12 3	2 57	
29		1 90	1 25	0 75	Leuze (89				4 44	5	27	8	2	18	12 30	3
		2 0	1 50	1 0	Gages					6	16		8 27	12 19	3 17	4
19½		2 25	1 5	1 25	Ath		arr		4 59	6	14	8	35	12 47	3 25	4
						(84)		dep	5 3	6	52	8	17	1 40	12 50	3 29
23		2 95	2 30	1 80	Ghislain					7	6		8 54			5 3
9½		3 35	2 5	1 90	Hautrage					7	16		9 4		3 53	5 13
1		4	3 10	2 15	Saint				5 29	7	31	9	43	2 16	1 14	4 5
						(92)			30	7	35	8	44	2 22	1 16	4 7
49		4 40	3 45	2 95	Saintes					7	46		9 32		4 17	5 40
11		5 15	3 90	2 70	Hal (82					8	1		9 47	1 34	4 47	5 55
14½		5 15	3 90	2 70	Buysinghen					8	6		9 52		4 52	6 0
16½		5 50	4 20	2 85	Lem					8	1		9 57		4 57	6 5
16½		5 50	4 20	2 85	Lembrouck					8	17		10 3		5 3	6 11
10½		5 85	4 15	3 5	Forest			[80		8	22		10 8		5 8	6 16
2		5 45	4 45	3 5	Brussels (Midi		arr			8	31	9	14	10 17	1 50	5 17
					North		arr		10							

BRUSSELS, HAL, and BRUSSELS.

Stations.	1, 2, 3	3 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
(87, 93)	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Brussels dep	5 15	6	8	5	1	6 20	7 35	7 58	9	0	10 45	11 11		1	2	3	4 45	5 17	7 24	7 50	9 8
Forest	5 45						7 44				10 55						5		7 34		
Uccle	6 17		4 37			6 49	8 15	8 17	9 19	11 27	1 30				2 28	5 27	5 36	8 6	8 9		9 24
Linkebeek			4 43			6 45	a.m.		9 25	a.m.	11 36					p.m.		p.m.	8 15		
Hal (82			4 50			6 52	8 1	8 26	9 32	9 47	11 42	1 34	2 7	2 41	3 47		5 45	5 55	8 21	9 7	9 34
Buysinghen			4 55			6 57	8 6			9 52			2 12	2 46	3 52			6 0		9 12	
Lembeek			5 0			7 2	8 11			9 57	11 49		2 17	2 51	4 57			6 5		9 17	
Rebecq			5 10			7 12	8 17	8 38		10 3	11 55		2 23	2 57	4		6 11	8 31	9 23	9 44
Forest			5 11			7 13	8 22	8 43		10 8			2 28		5 8		6 16		9 28		
Brussels arr			5 20	5 35		7 22	8 31	8 51	9 50	10 17	12 6	1 50	2 37	3 11	5 17	6 3	6 25	8 41	9 37	9 56	

By the Express from Calais arriving in Brussels at 2.21 p.m. for Germany forwarded through Cologne in this Train: through Service between Calais and Cologne in 14 hours.

N.B. No extra charge for Brussels and Germany only.

† Takes Passengers for Brussels and Germany only.

§ The 1.27 a.m. & 12.15 p.m. through trains from Calais to Brussels do not go through Lille, but branch off at Pont à Vendin, a small Station outside Lille.

‡ Not on Mondays.

* Mann Boudoir Sleeping Cars by this Train.

MONS, TOURNAI, CALAIS LILLE, MOUSCRON, COURTRAI, and GHENT.

3.35	1 cl.	2 cl.	3 cl.	Stations.	1,2.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	2.	1,2,3	1,2,3	1,2,3	1,2,3
Not	fr. c.	fr. c.	fr. c.			a.m.		a.m.		p.m		p.m	p.m	p.m	
-	From	m Tal	ions	**Mons ... (84)** .....dep	...	5 12		7 51	...	12 2	..	1 51	5 11	9 0	...
3½	0 70	0 55	0 35	**st. Ghislain (94)**...dep	...	5 32		8 6	...	12 22	..	2 11	5 31	37	...
14½	1 80	1 35	0 90	**Blaton .....(88)** ...arr	...	6 0	...	8 28	...	12 50	...	2 39	5 59	9 59	...
	...	...	...	... ..dep	...	6' 4	...	8 29	...	2 54	...	2 45	6 2	10 C	...
21	3 60	2 70	1 80	**Tournai** .....arr	a.m.	6 51	a.m.	9 15	a.m.	1 40	p.m.	3 32	6 47	10 45	...
From	m Tour	nai		,, (88).....dep	5 42		8 56		11 32		2 40	5 21	5 34	8 50	...
3½	0 35	0 25	0 20	Templeuve.....	5 51	...	9 5	..	11 41	..	2 49	5 30	8 43	...	...
8½	0 70	0 55	0 35	Néchin.....	5 57	...	9 11	...	11 47	..	2 55	5 36	8 49	...	...
13	1 45	1 10	0 70	**Mouscron** .....arr	6 11		9 24	...	12 1	..	3 9	5 50	9 3	p.m	9 10
	...	...	...	... ..dep											
				Calais... (19 ...dep	1 27	...	...	...	6 15	...	12 15	...	...	...	7 20
				Lille .....dep	5 10	...	8 18	...	11 5	...	2 21	4 10	...	5 44	8 5
				Mouscron .....arr	6 0		9 8		11 54	...	3 11	5 0	...	...	8 55
				... ..dep											
13	1 45	1 10	0 70	**Mouscron** .....dep	6 16	...	9 28	...	12 8	...	3 20	6 16	...	...	9 15
18½	1 80	1 35	0 90	Lauwe	6 24	...	9 36	...	1 16	...	3 28	6 24	...	...	...
24	2 15	1 60	1 10	**Courtrai** .....arr	6 34		9 45		12 29		3 38	6 33	...	...	9 28
	...	...	...	,, ...dep	6 42		9 47		12 3		3 44	6 40	...	...	9 32
31½	2 50	1 90	1 25	Harlebeke	6 51	...	9 55	...	12 40		3 53	6 49	...	...	...
35½	2 90	2 15	1 45	Desseghem	6 58	...	10 2	...	12 47	...	4 0	6 56	...	...	...
8	3 25	2 45	1 60	Waregheim	7 6	...	10 10	..	12 55	..	4 8	7 4	...	...	...
43½	3 60	2 70	1 80	Olsene	15	...	10 18	...	1 4	...	4 17	7 13	...	...	...
48	3 95	2 95	2 0	Machelen.....	7 21	...	10 24	...	1 10	..	4 2	7 19	...	...	...
51	4 30	3 25	2 15	Deynze.....	7 29	...	10 31	...	1 19	...	4 31	7 27	...	10 0	...
54½	4 70	3 50	2 35	Deurle	7 36	...	10 38	..	1 26	...	4 38	7 34	...	...	...
61½	4 70	3 50	2 35	La Pinte.....	7 42	...	10 44	...	1 32	...	4 44	7 40	...	...	...
124	5 5	3 80	2 50	Saint Denis Westrem.....	7 48	...	10 50	...	1 38	...	4 50	7 46	...	...	...
166	5 40	4 5	2 70	**Ghent (94)** .... arr	8 1	...	11 1	...	1 51	...	5 2	8 0	...	10 20	...

BRUSSELS, ENGHIEN, ATH, TOURNAI, LILLE, CALAIS, and LONDON.

5 M	1 cl.	2 cl.	3 cl.	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis	fr. c.	fr. c.	fr. c.	(Station du Midi.)	a.m	a.m	a.m	a.m	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
From	m Br	russels.		**Brussels** ....dep	6 20	7 38	8 22	11 0	1 28	5 12	6 0	7 23	8 16	...	...
3½	0 35	0 25	0 20	Forest	6 29	...	8 31	11 9	1 37	...	6 9	32	...	...	...
6	0 35	0 25	0 20	Ruysbroeck	6 34	...	8 36	11 14	1 46	...	6 14	7 37	...	...	...
7½	0 70	0 55	0 35	Loth	6 40	..	8 42	11 20	1 48	..	6 20	7 43	...	...	...
7½	0 70	0 55	0 35	Buysingen	6 45	...	8 47	11 25	1 53	..	6 25	7 48	...	...	...
9	1 10	0 80	0 55	Hal ..... (83)	6 52	...	8 54	11 32	2 0	...	6 32	7 55	...	...	...
13	1,45	1 10	0 70	Saintes	7 5	...	9 7	11 45	2 13	...	6 45	8 8	...	...	...
18	2 15	1 60	1 10	**Enghien**... (92) ...arr	7 15	...	9 17	11 56	2 23	5 48	6 55	8 18	8 52	...	...
	...	...	...	... Edingben dep	7 17	...	9 22	11 58	2 26	5 49	6 56	8 22	8 53	...	...
23	2 90	2 15	1 45	Bassilly	7 32	...	9 37	12 13	2 41	...	7 11	8 34	...	...	...
26	3 25	2 45	1 60	Ghislenghien	7 42	...	9 4	12 23	2 51	...	7 21	8 44	...	...	...
	3 60	2 70	1 80	Ath ..... arr	7 56	8 43	10 1	12 37	3 5	6 18	7 35	8 58	9 22	...	...
	...	...	...	,, (84) .....dep	8 2	8 46	10 6	...	3 8	6 21	7 39	...	9 26	...	...
34	4 35	3 20	2 5	Ligne	8 16		10 14	...	3 16	...	7 47	9 12	...	...	...
43	4 60	3 45	2 30	Leuze..... (89)	8 21	8 59	10 25	...	3 27	6 34	7 58	9 24	9 39	...	...
48	5 10	3 70	2 55	Bary-Maulde	8 30	...	10 34	...	3 36	...	8 7	...	...	...	...
50	5 60	4 20	2 80	H vinnes	8 38	...	10 42	...	3 44	...	8 15	...	...	...	...
54	5 85	4 45	3 5	**Tournai (83)** ...arr	a.m.	8 49	9 18	10 53	...	3 54	6 53	8 26	9 46	9 58	...
From	m Tour	nai		Doornyk dep	7 5		9 23	11 0	...	4 10	6 57	8 37	...	10 5	...
7½	0 70	0 55	0 35	Blandain (Frontier)	7 17	...	9 35	11 13	...	4 21	7 7	8 48	...	10 17	...
8	1 5	0 80	0 55	Baisieux (French time)	7 14	...	9 32	11 15	...	4 26	7 5	8 45	...	10 14	...
20	1 65	1 25	0 90	Ascq	7 39	...	...	11 39	...	4 44	7 30	9 8	...	10 44	...
68	2 55	1 90	1 30	**Lille** ....arr	7 56	...	10 2	11 55	...	0	7 59	9 22	...	11 46	...
								E.	2 p.m.			1,2,3		F 2	
69	...	...	...	ille ....dep.	...	...	10 18	1 25	...	6 45				1 55	...
121	...	...	...	Dunkirk ..... arr.	...	...	...	...	...	...	...	...	...	1 55	...
136	15 35	11 55	8 40	**Calais** .... arr.	p.m.	12 20	4 50	...	10 10	...	...	...	...	2 45	...
136	...	...	...	**Dover** .... dep	,,	3 45	...	...	...	...	...	...	...	4 15	a.m
244	...	...	...	Cannon Street ..... arr	,,	5 40	...	...	...	...	...	...	...	6 0	a.m.
244	...	...	...	& Charing Cross ,,	,,	5 40	...	...	...	...	...	...	...	6 1	a.m
224	...	...	...	& Victoria Station ,,	,,	5 45	...	...	...	...	...	...	...	6 15	a.m
234	...	...	...	& Ludgate Hill ,,	,,	5 45	...	...	...	...	...	...	...	6 15	a.m
				Dover ..... arr.	,,	5 45	...	...	...	...	...	...	...	6 15	a.m

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m	a.m	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Brussels (Midi) d	5 47	6 20	6 56	8 8	9 22	9 3	10 1	11 0	0 12	0 12 35	1 28	3 25	4 45	50 6	0	6 44	7 23	7 45
Forest	5 46	6 29	7 5	...	9 31	...	10 10	11 9	9 12	9	1 37	3 34	4 54	...	6 9	6 53	7 32	...
Ruysbroeck	5 51	6 34	7 10	8 19	8 36	...	10 15	11 14	12 14	...	1 42	3 39	4 59	...	6 14	6 58	7 37	...
Loth	5 57	6 40	7 16	...	8 42	...	10 21	11 20	12 20	...	1 48	3 45	5 5	...	6 20	7 4	7 43	...
Buysingen	6 2	6 45	7 21	...	8 47	...	10 26	11 25	12 25	...	1 53	3 50	5 10	...	6 25	7 9	7 48	...
Hal (83)	6 9	6 50	7 28	8 31	8 52	...	10 33	11 32	12 32	12 55	1 58	3 57	5 17	6 9	6 30	7 16	7 53	...
Lembeek	6 14	a.m.	7 33	...	a.m.	...	10 38	...	12 37	...	p.m.	4 2	22	...	p.m.	7 21	p.m.	...
Ghlin	6 20	6 40	7 39	8 39	8 40	...	10 44	...	12 43	1 3	2 36	6 8	5 28	...	6 45	7 27	8 50	...
St-Ghislain (94)	...	...	7 13	...	...	...	...	...	...	...	3 8	...	...	...	6 18	...	9 23	...
Mons (88) ..... arr	6 39	7 23	7 58	8 56	9 20	9 37	11 3	...	1 2	1 19	3 17	4 37	5 47	6 30	6 37	7 46	9 22	9 23

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Belgian Railways.

...I BRUSSELS to MONS, JURBISE, ATH, GRAMMONT, and GHENT.

Stations.	E.	3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
...ievrain (14) ....dep	4	0	...	6 23	...	7 17	9 24	...	12 2	3 35	5 0	7 17	8 35	1 25				
...lin			...	6 30	...	7 24	9 31	...	12 9	3 42	6 7	7 24	8 42	1 32				
...ssu	...		...	6 37	a.m.	7 31	9 38	...	12 16	3 49	6 14	7 31	8 49	1 39				
Ghlistain (82).....	4	12	...	6 44	9 25	7 37	9 45	...	12 23	3 55	6 21	7 38	9 2	1 45				
...regnon	...		...	6 49	9 30	7 42	9 50	...	12 28	4 0	6 26	7 43	9 7	1 50				
...mapes	...		...	6 55	9 36	7 48	9 56	...	12 34	4 6	6 32	7 49	9 12	1 56				
...n.....arr	4	27	...	7 2	9 43	7 55	10 3	a.m.	12 41	4 13	6 39	7 56	9 19	2 3				
...(94) .....dep			5 53	7 7	...	8 0	10 13	11 47	1 10	4 18	6 46	8 9		2 10				
			6 2	7 16	...	8 9	10 22	11 56	...	4 27	6 55	8 18		2 19				
...rbise .....arr			6 11	7 25	...	8 18	10 31	12 5	1 25	4 36	7 4	8 27	p.m.	2 28				
...(86).....dep			6 14	7 28	...	9 31	...	12 8	2 30	...	7 6	8 30	5 14					
...s			6 21	7 35	...	9 38	...	12 15	2 37	...	7 13	8 37	5 21					
...vres-Attres			6 34	7 48	...	9 51	...	12 28	2 50	...	7 26	8 50	5 34					
...les			6 40	7 54	...	9 57	...	12 34	2 56	...	7 32	8 56	5 40					
..... arr			6 44	7 58	...	10 1	...	12 38	3 0	p.m.	7 36	9 0	5 44					
...(82).....dep			6 49	8 4	...	10 30	...		1 17	3 9	4 9	7 58	9 5					
...ix			6 57	8 12	...	10 38	...		1 25	3 17	4 17	8 6	9 13	...				
...gnies.....			7 3	8 19	...	10 44	...		1 31	3 24	4 23	8 12	9 19	...				
...ines			7 9	8 24	...	10 50	...		1 37	3 29	4 29	8 18	9 25	...				
...n	1,2,3		7 14	...	...	10 55	...		1 42	...	4 34	8 23	9 30	...				
...mmont ...arr	a.m.		7 32	...	a.m.	11 5	...		1 50	p.m.	4 42	8 31	9 38	...				
..... (84) ...dep	5	15	7 34	...	9 54	11 59	...		2 58	5 50	4 48	8 51	...	...				
...de-Ste-Marie	5	26	7 34	...	10 4	12 9	...		3 8	...	4 58	9 1	...	...				
...egem (80).....	5	45	7 50	...	10 18	12 23	...		3 22	6 7	5 13	9 16	...	...				
...e			8 22		10 50	12 55	...		3 54	...	5 45	9 48						
...en (94,101) arr	6	32	8 32	...	11 2	1 7	...		4 6	6 34	5 57	10 0						

Fridays only.

Ex.—St Ghislain to Mons, 6.5, 6.32 a.m., 1.30, & 5.10 p.m.

...H and ST. GHISLAIN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
..... dep	5 15	8 54	12 57	3 31	8 0											
Valdieniee-Neufmaisons ...	5 37	9 16	1 19	3 53	8 22											
St. Ghislain ..... arr	6 6	9 40	1 43	4 17	8 46											
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
St. Ghislain ..... dep	7 44	11 20	2 17	6 25	9 10											
Vaudi nies-Neufmaisons ...	8 9	11 45	2 42	6 50	9 35											
Ath ..... arr	8 30	12 6	3 3	7 11	9 56											

MONS, ATH, GRAMMONT, DENDERLEEUW, ALOST, and LOKEREN.

1	1,2	Cl.	3	Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr.	c.	fr.	c.	fr.	c.					a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
					Mons (95) .....dep	...	...	...	...	5 53	7 7	9 13	11 47		2 10	5 46	8 9	...
Fro	m	Jur	bise		Jurbise ..... arr	...	...	...	...	6 11	7 25	9 28	12 5	...	2 28	7 4	8 27	...
...		...			... dep	...	...	...	...	14	7 28	9 31	1 8	...	2 30	7 6	8 30	...
1	50	1	0	0	75	Ath ..... arr	...	...	...	6 44	7 58	10 1	12 38	...	3 0	7 36	9 0	...
...		...			... dep	...	...	...	...	6 49		10 3			1 17	4 9	7 58	9 5
2	5	2	10	1	15	Grammont (84) ... dep	...	...	...	7 27	...	11 8	...		2 0	4 50	8 33	9 41
3	30	2	35	1	6	Idegbem	...	...	a.m.	7 40	...	11 21	...		2 13	5 3	8 46	9 54
	65	2	6	1	85	Ninove	...	...	7 55	...	1 36	...			2 28	5 18	9 1	10 9
4	40	3	...	2	20	Denderleeuw (80) ... arr	...	...	a.m.	8 7	...	11 48	p.m.		2 40	5 30	9 13	10 21
...		...		...	...	... dep	...	...	17	25	...	12 3	12 26		2 50	5 55	9 17	10 23
...		...		...	...	Moodegbem ...	...	6 25	...	33	...	12 11	...		2 58	6 3	9 25	10 31
...		...		...	...	Alost (80) ..... arr	p.m.	6 31	a.m.	39	...	12 17	12 37		3 4	6 9	9 31	10 37
Fro	m	...	ost			... dep	4 53	...	6 40	8 42	...	12 24	3 6		...	6 40	10 5	...
0	35	0	2	0	20	Eyseghem	3	...	6 50	8 52	...	12 34	3 16	...	...	6 50	10 14	...
0	0	0	35	0	35	Audeghem	11	...	6 58	9 0	...	12 42	24	...	...	6 58	10 21	...
0	70	0	55	0	35	Vermonde ..... arr	17	...	7 4	9	...	12 48	3 30	...	...	7 4	6 26	...
...		...		...	...	... (88) ..... dep	24	...	7 20	9 16	...	12 3	40	...	...	7 7	...	...
1	45	1	10	0	70	Zele	5 42	...	7 38	28	...	1 11	58	...	...	7 55	...	...
1	9	1	35	0	90	Lokeren (94,101) ..... arr	5 53	...	7 49	9 39	...	1 22	4 9	...	...	36	...	...

Saturdays only.

BRUSSELS (Q. L.) MALINES, LIERRE, ANTWERP

Stations	1,2,3	1,2	E.	3	1,2,3	E.	3	E.	3	1,2,3	1,2,3	E.	3	1,2,3	E.	3	1,2,3	1,2,3	E.	3	1,2,3	1,2,3	1,2,3	1,2,3	E.
	night	a.m.	a.m.		a.m.	a.m.		a.m.		a.m.	a.m.	a.m.		p.m.	p.m.		p.m.	p.m.	p.m.		p.m.	p.m.	p.m.		p.m.	
...ussels (Q. L.) dep		...	7 47		9 0	...		10 40		...	...	2 18		3 30	...		5 27	...		7 55	...	...		...	
...us-s...(Nord)dep	12 0	5 27	6 17		7 22	8 3		9 15		9 51	10 50	12 43		2 30	3 40		4 34	5 37		6 30	8 5	8 17		9 0	10
...aerbeek		37	6 26		7 30	8 11		9 22		10	10 59	12 52		2 41	3 50		4 44	5 45		6 40	8 14	8 27		9 10	...
...eren.....		5 44			7 37					10 9		12 59		...	3 57		4 51	...		6 47	...	8 34		9 17	...
...verde	12 15	5 51			7 43	...		9 30		10 16	...	1 6		...	4 4		4 58	...		6 54	...	8 41		9 24	10
...oeghem		5 58			7 50	...		...		10 23	...	1 13		...	4 11		5 5	...		7 1	...	8 48		9 31	...
...erde		6 3			7 55	...		...		10 28	...	1 18		...	4 16		5 10	...		7 6	...	8 53		9 36	...
...llines .....arr	12 27	6 11	6 43		8 3	8 28		9 42		10 36	11 16	1 26		2 58	4 24		5 18	6 2		7 11	8 31	9 1		9 44	10
... (88) ..... dep	12 3	6 16	6 44		8 7	8 31		9 45		10 41	11 20	1 31		3 2	4 29		5 30	6 5		19	8 35	...		9 49	10
...vre S.-Cath.....		6 25			8 16	...		...		10 50	...	1 40		...	4 38		...	...		28	...	...		9 58	...
...ff	1,2,3	6 31	...		8 22	...		1,2,3		10 56	...	1 46		1,2,3	4 44		...	...		7 34	...	...		10 4	1,2,3
...ntich (101) ...arr	a.m.	6 38	...		8 29	...		a.m.		11 3	...	1 53		p.m.	4 51		5 46	...		7 41	...	...		10 11	p.m.
...ontich ...dep	5 50	6 45	...		8 50	...		10 15		11 10	...	1 57		3 55	4 55		5 55	...		7 45	...	...		10 15	9
...Lierre (80 ... arr	6 10	6 55	...		9 0	...		10 25		11 20	...	2 7		4 5	5 5		6 5	...		7 55	...	...		10 25	9
...ntich (85) ...dep	...	6 40	...		8 30	...		...		11 5	...	1 55		...	4 53		5 48	...		7 43	...	...		10 13	...
...uz Mei	...	6 47	...		8 37	...		...		11 12	...	2 2		...	5 0		...	...		7 50	...	...		10 20	...
...chem	...	6 54	...		8 44	...		...		11 19	...	2 9		...	5 7		...	...		7 57	...	...		10 27	...
...twerp (103) arr	12 57	7 1	7 13		8 51	8 58		10 12		1 26	11 47	2 16		3 29	5 14		6 3	6 32		8 4	9 2			10 34	10
... dep		7 23	...		...	...		10 20		...	...	...		3 41	...		...	6 38		...	...	...		...	...
ROTTERDAM ...	1 & 2	cl 10	25		...	...		1 30		...	...	...		6 50	...		...	10 20		...	...	...		...	...
THE HAGUE ...		10	51		...	...		1 56		...	...	...		7 16	...		...	11 2		...	...	...		...	...
AMSTERDAM ... ar		12	7		...	...		3 12		...	...	...		8 32	...		...	...		...	...	...		...	...

Extra.—Brussels to Malines, 4.59 p.m. Malines to Antwerp 4.86 a.m., 2.4, 6.35 p.m.

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GHENT, GRAMMONT, ATH, JURBISE, MONS, and QUIEVRAIN

				Stations.	1,2,3	1,2,3	1,2,3	Ex.3	1,2,3		1,2,3	1,2,3	1,2,3	1,2,3	1,2
					a.m.	a.m.	a.m.	a.m.			a.m.	p.m.	p.m.	p.m.	
	From	Ghent		Ghent ..... dep	...	...	5 50	8 12	8 58	...	11 18	2 20	5 40	6 59	...
0	0 35	0 25	0 20	Melle	...	...	6 2	...	9 10	...	11 30	2 32	5 52	7 11	...
15½	1 45	1 10	0 70	Ottegem	*4 37	...	6 36	8 40	9 45	...	12 4	3 7	6 26	7 47	...
18	2 15	1 60	1 10	Lierde Ste Marie	4 50	...	6 49	...	9 58	...	12 17	3 20	6 39	8 0	...
22½	2 50	1 90	1 25	Grammont ..... ar	5 0	a.m.	6 59	8 56	10 8	...	12 27	3 30	6 49	8 10	p.m.
				,, (85) ..... dep			6 10	7 4	9 9	...	1 13	3 4	7 2	...	10 9
37½	4 30	3 25	2 15	Leroen			6 18	7 12	9 17	...	1 21	4 2	7 10	...	10 17
40½	4 20	3 25	2 15	Lessines			*8 23	7 17	9 22	...	1 26	4 7	7 15	...	10 2
49½	4 7	3 50	2 35	Papignies			6 29	7 23	9 28	...	1 32	4 13	7 21	...	10 2
53	5 5	3 80	2 50	Ath ..... ar			6 35	7 29	9 34	...	1 38	4 9	7 27	...	10 14
55½	5 5	3 80	50	,, (84) ..... dep			6 43	7 37	9 42	noon	1 46	4 27	7 35	p.m.	10 42
	From		Ath				6 48	7 43	10	2 12	52	1 48	4 32	7 52	6 25
3	0 35	0 25	0 20	Maffles			6 52	47	10 6	12 56	...	1 53	4 36	7 56	6 29
7½	0 35	0 25	0 20	Chièvres-Attres			6 58	7 53	10 12	1 ...	...	1 59	4 42	8 2	6 35
9½	0 70	0 55	0 35	Len-			7 11	8 6	10 25	1 15	1, 2, 3	2 12	4 5	8 15	6 48
10½	1 10	0 80	0 55	Jurbise ..... arr			7 18	8 13	10 32	1 22	a.m.	2 19	5 2	8 22	6 55
				,, (86) ..... dep			7 20	8 38	10 35	1 25	11 41	2 22	5 6	8 26	...
14½	3 95	2 95	2 0	Ghlin	1,2,3		7 30	8 48	10 45	...	11 51	2 32	5 16	...	...
18	4 30	3 25	2 15	Mons ..... a	a.m.		7 38	8 56	10 53	1 40	11 59	2 40	5 24	8 41	p.m.
				,, ... dep	5 12		7 42	9 52	11 0	1 51	12 30	2 51	5 34	8 46	9 10
20½	4 70	3 50	2 35	Jemmapes	5 19		7 49	9 59	11 7	1 58	12 37	2 58	5 41	8 53	9 17
23½	4 70	3 50	2 35	Quaregnon	5 25		7 55	10 5	11 13	2 4	12 43	3 4	5 47	8 59	...
31½	5 5	3 80	2 50	St-Ghislain	5 30		8 3	10 13	11 21	2 12	50	3 12	5 55	9 7	9 28
45	5 5	3 80	2 50	Boussu			8 7	7	11 17	11 25	...	12 54	3 16	5 59	9 11
48½	5 40	4 5	2 70	Thulin			8 14	10 24	11 32	...	1 1	3 23	6 6	9 18	...
49½	5 75	4 30	2 90	Quiévrain ..... arr			8 21	10	11 39	...	1 8	30	6 13	9 25	9 46

Extra. Mon to Quievrain, 4.45 and 10.5 p.m.; Mons to St. Ghislain, 7.22, 7.51 a.m., 2.2 noon 5.1 p.m.

Fridays only.

				Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
							a.m.		a.m.	a.m.	p.m.	p.m.	p.m.		
	From	Lokeren		Lokeren (94,101) dep			6 35	...	9	10 54	1 49	4 5	7 50	...	...
3½	0 35	0 25	0 20	Zele			6 47	...	9 13	11 6	2 1	5 ...	8 2	...	...
8½	1 10	0 80	0 55	Termonde ..... arr			7 4		9 30	11 23	2 18	5 20	8 19	p.m.	...
				,, (88) ..... dep			7 13	...	9 40	11 34	2 25	5 27	8 23	10 47	...
10½	1 10	0 80	0 55	Audeghem			7 20	...	9 47		2 32	5 34	8 30	10 53	...
13	1 45	1 10	0 70	Gysegnem			7 28	...	9 55	11 42	2 40	5 42	8 38	11 0	...
16½	1 80	1 35	0 90	Alost (80) ..... arr	...	a.m.	7 37	a.m.	10 4	11 51	2 49	5 51	8 47	11 8	...
				,, ... dep	...	6 0	7 50	8 12	...	11 57	2 51	6 0	9 11	...	...
19½	2 15	1 60	1 10	Erembodegnem	...	6 6	7 56	...	...	12 3	2 57	6 6	9 17	...	...
23½	2 50	1 90	1 25	Denderleeuw ..... arr	...	6 14	8 4	8 21	...	12 11	3 5	6 14	9 25	...	...
				,, (80) ..... dep	...	6 20	...	8 24	...	12 27	3 11	6 20	9 28	...	...
25½	2 90	2 15	1 45	Ninove	...	6 32	...	8 33	...	12 39	3 23	6 32	9 40	...	...
30½	3 60	2 70	1 80	Ideghem	a.m.	6 47	...	8 48	...	12 54	3 38	6 47	9 55	...	...
36½	3 95	2 95	2 0	Grammont (85) ..... dep	6 10	7 4	...	9 9	...	1 13	3 54	7 2	10 9	...	...
				Ath ..... arr	6 43	7 37	...	9 42	p.m.	1 46	4 27	7 35	10 42	...	...
				,, ... dep	6 48	7 43	10	2	12 52	1 49	4 32	7 52	...	...	...
				Jurbise ..... arr	7 18	8 13	10	32	1 22	2 19	5 2	8 22	...	...	...
				,, ... dep	7 20	8 38	10	35	1 25	22	5 6	8 26	...	...	...
				Mons ..... arr	7 38	8 56	10	53	1 40	2 40	5 24	8 41	...	...	...

ANTWERP and LIERRE, MALINES, and BRUSSELS.

Stations.	1,2,3	Ex 3	1,2,3	Ex 3	Ex	1,2,3	Ex	3	1, 2, 3	Ex 3	Ex	1,2,3	1,2,3	1,2,3	Ex 3	Ex 3	1,2,3	Ex
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
AMSTERDAM dep	...	...	...	...	8 ...	...	...	6 30	...	...	...	10 5	...	...	11 25	...	...	...
THE HAGUE ,,	...	...	...	...	9 0	...	...	7 10	...	...	...	10 45	...	...	11 45	...	...	4 20
ROTTERDAM ,,	...	...	...	...	5 45	...	...	6 16	...	...	...	11 55	...	...	2 50	...	...	6 40
Antwerp (104) arr	...	...	...	...	9 5	...	...	11 52	...	...	...	3 5	...	...	5 50	...	...	10 ...
,, dep	5 25	5 50	6 50	7 40	9 15	9 50	10 50	12 0	12 15	1 15	3 15	3 30	4 45	5 55	6 50	8 20	9 0	10 15
Berchem	5 32	...	6 57	...	...	9 57	...	...	1 22	...	...	3 37	...	6 2	...	...	9 7	...
Vieux-Dieu	5 39	...	7 4	...	1, 2, 3	10 4	...	1, 2, 3	12 29	...	...	3 44	...	6 9	...	1, 2, 3	9 14	...
Contich (103) ..arr	5 46	...	7 11	...	a.m.	10 11	...	a.m.	12 36	...	...	3 51	p.m.	6 16	...	p.m.	21	...
Lierre (80) dep	5 35	...	6 25	...	8 17	10 ...	...	10 53	12 20	...	...	3 40	4 35	5 35	7 30	10 0	9 10	...
Contich (85) arr	5 45	...	6 35	...	8 27	10 10	...	11 3	12 30	...	...	3 5	4 45	5 45	7 40	10 10	9 0	...
Contich ..... dep	5 48	...	7 13	...	...	10 13	...	...	12 38	...	...	3 53	...	6 17	...	...	9 23	...
Duffel	5 55	...	7 20	...	...	10 20	...	...	12 45	...	...	4 0	...	6 24	...	...	9 30	...
Wavre-St-Catherine	6 1	...	7 26	...	...	10 26	...	...	12 51	...	...	4 6	...	6 30	...	...	9 36	...
Malines ..... arr	6 10	6 17	7 35	8 7	9 42	10 35	11 17	12 27	1 0	1 43	3 12	4 15	5 16	6 39	7 17	8 47	9 45	11 42
,, (88) ..... dep	8 15	...	7 40	8 9	9 6	10 10	11 21	12 30	1 5	1 45	3 46	4 25	5 20	6 42	7 20	8 50	9 50	11 46
Weerde	6 23	...	7 48	...	...	10 48	...	...	1 13	...	...	4 34	...	6 50	...	...	9 58	...
Eppeghem	6 28	...	7 53	...	...	10 53	...	...	1 18	...	...	4 39	...	6 55	...	...	10 3	...
Vilvorde	6 36	...	8 1	...	9 58	11 1	...	...	1 26	1 57	...	4 47	5 33	7 3	7 32	9 2	10 11	10 58
Haeren	6 42	...	8 7	...	...	11 7	...	...	1 32	...	...	4 53	...	7 9	...	...	10 17	...
Schaerbeek	6 51	...	8 15	8 28	10 7	11 16	11 40	12 49	1 41	...	...	5 2	5 45	7 18	7 43	9 12	10 26	...
Brussels (Nord) arr	6 59	...	8 23	8 37	10 14	11 24	11 47	12 56	1 49	2 12	4 12	5 9	5 52	7 26	7 50	9 19	10 34	...
Brussels (Q) arr.	...	...	...	8 44	10 25	...	11 52	...	...	...	4 22	...	6 2	...	8 2	9 45	...	...

Ex.—Malines to Brussels 5.50 a.m., 5.35 p.m. Antwerp to Malines 6.40 a.m., 3.50, 7.40 p.m.

ANTWERP to CONTICH via WILRYCK.

	All 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.
	Contich ..... dep	6.5	8 48	1 30	6 20
	Vieux-Dieu	6.5	8 48	1 30	6 20
	Wilryck	6.15	8 58	1 40	6 30
	Antwerp ..... arr	6.25	9 8	1 50	6 40

ANTWERP to CONTICH via BERCHEM.

	All 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.	p.m.
	Antwerp ..... dep	8 13	9 47	1 30	5 ...	8 ...
	Berchem	8 24	9 58	1 41	5 11	8 11
	Vieux-Dieu	8 29	10 3	1 46	5 16	8 16
	Contich (85) ..... arr	8 35	10 9	1 52	5 22	8 22

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BRUSSELS to JURBISE, MONS, and PARIS, by Hautmont and Quiévrain.

1 cl.	2 cl.	1 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Ex.3	1,2,3	1,2,3	1,2,3	Ex.2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1	3
Fro'	Brussels		Brussels (Midi) ... dep.	a.m. 6 20	a.m. 5 37	a.m. 6 56	a.m. 8 9	a.m. 8	a.m. 10	p.m. 12 0	p.m. 12 35	p.m. 1 20	p.m. 3 25	p.m. 4 45	p.m. 5 50	p.m. 6 44	p.m. 7 45	p.m. 8	p.m.
1 10	0 40	0 35	Hal	6 50	6 9	7 28	8 31		10 33	12 32	12 45	...	3 57	5 17	6 9	7 16	...	8 38	
2 15	1 50	1 10	Braine	...	6 50	7 58	9 55	9 37	11 31	1 2	1 19	...	4 37	5 47	6 30	7 46	8 22	9	4
			(92) ... ... dep.	...	6 45	8	9	9 0	9 30	11 8	...	1 23	...	4 52	5 52	6 34	7 54	8 34	9	4
2 50	1 90	1 25	Tournai	...	6 55	...	13	9 10	...	11 18	...	1 33	...	4 42	6 2	6 44	9 4	...	9	4
2 90	2 15	1 45	Neufvilles	...	7 3	8 21	9 18	...	11 26	...	1 41	...	4 50	6 10	...	...	8 12	...	9 2
1 40	2 70	1 40	Jurbise (page 85) arr	a.m.	7 17	8 35	9 29	...	11 40	p.m.	1 55	...	5 4	6 24	7 0	8 23	...	9	4
...	...	...	... ... dep	10 35	7 20	8 38	9 32	...	11 41	1 25	1 57	...	5 6	6 25	7 2	8 26	...	9	4
3 45	2 95	2 0	Ghlin	10 45	7 30	8 48	...	...	11 51	...	2 7	...	5 16	6 35	7 12	...	...	9	5
4 10	3 5	2 15	Mons (page 85) arr.	10 53	7 38	8 56	9 47	10 9	11 59	1 40	2 15	2 25	5 24	6 43	7 20	8 41	9 4	10	
Fro'	Brussels		Mons ... ... dep.	...	7 15	...	...	10 15	...	...	2 55	2 29	5 35	...	7 30	...	...	...	
...	...		Jemmappes	...	7 22	...	...	1 a 2	...	...	3 2	0 a 1	5 42	...	7 37	...	...	...	
5 10	3 65	2 45	Frameries	...	7 30	...	...	10 27	...	...	3 10	...	5 5	...	7 47	...	...	...	
			Quévy [Belg. Time]	...	7 40	...	...	10 37	...	...	3 20	2 50	6 21	...	7 59	...	...	...	
7 40	5 65	...	Boussières [Fr. Time] arr	...	7 37	...	...	10 36	...	...	3 18	2 47	6 21	...	7 58	...	...	...	
...	...	...	... ... dep	...	7 54	...	...	11 4	...	...	3 35	3 7	6 35	...	8 29	...	...	...	
6 85	5 10	3 50	Maubeuge [27] ... arr	...	8 5	...	...	11 15	...	...	3 46	3 18	6 50	...	8 40	...	...	...	
...	...	...	... ... dep	...	8 13	...	...	11 28	...	...	3 58	3 25	...	...	8 55	...	...	...	
...	...	...	Hautmont	...	8 22	...	...	11 37	...	...	4 4	...	...	...	9 5	...	...	...	
...	...	...	Ste. Quentin	...	10 40	...	...	1 31	...	...	6 19	4 49	...	...	11 40	...	...	...	
...	...	...	Tergnier ... ... dep	...	11 7	...	...	1 57	...	...	6 45	5 24	...	...	12 45	...	...	...	
14 40	10 25	8 15	Paris (Nord) ... ... arr.	a.m.	3 15	a.m.	p.m.	5 8	...	p.m.	9 40	7 40	...	p.m.	4 45	...	...	...	
...	...	...	Mons ... ... dep	5 18	7 19	7 51	9 52	11 0	0 12	2 12	3 0	2 51	4 45	5 34	5 11	7 25	8 46	9 10	10 5
4 70	3 50	2 35	Jemmappes	5 19	7 29	...	9 59	11 7	0 19	2 19	3 7	2 58	4 52	5 41	5 18	7 32	8 53	9 17	10 12
4 70	3 50	2 35	Quaregnon	5 25	7 35	...	10 5	11 13	0 25	2 25	3 13	3 4	4 58	5 47	5 24	7 38	8 59	...	10 18
5 5	4 0	2 50	St. Ghislain (93) ...	5 30	8 3	8 5	10 13	11 21	0 30	2 30	3 21	3 12	5 5	5 55	5 30	7 45	9 7	9 30	10 24
5 5	3 80	2 50	Boussu	...	8 7	...	10 17	11 25	...	...	3 16	3 9	5 59	...	7 49	9 11	...	...	10 28
5 40	4 5	2 70	Thulin	...	8 14	...	10 24	11 32	...	1 1	3 23	5 16	6 6	...	7 56	9 18	...	...	10 35
5 75	4 10	2 90	Quiévrain (14) ... arr.	a.m.	8 21	a.m.	10 31	11 39	...	1 8	3 30	5 23	6 13	...	8 3	9 25	9 40	10 4	10 47
			(Belg. Front.) dep	5 12	8 30	8 51		11 56	...	1 23	3 41		6 41	...			9 48		
6 45	4 95	3 25	Blanc-Misseron ...	5 18	8 44	9 0		12 5	...	1 32	3 50	...	6 50	...	10 4		9 57		
7 45	5 60	3 80	VALENCIENNES arr	5 35	8 51	9 19	2	12 24	...	1 51	4 9	...	7 10	...	p.m.	10 23			
			(Fr. Front.) dep	5 50	8 55	10 15	Change	12 30	...	2 15	4 15	...	7 30	...	8 55	10 28			
11 80	8 80	...	DOUAI ... ... arr	8 50	9 55	12 1		1 33	...	3 30	5 14	...	8 45	...	9 53	11 19			
14 60	10 95	...	ARRAS	7 48	10 16			2 13	...		6 7	...		...	11 5	12 5			
23 0	17 20	...	AMIENS	9 5	11 45	...		3 40	...	...	8 0	...	...	...	1 20	2 8			
28 25	21 70	20 75	PARIS	11 40	4 30	...	...	5 50	...	...	11 15	...	...	...	4 55	5			

Extra. Brussels to Hal 8.22, 11.0 a.m., 1.28, 6.0, 7.13, and 7.23 p.m. Mons to St. Ghislain, 7.22 a.m., 1.51 p.m. Jurbise to Mons 8.16 a.m., 2.27 p.m. Brussels to Braine, 12.10 night Sundays only.

TIRLEMONT, RAMILLIES, and NAMUR.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		96, 107)	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.
Tirlemont (90-8 dp.	4 30	8 33	9 12	12 44	3 7	...	7 19	Namur ... ... arr.	...	7 55	...	11 12	2 40	4 30	9 43
Hougaerde	4 40	8 43	9 42	12 54	3 34	...	7 29	Taviers	...	8 32	...	11 49	3 17	5 7	10 20
Ramillies ... ... arr.	5 4	9 9	10 8	1 20	4 15	p.m.	7 55	Ramillies ... ... arr.	a.m.	8 40	a.m.	11 57	3 25	5 15	10 28
... 96 ... dep.	5 6	...	10 9	1 21	...	6 55	7 59	... ... dep.	6 34	8 41	10 30	11 58	...	5 16	10 29
Taviers (96) ...	14	...	10 17	29	...	7 3	8 6	Hougaerde ...	7 8	9 7	11 40	12 24	4 51	6 55	10 56
Namur (92, 106) arr.	5 51	...	10 54	2 6	...	7 40	8 42	Tirlemont (90) ar	7 19	9 17	11 9	12 34	4 4	7 10	11 6

TAVIERS and EMBRESIN.

All 1, 2, 3 class.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Taviers (96) ... dep	8 35	10 24	1 30	3 30	5 20	...	Embresin ... ... dep	7 15	9 35	12 30	2 30	4 5	...
Embresin ... arr	9 15	11 10	2 10	4 5	6 0	...	Taviers ... ... arr	8 15	10 15	1 15	3 10	5 3	...

LANDEN, RAMILLIES, GEMBLOUX, and TAMINES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		a.m.			a.m.	p.m.	p.m.
Landen (90, 105) dep	4 33	...	8 55	10 30	12 7	7 23	Tamines ... ... dep.	7 5	...	...	10 47	4 17	9 18
Ramillies ... ... arr.	5 4	...	9 26	11 27	1 8	7 54	Fleurus	7 23	...	...	11 5	4 35	9 36
(96) ... dep.	5 13	7 10	9 28	...	1 25	7 57	Gembloux (109) ...	7 48	...	...	11 30	...	10 1
Perwez	5 19	7 16	9 37	...	1 34	8 6	Perwez	8 5	...	...	11 47	5 20	10 18
Gembloux (109-6) ...	5 40	8 30	10 1	...	2 0	8 26	Ramillies ... ... arr.	...	a.m.	...	12 5	5 2	10 27
Fleurus (93, 109) ...	6 13	...	10 21	...	2 21	8 52	... ... dep.	a.m.	8 15	10 50	1 59	5 3	10 31
Tamines (92) ... arr	6 30	...	10 38	...	2 41	9 9	Landen ... ... arr	8 45	11 55	12 30	2	5	11 1

MANAGE, PIETON, TRAZEGNIES, and GOSSELIES-COURCELLES.

All 1,2,3 Class	a.m.	a.m.	p.m.	p.m.	p.m.		(92	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Manage (2-5) dep	5 1	8 10	1 45	...	6 28	...	Gosselies-Courcelles dep	...	...	4 35	...	...	...
Pieton (94-9) arr	5 12	9 0	8	...	6 38	...	Mont	7 40	9 39	8 3	...	7 27	...
... ... dep	6 41	9 9	2 9	3 17	6 45	...	Courcelles ... dep	7 48	9 45	3 11	4 47	7 33	...
Trazegnies ...	6 52	9 19	2 19	3 27	6 55	...	Trazegnies ...	7	9 52	3 21	4 58	7 39	...
Courcelles ... arr	6 58	9 25	2 25	3 11	7 0	...	Pieton ... ... arr	8 7	10 1	3 35	5 11	7 48	...
Mont 92	7 1	9 32	2 32	...	7 14	...	... ... dep	8 10	10 6	3 5	...	7 0	8
Gosselies-Courcelles	...	...	...	4 23	...	...	Manage (92) ... arr	8 20	10 25	4 3	p.m.	7 20	...
Pieton dep	6 10	9 19	1 35	...	6 20	...	Luttre ... ... dep	7 52	12 25	...	5 40	7 46	...
Trazegnies ...	6 2	9 31	1 54	...	6 34	...	Trazegnies ...	8 2	12 40	...	5 55	8 16	...
Luttre ... arr	6 35	9 45	2 18	...	6 59	...	Pieton ... ... arr	8 18	12 51	...	6 6	8 25	...

PARIS to MONS, JURBISE, and BRUSSELS, by Hautmont and Quiévrain.

K.M.	—	2 cl.	3 cl.	Stations.	1 s.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Cl.	1, 2, 3	1, 2,
—	—	—	—		p.m.														
					Ex.														
Dis.	fr. c.	fr. c.	fr. c.	(NORD.)											p.m.		a.m.	a.m.	
—	—	—	—	PARIS ..... dep	8 15	...	...	...	...	...	...	...	...	...	11 5	a.m.	0 0	...	7 50	10 0	...
—	—	—	—	AMIENS ... ... ,,	11 20	...	...	...	...	...	...	...	...	...	2 50	6 50	10 16	...	9 53	1 0	...
—	—	—	—	ARRAS ..... ,,	1 15	...	...	...	...	...	...	...	...	...	5 25	8 55	12 4	p.m.	11 12	3 13	...
—	—	—	—	DOUAI ..... ,,	1 56	...	...	...	...	...	...	...	...	...	6 30	10 3	...	1 8	11 56	4 15	...
—	—	—	—	VALENCIENNES arr	2 48	...	a.m.	...	...	...	...	...	...	...	7 30	11 8	...	2 5	4 35	12 52	5 40	p.m.
—	—	—	—	,, (Fr. Frontier) dep	2 56	...	5 56	...	...	...	...	...	...	...	8 34	11 13	...	2 35	4 50	—	6 10	7 4
—	—	—	—	Blaton-Masnuy	3 20	...	5 44	...	...	...	...	...	...	...	8 55	11 37	...	3 59	5 14	...	6 34	7 15
—	—	—	—	Quiévrain (Baffet) arr	3 32	...	6 0	...	...	...	...	...	...	...	9 11	11 53	p.m.	3 15	5 30	...	6 50	8 2
From Q	—	uiévrain.	—	,, (Belg. Front.) dep	4 0	...	6 23	...	...	...	...	...	...	...	9 24	12 2	1	3 28	5 43	...	7 17	8 3
32	6 25	0 25	0 20	Thulin ..... [16	...	...	6 30	...	...	...	...	...	...	...	9 31	12 9	...	1 32	3 42	6 7	1, 2, 3	7 24	8 4
41	6 70	0 35	0 25	Boussu	3 Ex.	a.m.	6 37	...	...	...	...	...	...	...	9 38	12 16	p.m.	1 39	3 49	6 14	p.m.	7 31	8 4
44	6 70	0 35	0 25	St. Ghislain	4 12	6 33	6 44	...	...	...	...	...	...	...	9 45	12 23	1	1 46	3 55	6 21	5 10	7 38	9
8	1 10	0 60	0 55	Quaregnon	...	...	6 49	...	...	...	...	...	...	...	9 50	12 28	1	1 50	4 0	6 26	5 15	7 43	9
9½	1 30	0 60	0 55	Jemmapes	d....	...	6 55	...	...	...	...	...	...	...	9 56	12 34	1	1 31	1 56	4 6	6 32	5 21	7 49	9
11½	1 45	1 10	0 70	Mons	4 27	6 46	7 2	p.m.	9 43	10 3	12 41	1 38	2 3	4 13	6 39	5 28	7 56	9 19	
—	From	m Pa	ris.	Paris (Nord) ..... dep	9 10	p.m.	12 35	p.m.	11 20	7 20	...	...	a.m.	...	8 45				
—	—	—	—	Tergnier ..... dep	12 28	...	4 38	a.m.	2 26	9 50	...	...	7 15	...	11 45				6 32
—	—	—	—	St.-Quentin ..... ,,	1 0	...	5 24	...	4 36	10 16	...	...	8 15	...	12 25				6 44
149½	26 10	21 15	15 50	Hautmont	...	...	7 49	...	7 1	Ex 1	...	...	11 51	a.m.	2 37				8 ...
—	—	—	—	Maubeuge ..... arr	2 50	a.m.	7 50	...	7 9	11 36	...	...	12 2	...	2 46				8 ...
—	—	—	—	,, ... dep	a.m.	5 35			9 10	11 42	...	...	12 45	...	3 5				8 11
143½	26 40	21 20	15 65	Feignies (Fr. Time) ,,	...	5 59			9 34	11 54	...	...	1 0	p.m.	3 17				8 27
146½	26 90	21 70	15 95	Quévy (Belg. Time) arr	...	6 10			9 44	12 10	...	...	1 17	2 Cl.	3 34				8 40
—	—	—	—	,, ... dep	...	6 17			9 5	12 26	...	...	1 30	p.m.	3 50				8 55
150½	27 70	22 30	16 25	Frameries (GO)	...	6 33			9 18	12 37	...	...	1 45	3 55	4 3				9 11
152½	—	—	—	Cuesmes	...	...			9 24	...	...	...	1 56	...	4 10				
154½	28 10	22 66	16 55	Mons ..... arr	1, 2, 3	...			9 35	12 48	p.m.	...	2 5	4 18	6 20				9 21
—	From	Quiévr	rain.	Mons ..... dep	a.m.	...			9 35	12 48	p.m.	...	2 5	4 18	6 20				9 21
11½	4 70	3 50	2 35	Mons ..... dep	4 20	5 24	7 7	8 0	11 47	10 13	12 53	1 10	2 10	4 18	6 46			8 9	9 33
15½	5 20	3 85	2 60	Ghlin	...	5 33	7 16	8 9	11 56	10 22	Ex. 3	...	2 19	4 27	6 55			8 18	Ex. 9
19½	5 75	4 20	2 90	Jurbise ..... arr	...	5 49	7 25	8 18	12 5	10 31	...	1 28	2 28	4 36	7 4			8 27	...
—	—	—	—	,, ... dep	...	5 53	7 37	8 20	...	10 33	...	1 29	...	4 37	7 9			8 30	...
23½	6 30	4 75	3 45	Neufvilles	...	6 5	7 46	8 34	...	10 47	...	1 42	...	4 51	7 23			8 43	...
27½	6 85	5 25	3 80	Soignies	...	6 15	7 56	8 42	...	10 55	...	1 50	...	4 59	7 32			8 51	...
31	7 60	5 70	4 20	Braine (Buffet) ..... arr	5 0	6 45	8 5	8 59	...	11 5	...	2 0	...	5 9	7 42			9 2	...
—	—	—	—	,, (GE) ..... dep	5 1	6 20	7 56	9 0	a.m.	11 11	...	2 9	p.m.	5 17	7 50	p.m.		9 8	...
41	4 70	3 50	2 35	Hal	...	5 52	8 26	9 33	9 47	11 42	...	2 41	4 47	5 45	8 21	9 7		9 34	...
46½	5 75	4 30	2 90	Brussels (Midi) ..... arr.	5 35	7 22	6 51	9 50	10 17	12 6	1 58	3 11	5 17	6 3	8 41	9 37		9 55	10 30

Extra Trains—Hal to Brussels at d.1 a.m. and 1.34, 3.7, 4.55 p.m.

MONS, BONNE-ESPERANCE, and ERQUELINNES.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2, 3
,, (GE) dep	a.m.	a.m.	p.m.	p.m.	p.m.
Mons (Bergen) dep	10 14	7 44	1 43	5 30	9 28
Cuesmes-Trieu ...	10 19	7 49	1 48	5 36	9 33
Hyon-Ciply	10 25	7 55	1 54	5 41	9 39
Harmignies	10 34	8 4	2 3	5 50	9 48
Estinnes-Haulchin ...	10 43	8 13	2 12	5 59	9 57
Bonne-Espér arr	10 49	8 19	2 18	6 5	10 3
,, (GE) dep	9 7	9 7	2 46	6 50	10 15
Peissant	7 10	9 15	2 54	6 58	10 23
Erquelinnes (1) a	7 25	9 30	3 5	7 9	10 33

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
,, (GE) dep	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Erquelinnes ... dep	4 0	6 18	9 42	3 39	7 20										
Peissant	...	6 30	9 54	3 51	7 41										
Bonne-Espér. arr	4 34	6 38	10 2	3 59	7 48										
,, dep	11=32	6 41	10 50	4 33	8 24										
Estinnes-Haulchin ...	11 58	6 47	10 56	4 39	8 45										
Harmignies	12 7	6 56	11 5	4 48	8 54										
Hyon-Ciply	12 16	7 5	11 14	4 57	9 3										
Cuesmes-Trieu ...	12 23	7 12	11 21	5 4	9 10										
Mons (Bergen) ...ar	12 27	7 16	11 25	5 8	9 14										

BRUSSELS-NORD, SCHAERBEEK, AND BRUSSELS-MIDI.

K.M.	Stations.	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
—		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	Brussels (Nord) .....dep	5 5	6 25	...	...	...	...	...	...	...	...	...	...	...	...
1½	Schaerbeek	...	...	7 6	8 30	11 18	12 17	12 51	2 45	5 25	7 20	7 45	9 37		
3	Leuken (GO)	5 16	...	7 13	8 35	11 23	12 22	12 56	2 50	...	...	7 50	9 32		
—	Eek-Iberg	5 27	...	7 19	8 41	11 29	12 28	...	2 56	...	...	7 56	9 38		
3½	Brussels (Ouest)	5 25	...	7 22	8 44	11 32	12 31	...	2 59	...	...	7 59	9 41		
5	Cureghem	5 32	...	7 26	8 48	11 36	12 35	...	3 3	...	...	8 3	9 45		
7	Brussels (Midi) ..... arr.	5 34	6 40	7 31	8 53	11 41	12 40	1 8	3 8	5 40	7 35	8 8	9 50		

BRUSSELS-MIDI TO SCHAERBEEK AND BRUSSELS-NORD.

K.M.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
—		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	Brussels (Midi) .....dep	5 5	7 1	b 55	9 10	12 21	2 20	4 17	5 5	6 46	8 43	10 50	...	...	...
2½	Cureghem	5 4	7 7	9 1	9 25	12 27	...	4 23	...	6 52	8 49	10 56	...	...	...
3½	Brussels (Ouest)	5 8	7 11	9 5	9 29	12 31	...	4 27	...	6 56	8 53	11 0	...	...	...
—	Eek-Iberg	5 11	7 16	9 8	9 32	12 34	...	4 30	...	6 59	8 56	11 3	...	...	...
5	Leuken	5 18	7 20	9 14	9 38	12 40	...	4 36	...	7 5	9 2	11 9	...	...	...
7½	Schaerbeek	5 20	7 24	9 18	9 43	12 44	2 35	4 40	5 20	7 9	9 6	...	...	...	...
—	Brussels (Nord) ..... arr.	...	...	...	...	...	...	...	...	...	...	11 19	...	...	...

ST. GHISLAIN and WARQUIGNIES.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
St. Ghislain (GO) dep.	6 30	9 24	10 38	11 58	1 32	3 22	6 0	7 6							
Warquignies ... arr.	6 43	9 36	10 50	12 4	1 32										
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.							
Warquignies ... dep	9 40	10 54	12 8	1 32	3 45	6 6	7 25								
St. Ghislain ... arr.	9 53	11 7	12 21	1 32	3 57	6 19	7 38								

ALOST and MALINES.

All 1,2,3 Class.	a.m	a.m	p.m	p.m							a.m	a.m	p.m	p.m	p.m
Alost .....dep	5	3 9	20	3	12	**Malines** dep	6	30	1055	4	40	7	45		
Opwyck ...(88)	5	24 9	51	3	34	6	33	Capelle-au-B.	6	44	11	9	4	57	8	1	
Capelle-au-B.	5	47 1017	3	57	6	56	Opwyck	7	7	1132	5	26	8	25			
Malines 88a	6	0 1034	4	10	7	11	**Alost**	7	27	1152	5	52	8	45			

MONS, ST. GHISLAIN, AUDENAERDE, & GHENT.

Stations.	1,2,3 Class.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Mons (Bergen...deu.	...		a.m. 5 12	a.m. 7 51	p.m. 12 9	p.m. 1 51	p.m. 5 11	p.m. 9 10			
Jemmapes	...		5 19	...	12 9	1 58	5 18	9 17			
Quaregnon	...		5 25	...	12 15	2 4	5 24	...			
St. Ghislain .....arr	...		5 30	8 5	12 20	2 9	5 29	9 26			
" (88).....dep	...		5 32	8 6	12 22	2 11	5 30	9 31			
Wommersoeul	...		5 49	8 17	12 39	2 28	5 47	9 48			
Blaton (88,99) arr	a.m.		6 0	8 28	12 50	2 39	5 58	9 59	p.m.		
Blaton .....dep	9 0		6 4	8 29	12 54	2 45	6 2	10 0	1 55		
Basècles-Carr.	9 5		6 9	8 34	12 59	2 50	6 7	10 5	2 2		
Péruwelz	9 13		6 19	8 43	1 8	3 0	6 15	10 14	2 13		
Callenelle			6 27	8 51	1 16	3 8	6 23	10 22			
Antoing			6 38	9 2	1 27	3 19	6 34	10 33			
Vaulx			6 44	9 8	1 33	3 25	6 40	10 39			
Tournai (82) arr			6 51	9 15	1 40	3 32	6 47	10 45			
Blaton .....dep			6 2	8 43	12 52	2 43	6 0	...			
Basècles			6 10	8 54	...	2 51	6 8	...			
Leuze (82) ..... arr			6 21	9 5	1 11	3 2	6 19	p.m.			
" .....dep			6 25	9 7	1 12	3 27	6 20	8 13			
Frasnes			6 40	9 22	1 27	3 38	6 35	8 28			
Arvaing			6 47	9 29	1 34	3 45	6 42	8 35			
Lenaix .....arr			6 54	9 36	1 41	3 53	6 49	8 42			
" (89).....dep			6 56	9 38	1 43	3 56	6 51	...			
Pichove			7 7	9 49	1 54	4 7	7 2	...			
Dupeghem			7 14	9 56	2 1	4 14	7 9	...			
Audenaerde.....arr	a.m.		7 18	10 0	2 5	4 19	7 13	...			
" (80).....dep	5 40		7 21	10 4	2 10	4 25	7 16	...			
Wyne	5 46		7 27	10 10	2 16	4 31	7 22	...			
Wynghem	5 54		7 35	10 18	2 24	4 39	7 30	...			
Wavre Asper.....	5 59		7 40	10 23	2 29	4 44	7 35	...			
Becke-Nazareth	6 5		7 46	10 29	2 35	4 50	7 41	...			
La Pinte	6 13		7 54	10 37	2 43	4 58	7 49	...			

Stations.	1,2,3 Class.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Audenaerde	(88) a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.
Quievrain dp	6 8		9 14	11 43	3 19	4 24	6 98				
Elouges	6 17		9 23	11 52	3 28	4 33	7 7				
Dour	6 23		9 29	11 58	3 34	4 39	7 13				
Warquignies	6 32		9 38	12 7	3 43	4 48	7 22				
Pâturages	6 44		9 50	12 19	3 55	5 0	7 34				
Pl-Produits.....	6 49		9 55	12 24	4 0	5 5	7 39				
Cuesmes-Trieu	7 0		10 6	12 35	4 11	5 16	7 50				
Mons .....arr	7 4		10 10	12 39	4 15	5 20	7 54				
Elouges to Pl-Produits											
Audenaerde	(80) a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.
Quievrain dp	6 8		9 14	11 43	3 19	4 24	6 98				
Elouges	6 17		9 23	11 52	3 28	4 33	7 7				
Dour	6 23		9 29	11 58	3 34	4 39	7 13				
Warquignies	6 32		9 38	12 7	3 43	4 48	7 22				
Pâturages	6 44		9 50	12 19	3 55	5 0	7 34				
Pl-Produits.....	6 49		9 55	12 24	4 0	5 5	7 39				
Cuesmes-Trieu	7 0		10 6	12 35	4 11	5 16	7 50				
Mons .....arr	7 4		10 10	12 39	4 15	5 20	7 54				
Mons, SOUR, and QUIEVRAIN.											
Mons .....dep	(88) a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.
Jemmapes	7 41	10 20	1 21	2 54	5 32	9 15					
Quaregnon	7 46	10 25	1 26	2 59	5 37	9 20					
Pâturages	7 56	10 35	1 38	3 9	5 47	9 30					
Warquignies	8 8	10 46	1 53	3 25	6 4	9 47					
Dour	8 22	11 1	2 4	3 35	6 13	9 56					
Elouges	8 28	11 7	2 10	3 41	6 19	10 2					
Quievrain arr	8 38	11 17	2 20	3 51	6 29	10 12					
Mons to Quievrain 7.27 p.m., and vice versa at 8.38 p.m.											
Elouges to Pl-Produits 7. a.m.											

LILLE, MENEVE, and VERVIERS.

Stations.	All 1,2,3 class.										
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.				
Lille.....dep	5 27	8 55	10 15	2 13	4 51	8 30					
Menin	5 58	9 26	10 46	2 46	5 21	9 1					
Wervick	6 10	9 38	10 58	2 58	5 33	9 13					
Comines	6 20	9 48	11 8	3 8	5 43	9 23					
Warneton	6 30	9 58	11 18	3 18	5 53	9 33					
Armentieres	6 45	10 13	11 33	3 33	6 8	9 48					
Bailleul	6 58	10 26	11 46	3 46	6 21	10 1					
Steenwerck	7 10	10 38	11 58	3 58	6 33	10 13					
Berthen	7 22	10 50	12 10	4 10	6 45	10 25					
Meteren	7 31	10 59	12 19	4 19	6 54	10 34					
Caestreek	7 39	11 7	12 27	4 27	7 2	10 42					
Meneve .....arr	7 44	11 12	12 32	4 32	7 7	10 47					
Meneve .....dep	7 44	11 37	2 23	5 25	7 7	10 47					
Godewaersvelde	7 51	11 44	2 30	5 32	7 14	10 54					
Berthen	8 3	11 56	2 42	5 44	7 26	11 6					
Steenwerck	8 15	12 8	2 54	5 56	7 38	11 18					
Bailleul	8 27	12 20	3 6	6 8	7 50	11 30					
Armentieres	8 40	12 33	3 19	6 21	8 3	11 43					
Warneton	8 54	12 47	3 33	6 35	8 17	11 57					
Comines	9 4	12 57	3 43	6 45	8 27	12 7					
Wervick	9 14	1 7	3 53	6 55	8 37	12 17					
Menin	9 26	1 19	4 5	7 7	8 49	12 29					
Lille.....arr	9 54	1 47	4 33	7 35	9 17	12 57					
Lille to Menin 8 a.m.											
Extra.—Louvain to Malines 8 a.m.											
Louvain .....dep	4 3	5 26	6 45	9 57	12 15	3 43	...	4 55	...	9 13	
Wyrmael	...	5 36	6 53	10 5	12 23	3 51	...	...	1 35	9 23	
Boortmeerbeek	...	5 46	7 2	10 14	12 32	4 0	...	...	...	9 32	
Malines (88) arr	4 26	6 6	7 13	10 25	12 43	4 11	...	5 19	1 59	9 45	
" .....dep	...	6 15	7 12	10 43	1 30	4 30	5 28	5 28	2 11	9 53	
Capelle-au-Bois	...	6 37	...	11 6	1 53	4 53	...	...	...	10 16	
Malderen	...	6 46	...	11 16	2 3	5 2	...	...	...	10 25	
Esschenbeek	...	6 59	7 43	11 29	2 16	5 15	...	...	...	10 38	
Asse	...	7 5	7 49	11 35	2 22	5 21	...	...	...	10 44	
Ghoy .....arr	...	7 22	8 6	11 52	2 39	5 38	5 56	5 56	2 39	11 1	
Ghoy .....dep	...	7 22	8 6	11 52	2 39	5 38	5 56	5 56	2 39	11 1	
Melle	...	7 32	8 16	12 2	2 49	5 48	6 6	6 6	2 49	11 11	
Gontrode	...	7 39	8 23	12 9	2 56	5 55	6 13	6 13	2 56	11 18	
Gand .....arr	...	7 45	8 30	12 15	3 2	6 1	6 20	6 20	3 2	11 24	
Gand .....dep	...	7 45	8 30	12 15	3 2	6 1	6 20	6 20	3 2	11 24	
Termonde	...	8 1	8 46	12 31	3 18	6 17	6 36	6 36	3 18	11 40	
Wetteren	...	8 11	8 56	12 41	3 28	6 27	6 46	6 46	3 28	11 50	
Melle	...	8 19	9 4	12 49	3 36	6 35	6 54	6 54	3 36	11 58	
Ghoy .....arr	...	8 29	9 14	12 59	3 46	6 45	7 4	7 4	3 46	12 8	
Ghoy to Asse											
Capelle-au-Bois	...	6 37	...	11 6	1 53	4 53	...	...	...	10 16	
Malderen	...	6 46	...	11 16	2 3	5 2	...	...	...	10 25	
Esschenbeek	...	6 59	7 43	11 29	2 16	5 15	...	...	...	10 38	
Asse	...	7 5	7 49	11 35	2 22	5 21	...	...	...	10 44	
Audenaerde	...	7 14	...	11 43	2 31	5 30	5 46	5 46	2 31	10 54	
Schellebelle	...	7 35	...	12 2	2 50	5 49	6 5	6 5	2 50	11 13	
Wetteren	...	7 39	...	12 8	2 54	5 56	6 9	6 9	2 54	11 17	
Quatrecht	...	7 49	...	12 18	3 4	6 6	6 19	6 19	3 4	11 27	
Melle	...	7 53	...	12 23	3 9	6 11	...	...	3 9	11 31	
Ghent .....arr	...	8 1	8 54	12 31	3 17	6 19	6 34	6 34	3 17	11 39	

Fr. c.	fr. c.	fr. c.	All 1,2,3 class.	a.m.	a.m.	a.m.	p.m.	p.m.
From	Liege.		**Liege**.....dep	5 27	8 55	10 15	2 13	4 51
0 35	0 25	0 20	**Chenee**	5 34	9	10 22	2 20	4 58
1 10	0 90	0 55	**Beyne**	5 58	9 25	10 46	2 44	5 21
1 80	1 35	1 25	**Herve**	6 22	9 50	11 3	3 10	5 45
2 50	1 85	1 70	**Chenee**	6 53	10 21	11 36	3 41	6 16
1 80	1 35	0 90	**Verviers(88)** arr	7 10	10 36	11 52	3 57	6 32

Fr. c.	fr. c.	fr. c.	Verviers ....dep	a.m.	a.m.	a.m.	p.m.	p.m.
From	Verviers.			5 34	7 25	11 32	12 43	4 41
0 35	0 25	0 20	**Herve**	5 50	7 41	11 48	1	4 57
1 10	0 90	0 55	**Beyne**	6 15	8 6	12 13	1 26	5 22
1 80	1 35	1 25	**Herve**	6 48	8 40	12 48	2	5 58
2 50	1 85	1 70	**Chenee**	7 6	9	1 8	2 21	6 18
1 80	1 35	0 90	**Liege**	7 15	9 10	1 19	2 31	6 32

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VERVIERS to AIX-LA-CHAPELLE (Temps de bond Sent.)

M. M.	1 Cl.	2 Cl.	3 Cl.	Stations.	E. 3.	1, 2, 3	1 & 2	1, 2, 3	E. 3	1, 2, 3	E. 3
Dist.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
From	Verviers			**Verviers (GO)** ..... dep	5 39	7 34	8 59	11 20	12 48	4 39	8 37
5	0 70	0 55	0 35	Dolhain	5 43	7 51	...	11 47	1 2	4 56	8 41
8½	1 10	0 80	0 55	**Welkenraedt** ..... arr	5 52	8 3	...	11 59	1 11	5 8	8 50
...	...	...	...	,, ... dep	5 54	8 5	...	12 1	1 13	5 10	8 52
11½	1 10	0 80	0 55	Henri-Chapelle	...	8 13	...	12 9	1 20	5 18	8 59
13½	1 45	1 10	0 70	Montzen-Moresnet	6 6	8 23	...	12 19	1 28	5 28	9 7
18½	1 80	1 35	0 90	Bleyberg	6 10	8 28	9 21	12 24	1 32	5 33	9 11
21½	2 80	2 10	1 50	**Aix-la-Chapelle (123)** ar	6 34	8 47	9 45	12 43	1 46	5 52	9 25

P. M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	E. 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
From	Aix-la-Chap.			**Aix-la-Chapelle** ..... dep	12 15	6 48	9 40	9 58	12 36	4 47	8 5
6½	1 0	0 75	0 60	**Bleyberg** ..... arr	12 32	7 1	8 59	10 10	1 14	5 0	8 34
...	...	...	...	,, ... dep	12 37	7 11	9 9	10 17	1 23	5 16	8 34
8	1 35	1 5	0 75	Montzen-Moresnet	...	7 16	9 14	10 22	1 28	5 21	8 39
10½	1 75	1 30	0 90	Henri-Chapelle	...	7 26	9 24	...	1 38	5 31	8 49
13	1 75	1 30	0 95	**Welkenraedt** ..... arr	...	7 33	9 31	...	1 45	5 38	8 56
...	...	...	...	,, ... dep	...	7 36	9 34	...	1 47	5 40	8 58
16½	2 10	1 60	1 10	Dolhain	12 58	7 45	9 46	10 38	2 0	5 52	9 11
21½	2 80	2 10	1 50	**Verviers (GO)** ..... arr	1 11	7 58	10 2	10 51	2 16	6 7	9 27

LUTTRE to BRAINE-L'ALLEUD and BRUSSELS.

Stations.	3 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Ex. 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Luttre (92) dep		6 41	7 51	..	10 8	..	12 43	1 9	2 52	..	..	6 53	7 56	
Obaix-Buzet	Not on Sundays.	6 49	..	..	10 16	..	..	1 17	3 0	..	..	7 1	8 4	
Nivelles		7 0	8 6	9 0	10 27	..	12 58	1 28	3 11	..	..	7 12	8 15	
Baulers (93-0)...		7 7	8 10	9 6	10 35	10 40	..	1 34	3 16	5 49	..	7 19	8 24	
Lillois		7 16	..	9 15	..	10 49	..	1 43	3 25	5 58	..	..	8 33	
Braine-l'Alleud		4 35	7 25	..	9 24	..	10 58	..	1 52	3 34	6 7	6 29	7 34	8 42
Waterloo		4 41	7 31	..	9 30	..	11 4	..	1 58	3 40	..	6 98	..	8 48
Rhode-St Genese		4 48	7 38	..	9 37	..	11 11	..	2 5	3 47	..	6 33	..	8 55
Calevoet		4 58	7 48	..	9 47	..	11 21	..	2 15	3 57	..	6 43	..	9 5
Uccle		5 2	7 52	..	9 51	..	11 25	..	2 19	4 1	..	6 47	..	9 9
Forest-Stalle		5 6	7 56	..	9 55	..	11 29	..	2 23	4 5	..	6 51	..	9 13
Brussels ...arr		5 13	8 3	8 45	10 2	11 10	11 36	1 31	2 30	4 12	6 30	6 58	7 57	9 20

Extra.—Luttre to Baulers, 7.35 and 10.53 p.m.

Stations.	1, 2, 3 night	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1, 2, 3 p.m.
Brussels ...dep	12 15	...	6 0	7 40	8 3	10 30	..	1 0	4 12	5 0	6 3	7 30	7 50	9 46		
Forest-Stalle	12 23	...	6 8	7 48	...	10 38	..	1 8	4 20	5 8	...	7 39	7 58	...		
Uccle	12 27	...	6 12	7 52	...	10 42	..	1 12	4 24	5 12	...	7 44	8 2	...		
Calevoet	12 31	...	6 16	7 56	...	10 46	..	1 16	4 28	5 16	...	7 49	8 6	9 56		
Rhode-St-Genese	12 41	...	6 26	8 6	...	10 56	..	1 26	4 38	5 26	...	8 1	8 16	9 6		
Waterloo	12 48	...	6 33	8 13	...	11 3	..	1 33	4 45	5 33	...	8 10	8 23	9 13		
Braine-l'Alleud	12 54	...	6 39	8 19	8 38	11 9	..	1 39	4 51	5 38	...	8 16	8 29	9 19		
Lillois	1 3	...	6 48	8 28	...	11 18	..	1 48	5 0	—	...	...	8 8	...		
Baulers	1 12	5 15	6 59	8 37	8 43	11 28	..	1 59	5 10	...	...	...	8 46	9 35		
Nivelles (93).....	1 17	5 20	7 4	8 41	8 49	11 32	..	2 4	5 15	...	6 42	...	...	9 40		
Obaix Buzet	1 28	5 31	7 15	...	9 0	11 43	..	2 15	5 26	...	6 53	...	...	9 51		
Luttre (92 arr	1 35	5 38	7 22	...	9 7	11 50	..	2 22	5 33	...	...	...	...	9 58		

BEAUMONT to BERZEE.

(All 1, 2, 3 Class)	a.m.	a.m.	p.m.		a.m.	p.m.	p.m.
Beaumont dp	7 35	11 5	5 10	**Berzee** ...dep	9 25	12 55	8 30
Stree	7 47	11 20	5 25	Thuillies	9 50	1 15	8 40
Thuillies.....	8 10	11 40	5 45	Stree	10 5	1 35	8 55
Berzee(103) a	8 25	11 55	6 0	**Beaumont** ar	10 15	1 45	9 5

COURTRAI and RENAIX.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.	† Monday only	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	Courtrai.		**Courtrai (80, 94)** d	6 5	8 20	11 5	3 0	5 54	8 50		
0 70	0 55	0 35	Moen	6 24	8 39	11 24	3 19	6 14	9 9		
1 10	0 80	0 55	Avelghem	6 31	8 46	11 31	3 26	6 21	9 16		
1 10	0 80	0 55	Orroir	6 36	8 51	11 36	3 31	6 26	9 21		
2 15	1 60	1 10	**Renaix (88)**.....arr	6 52	9 7	11 52	3 47	6 42	9 37		

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	Renaix		**Renaix** .....dep	7 10	9 40	1 50	4 33	7 23	10 0		
0 70	0 55	0 35	Orroir	7 26	9 56	2 6	4 49	7 39	10 16		
1 10	0 80	0 55	Avelghem	7 31	10 1	2 11	4 54	7 44	10 21		
1 10	0 80	0 55	Moen	7 38	10 8	2 18	5 1	7 51	10 28		
2 15	1 60	1 10	**Courtrai** ..... arr	7 57	10 27	2 37	5 20	8 10	10 47		

GHENT, AUDENAERDE, ST. GHISLAIN, and MONS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Ghent ..... dep	6 38	8 25	10 45	12 30	2 22	4 30	6 50	8 30	10 30	12 0	1 30
St. Denis Westrem	6 43	8 30	10 50	12 35	2 27	4 35	6 55	8 35	10 35	12 5	1 35
La Pinte	6 49	8 36	10 56	12 41	2 33	4 41	7 1	8 41	10 41	12 11	1 41
Zeele-Nazareth	6 56	8 43	11 3	12 48	2 40	4 48	7 8	8 48	10 48	12 18	1 48
Erre	7 2	8 49	11 9	12 54	2 46	4 54	7 14	8 54	10 54	12 24	1 54
Strythem	7 10	8 57	11 17	1 2	2 54	5 2	7 22	9 2	11 2	12 32	2 2
Audenaerde ..... arr	7 16	9 3	11 23	1 8	3 0	5 8	7 28	9 8	11 8	12 38	2 8
,, ... dep	6 58	8 45	11 11	12 56	2 48	4 56	7 16	8 56	10 56	12 26	1 56
Leupeghem	7 4	8 51	11 17	1 2	2 54	5 2	7 22	9 2	11 2	12 32	2 2
Etichove	7 11	8 58	11 24	1 9	3 1	5 9	7 29	9 9	11 9	12 39	2 9
Renaix ..... (89)	7 34	9 21	11 47	1 32	3 24	5 32	7 52	9 32	11 32	1 2	2 32
Avelghem	7 44	9 31	11 57	1 42	3 34	5 42	8 2	9 42	11 42	1 12	2 42
Orroir	7 49	9 36	12 2	1 47	3 39	5 47	8 7	9 47	11 47	1 17	2 47
Frasnes	7 56	9 43	12 9	1 54	3 46	5 54	8 14	9 54	11 54	1 24	2 54
Leuze (82)	8 3	9 50	12 16	2 1	3 53	6 1	8 21	10 1	12 1	1 31	3 1
,, ... dep	8 5	9 52	12 18	2 3	3 55	6 3	8 23	10 3	12 3	1 33	3 3
Blandain	8 12	9 59	12 25	2 10	4 2	6 10	8 30	10 10	12 10	1 40	3 10
Antoing	8 16	10 3	12 29	2 14	4 6	6 14	8 34	10 14	12 14	1 44	3 14
Vaulx	8 19	10 6	12 32	2 17	4 9	6 17	8 37	10 17	12 17	1 47	3 17
Calonelle	8 25	10 12	12 38	2 23	4 15	6 23	8 43	10 23	12 23	1 53	3 23
Peruwelz	8 32	10 19	12 45	2 30	4 22	6 30	8 50	10 30	12 30	2 0	3 30
Basecles-Carrieres	8 40	10 27	12 53	2 38	4 30	6 38	8 58	10 38	12 38	2 8	3 38
Blaton	8 44	10 31	12 57	2 42	4 34	6 42	9 2	10 42	12 42	2 12	3 42
Pommeroeul	8 53	10 40	1 6	2 51	4 43	6 51	9 11	10 51	12 51	2 21	3 51
Blaton ..... dep	8 55	10 42	1 8	2 53	4 45	6 53	9 13	10 53	12 53	2 23	3 53
St. Ghislain ..... arr	9 2	10 49	1 15	3 0	4 52	7 0	9 20	11 0	1 0	2 30	4 0
,, ... dep	9 7	10 54	1 20	3 5	4 57	7 5	9 25	11 5	1 5	2 35	4 5
Quevaucamps ...	9 22	11 9	1 35	3 20	5 12	7 20	9 40	11 20	1 20	2 50	4 20
Wasmes	9 30	11 17	1 43	3 28	5 20	7 28	9 48	11 28	1 28	2 58	4 28
Frameries	9 36	11 23	1 49	3 34	5 26	7 34	9 54	11 34	1 34	3 4	4 34
Mons (Bergen) ..arr	9 45	11 32	1 58	3 43	5 35	7 43	10 3	11 43	1 43	3 13	4 43

BEAUMONT to BERZEE.

(All 1, 2, 3 Class)	a.m.	a.m.	p.m.		a.m.	p.m.	p.m.
Beaumont dp	7 35	11 5	5 10	**Berzee** ...dep	9 25	12 55	8 30
Stree	7 47	11 20	5 25	Thuillies	9 50	1 15	8 40
Thuillies.....	8 10	11 40	5 45	Stree	10 5	1 35	8 55
Berzee(103) a	8 25	11 55	6 0	**Beaumont** ar	10 15	1 45	9 5

COURTRAI and RENAIX.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.	† Monday only	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	Courtrai.		**Courtrai (80, 94)** d	6 5	8 20	11 5	3 0	5 54	8 50		
0 70	0 55	0 35	Moen	6 24	8 39	11 24	3 19	6 14	9 9		
1 10	0 80	0 55	Avelghem	6 31	8 46	11 31	3 26	6 21	9 16		
1 10	0 80	0 55	Orroir	6 36	8 51	11 36	3 31	6 26	9 21		
2 15	1 60	1 10	**Renaix (88)**.....arr	6 52	9 7	11 52	3 47	6 42	9 37		

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	Renaix		**Renaix** .....dep	7 10	9 40	1 50	4 33	7 23	10 0		
0 70	0 55	0 35	Orroir	7 26	9 56	2 6	4 49	7 39	10 16		
1 10	0 80	0 55	Avelghem	7 31	10 1	2 11	4 54	7 44	10 21		
1 10	0 80	0 55	Moen	7 38	10 8	2 18	5 1	7 51	10 28		
2 15	1 60	1 10	**Courtrai** ..... arr	7 57	10 27	2 37	5 20	8 10	10 47		

GHENT, AUDENAERDE, ST. GHISLAIN, and MONS.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Ghent ..... dep	6 38	8 25	10 45	12 30	2 22	4 30	6 50	8 30	10 30	12 0	1 30
St. Denis Westrem	6 43	8 30	10 50	12 35	2 27	4 35	6 55	8 35	10 35	12 5	1 35
La Pinte	6 49	8 36	10 56	12 41	2 33	4 41	7 1	8 41	10 41	12 11	1 41
Zeele-Nazareth	6 56	8 43	11 3	12 48	2 40	4 48	7 8	8 48	10 48	12 18	1 48
Erre	7 2	8 49	11 9	12 54	2 46	4 54	7 14	8 54	10 54	12 24	1 54
Strythem	7 10	8 57	11 17	1 2	2 54	5 2	7 22	9 2	11 2	12 32	2 2
Audenaerde ..... arr	7 16	9 3	11 23	1 8	3 0	5 8	7 28	9 8	11 8	12 38	2 8
,, ... dep	6 58	8 45	11 11	12 56	2 48	4 56	7 16	8 56	10 56	12 26	1 56
Leupeghem	7 4	8 51	11 17	1 2	2 54	5 2	7 22	9 2	11 2	12 32	2 2
Etichove	7 11	8 58	11 24	1 9	3 1	5 9	7 29	9 9	11 9	12 39	2 9
Renaix ..... (89)	7 34	9 21	11 47	1 32	3 24	5 32	7 52	9 32	11 32	1 2	2 32
Avelghem	7 44	9 31	11 57	1 42	3 34	5 42	8 2	9 42	11 42	1 12	2 42
Orroir	7 49	9 36	12 2	1 47	3 39	5 47	8 7	9 47	11 47	1 17	2 47
Frasnes	7 56	9 43	12 9	1 54	3 46	5 54	8 14	9 54	11 54	1 24	2 54
Leuze (82)	8 3	9 50	12 16	2 1	3 53	6 1	8 21	10 1	12 1	1 31	3 1
,, ... dep	8 5	9 52	12 18	2 3	3 55	6 3	8 23	10 3	12 3	1 33	3 3
Blandain	8 12	9 59	12 25	2 10	4 2	6 10	8 30	10 10	12 10	1 40	3 10
Antoing	8 16	10 3	12 29	2 14	4 6	6 14	8 34	10 14	12 14	1 44	3 14
Vaulx	8 19	10 6	12 32	2 17	4 9	6 17	8 37	10 17	12 17	1 47	3 17
Calonelle	8 25	10 12	12 38	2 23	4 15	6 23	8 43	10 23	12 23	1 53	3 23
Peruwelz	8 32	10 19	12 45	2 30	4 22	6 30	8 50	10 30	12 30	2 0	3 30
Basecles-Carrieres	8 40	10 27	12 53	2 38	4 30	6 38	8 58	10 38	12 38	2 8	3 38
Blaton	8 44	10 31	12 57	2 42	4 34	6 42	9 2	10 42	12 42	2 12	3 42
Pommeroeul	8 53	10 40	1 6	2 51	4 43	6 51	9 11	10 51	12 51	2 21	3 51
Blaton ..... dep	8 55	10 42	1 8	2 53	4 45	6 53	9 13	10 53	12 53	2 23	3 53
St. Ghislain ..... arr	9 2	10 49	1 15	3 0	4 52	7 0	9 20	11 0	1 0	2 30	4 0
,, ... dep	9 7	10 54	1 20	3 5	4 57	7 5	9 25	11 5	1 5	2 35	4 5
Quevaucamps ...	9 22	11 9	1 35	3 20	5 12	7 20	9 40	11 20	1 20	2 50	4 20
Wasmes	9 30	11 17	1 43	3 28	5 20	7 28	9 48	11 28	1 28	2 58	4 28
Frameries	9 36	11 23	1 49	3 34	5 26	7 34	9 54	11 34	1 34	3 4	4 34
Mons (Bergen) ..arr	9 45	11 32	1 58	3 43	5 35	7 43	10 3	11 43	1 43	3 13	4 43

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Observations.—The times given between Verviers and Cologne are Rhenish time. Rhenish time is ten minutes in advance of Belgian time. Travellers for Cologne and beyond should insist on having through carriages. The following stations, viz., Brussels (North), Malines, Antwerp, Ghent, Jurbise, Quiévrain, Leuze, Landen, Baudour, Jolimont, Verviers, Aix-la-Chapelle, and Cologne, issue tickets for Passengers and Luggage to Spa and Germany. N.B.—All the Rhenish and Rahnrot Railway stations direct tickets are issued for the principal cities of Germany. Note.—From Aix to Aix-la-Chapelle the Railway passes through most beautiful scenery.

• Mann Boudoir Sleeping Cars by this Train.

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SINGLE			RETURN			Stations.	Warmeute to Liege 7.41 a.m. Mondays only.	1,2,3	1 & 2	Ex.	1,2,3	Ex 3	1,2,3	1,2	1,2,3	1 & 2	Cl. 1, 2, 3	1,2,3	1 & 2	1 & 2
1 Cl	2 Cl.	3 Cl	1 Cl	2 Cl.	3 Cl			class	class	Ex	class	class	class	class	class	class	class	class	Ex.	class
fr. c.	fr. c	fr. c	fr. c.	fr. c	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
		From			From	Brussels (North.) dep	7 18	8 15	—	6 15	6 43	9 37	10 40	1 20	1 47	4 20	5 20	8 25	9 34	7 32
0 70	0 55	0 35	1 10	0 90	0 55	Dieghem	—	8 33	—	—	7 0	—	10 56	1 36	—	5 8	—	—	9 52	7 50
1 10	0 80	0 55	1 75	1 30	0 90	Cortenberg	—	8 46	—	—	7 13	—	11 11	1 51	—	5 21	—	—	10 5	8
2 15	1 60	1 10	3 45	2 55	1 75	Louvain arr	7 56	6 11	—	6 48	7 49	10 13	11 36	2 16	2 25	5 46	5 53	6 3	10 30	8 16
						(103) dep	8 2	6 15	—	6 51	7 49	10 18	11 41		2 30	5 50	5 56	6 9	10 40	8 23
2 25	2 45	1 60	5 20	3 90	2 55	Tirlemont (96, 98)	8 20	6 30	—	—	8 17	10 41	12 17		3 0	6 6	6 20	6 31	11 11	8 55
4 30	3 25	2 15	6 90	5 20	3 45	Landen (95, 105)	8 47	7 27	—	—	8 53	—	12 45		3 32	7 13	—	—	—	9 18
4 50	4	2 70	6 90	5 20	4 30	Waremme	—	7 51	—	—	9 16	—	1 9		3 56	7 36	—	—	—	9 36
6 10	4 80	3 25	9 75	7 35	4 90	Fexhe	—	8 8	—	—	9 33	—	1 26		4 13	7 53	—	—	—	—
6 85	5 15	3 40	10 95	8 25	5 45	Ans (109)	—	8 23	—	7 53	9 48	11 39	1 41		4 28	8 8	7 8	7 19	—	9 59
6 85	5 15	3 40	10 95	8 25	5 45	Haut-Pre	Ex11	8 33	—	—	9 58	11 39	1 51	Ex 2	4 38	8 17	7 18	7 28	—	10 9
7 20	5 40	3 60	11 50	8 65	5 75	Liege (92,107) arr	a.m.	8 41	—	8 9	10 6	11 47	1 59	p.m.	4 46	8 25	7 24	7 35	—	10 17
						[Buffet] dep	4 39	6 5	—	8 47	8 3	8 14	10 20	11 58	2 8	3 32	4 57	9 0	7 29	7 40	—	10 27
7 55	5 65	3 80	12 10	9 5	6 10	Chênée (88) arr.	—	6 16	—	a.m.	—	—	10 29	—	2 19	—	5 6	9 11	—	—	—	10 38
		From	C			Chênée dep.	—	7 15	9 7	—	11 3	1 10	—	2 39	—	5 41	—	—	8 28	—	10 42
0 25	0 25	0 20	0 55	0 40	0 20	Angleur	—	7 23	9 15	—	—	1 18	—	2 47	—	5 49	—	—	—	—	10 50
0 25	0 25	0 20	0 55	0 40	0 30	Liege arr.	—	7 28	9 20	—	11 13	1 23	—	2 52	—	5 54	—	p.m.	8 38	—	10 55
		Fr	m Li	ege.		Liege dep.	—	5 56	8 30	10 14	—	—	12 40	2 0	—	4 45	—	6 5	—	8 56	—
0 25	0 25	0 20	0 55	0 40	0 30	Angleur	—	6 1	—	—	—	—	12 45	2 5	—	4 50	—	—	—	9 0	—
0 25	0 25	0 20	0 55	0 40	0 30	Chênée arr.	—	6 9	8 40	10 34	—	—	12 53	2 13	—	4 58	p.m.	6 15	—	9 8	—
		From	B	russe	ls.	Chênée dep.	—	6 16	9 9	—	—	—	12 30	2 21	—	5 8	6 16	9 13	—	—	10 39
7 65	5 65	4 90	12 10	9 5	6 10	Chaudfontaine	—	6 27	9 9	—	—	—	12 32	2 30	—	5 17	6 25	9 23	—	—	10 48
8 65	6 50	4 30	14 85	10 40	6 90	Pepinster (92) arr.	5 9	6 57	9 39	—	—	—	11 9	12 55	3 0	5 47	6 55	9 53	7 59	8 10	—	11 18
		From				Pepinster dep.	—	7 12	9 45	—	—	—	—	12 28	3 4	—	6 8	—	10 10	—	—	—
0 70	0 56	0 35	1 10	0 90	0 55	Spa 92 arr.	—	7 4	10 13	—	—	—	—	12 56	3 32	—	6 36	—	10 38	—	—	—
—	—	—	—	—	—	Spa dep	—	5 45	7 41	—	10 35	11 28	—	4 29	—	—	—	9 25	—	—	—	—
—	—	—	—	—	—	Pepinster arr	—	6 17	8 8	—	11 2	11 55	—	4 56	—	—	—	9 52	—	—	—	—
		From				Pepinster (92) dep.	5 11	7 2	9 44	—	11 12	12 30	3 5	4 5	5 52	6 57	9 56	8 0	8 12	—	11 30
9 0	6 75	4 50	14 40	10 80	7 20	Ensival	—	7 10	9 52	—	11 20	—	3 13	—	6 0	7 5	10 3	—	—	—	11 37
9 0	6 75	4 50	14 40	10 80	7 20	Verviers (Buffet (89) ar	5 20	7 16	9 58	—	11 26	12 39	3 19	4 15	6 6	7 11	10 9	8 9	8 21	—	11 32
						Verviers (Stg. Time) dp.	5 30	7 44	—	Ex 2	9 7	—	12 56	3 34	4 25	6 21	10 20	—	†8 40	—	2 15
9 35	7 0	4 70	14 95	11 20	7 50	Dolhain (Custom House)	—	8 1	—	—	9 21	—	1 12	3 51	4 39	6 38	10 40	—	8 54	—	—
10 10	7 35	5 5	16 15	12 10	8 10	Herbesthal arr.	5 58	8 12	a.m.	—	9 30	a.m.	1 21	4 3	4 48	6 56	10 53	—	9 3	—	2 38
—	—	—	—	—	—	Herbesthal dep.	6 15	7 47	9 40	—	—	10 35	2 0	4 5	5 25	8 47	—	—	—	11 30	—
—	—	—	—	—	—	Eupen arr.	6 30	8 2	9 55	—	Ex1	10 50	2 15	4 20	5 40	8 59	—	—	—	11 37	—
						Herbesthal	6 14	8 33	—	—	9 44	—	1 37	4 19	5 6	7 4	—	Ex. 2	—	11 32	—
11 85	8 80	6 0	23 25	17 35	11 35	Aix-la-Chapelle 122	6 47	9 12	—	—	10 16	—	2 14	5 41	5 41	7 46	—	—	9 33	—	3 14
17 85	13 30	8 8	—	—	—	Duren	7 23	10 5	—	—	10 52	—	3 4	6 28	6 28	8 40	—	—	10 23	—	4 37
26 35	17 5	11 85	—	—	—	Cologne (Con Sta.) arr	8 5	11 14	—	—	11 34	—	4 10	7 23	7 23	9 50	—	—	11 15	—	5 20

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BRUSSELS (NORD.) to QUARTIER LEOPOLD.						GREAT LUXEMBOURG RAILWAY. † Ex. 1 & 2 class. All others 1,2,3.																
Ex.	1 Cl	2 Cl	3 Cl.			Stations.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dis	cent	cent.	cent.			Brussels (Nord) dep	6 7	7 12	—	—	—	3 56	—	—	12 15	1 52	3 33	—	—	5 12	—	—	7 10	7 15	—	—	9 43
—	Fro'	Bru	ssels			Rue des Palais ..	6 10	7 15	—	—	—	4 1	—	—	12 18	1 56	3 36	—	—	5 15	—	—	—	7 18	—	—	9 46
—	—	—	—			Schaerbeek dep	—	—	8 39	—	—	—	10 10	11 49	—	—	—	—	4 7	—	5 47	—	†	—	7 47	9 20	—
2	—	—	—			Josaphat	—	7 18	—	9 4	—	—	—	—	12 21	—	—	1 39	—	5 18	—	—	7 21	—	—	—	9 49
24	35	25	20			Rue Rogier	6 18	7 22	8 43	9 8	11	14	11 46	—	12 25	1 31	3 43	4 11	5 22	5 51	—	7 25	7 51	9 24	9 58	—
3	—	—	—			Chaussée de Lov	6 19	7 26	8 37	9 12	10	18	—	—	12 29	—	3 47	4 15	5 26	5 55	—	7 29	7 55	9 28	9 62	—
28	—	—	—			Rue de la Loi	—	7 30	8 41	9 16	10	23	—	—	12 33	1 56	3 51	4 19	5 30	5 59	—	7 33	7 59	9 32	10 1	—
31	—	—	—			Brussels. (Qu. Léop.)	6 23	7 33	8 44	9 19	10	25	11 56	—	12 36	1 59	3 54	4 22	5 33	6 2	7 23	7 36	8 2	9 35	10 4	—

Miles	Miles	RUSSELS. 1 cl.	2 cl.	3 cl.	RETURN. 1. cl.	2 cl.	3 cl.	Stations.	1, 2, 3 Ex.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 Ex.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis		fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	(Via 1833)	p.m.					a.m.	a.m.								p.m.	p.m.		
—	—	—	from	Cologne	—	—	—	**Cologne** (Cen. stat) dp	10 30	—	—	—	—	5 45	6 55	—	—	—	—	—	1 40	—	1 25	2 47	6 8	—
6½	6½	5 25	4 0	—	—	—	—	**Deutz**	11 00	—	—	—	—	6 20	8 5	—	—	—	—	—	12 20	—	1 55	3 25	7 19	—
12	12	9 25	6 50	—	—	—	—	**Aix-la-Chapelle**	12 7	—	—	—	—	7 14	9 30	—	—	—	—	—	1 17	—	2 37	4 47	8 12	—
12	12	9 25	6 50	—	—	—	—	**Herbesthal** (G. T.) arr.	12 20	—	—	—	—	7 44	9 30	—	—	—	—	—	1 43	—	3 50	5 19	8 44	—
—	—	—	—	—	—	—	—	**Eupen** dep.	9 6	—	—	—	—	8 50	8 16	—	—	—	—	10 8	1 16	—	1 40	4 45	6 40	—
—	—	—	—	—	—	—	—	**Herbesthal** ar.	9 18	—	—	—	—	a.m.	7 3	8 24	—	—	—	10 20	1 30	—	2 10	5 0	6 55	—
14	14	11 25	9 45	—	—	—	—	**Herbesthal** (Bel. Time	12 16	—	—	—	—	5 25	7 41	9 27	—	—	—	10 50	—	—	1 40	p5 17	—	8 50
18	18	13 70	9 60	—	—	—	—	**Dolhain**	12 50	—	—	—	—	5 39	7 51	9 40	—	—	—	—	—	—	1 51	5 30	—	9 3
19	19	14 65	10 50	—	—	—	—	**Verviers** (Bel. time) arr.	1 1	—	—	—	—	5 51	8 4	9 50	—	1 & 2	10 41	—	—	Saturdays only.	2 4	5 42	6 40	—	9 18
									a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	a.m.	a.m.		a.m.		noon	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	From	Verviers	—	—	—	**Verviers** dep.	1 23	6 53	8 6	—	6 11	8 12	10 8	11	11	11 12	12 9	2 25	—	4 29	4 29	6 13	7 30	9 26	5 50
—	—	0 35	0 25	0 20	0 55	0 40	0 30	**Ensival**	—	6 59	—	—	6 17	8 17	10 13	—	—	12 Ex	12 15	2 Ex	—	4 35	4 45	—	7 36	9 43	5 54
2	2	0 35	0 25	0 20	0 55	0 40	0 30	**Pepinster** (SE) ar.	1 32	7 7	8 11	—	6 25	8 24	10 20	11	11	11 28	12 23	2 34	—	4 43	4 53	6 23	7 44	9 50	6 4
—	—	—	From	Pepinster	—	—	—	**Pepinster** dep.	—	—	—	—	7 19	9 48	—	—	—	—	12 26	3 4	—	—	6 8	—	—	10 10	—
—	—	0 70	0 55	0 35	1 10	0 90	0 55	**Spa** (SE) ar.	—	—	—	—	7 40	10 13	—	—	—	—	12 56	3 23	—	—	6 36	—	—	10 40	—
—	—	—	—	—	—	—	—	**Spa** dep.	—	—	—	—	8 45	7 41	—	—	—	10 38	11 38	—	—	—	4 29	—	—	9 25	—
—	—	—	—	—	—	—	—	**Pepinster** ar.	—	—	—	—	6 12	8 3	—	—	—	11 2	11 55	—	—	—	4 56	—	—	9 58	—
75	—	—	From	Verviers	—	—	—	**Pepinster** dep.	1 23	—	—	5 13	6 26	8 26	10 22	11 14	11 34	12 26	2 26	—	4 48	4 56	6 26	7 46	9 56	—
76	—	1 45	1 10	0 70	2 90	1 75	1 10	**Chaudfontaine**	—	—	—	5 26	6 56	8 56	10 52	—	—	—	2 56	—	5 19	5 26	—	8 16	10 26	—
76	—	1 45	1 10	0 70	2 20	1 75	1 10	**Chênée** arr.	—	—	—	5 45	7 7	9 4	11 0	—	—	—	1 7	—	5 37	5 37	—	8 25	10 34	—
—	—	—	From	Chênée	—	—	—	**Chênée** (SE) dep.	—	—	—	—	7 15	9 7	11 3	—	—	—	—	1 10	2 39	—	5 41	—	8 28	10 42	—
—	—	0 35	0 25	0 20	0 55	0 40	0 30	**Ans** lez	—	—	—	—	7 22	9 15	—	—	—	—	—	1 18	2 47	—	5 49	—	—	10 50	—
—	—	0 35	0 25	0 20	0 55	0 40	0 30	**Liège** arr.	—	—	—	—	7 25	9 20	11 12	—	† To Paris.	—	—	1 23	2 53	—	5 54	—	8 38	10 55	—
—	—	—	From	Liege	—	—	—	**Liège** dep.	—	—	—	5 56	8 30	10 14	—	—	—	—	12 40	2 0	—	—	4 45	—	6 8	8 55	—
—	—	0 35	0 25	0 20	0 55	0 40	0 30	**Angleur**	—	—	—	6 1	—	—	—	—	—	—	12 45	2 5	—	—	4 50	—	—	9 0	—
79	—	0 35	0 25	0 20	0 55	0 40	0 30	**Chênée** arr.	—	—	—	6 9	8 46	10 24	—	—	—	—	12 53	2 13	—	—	4 58	—	6 15	9 8	—
79	—	1 80	1 35	0 90	2 10	2 15	1 45	**Chênée** dep.	2 4	—	—	5 46	7 9	9 5	11 1	—	—	11 56	1 10	3 11	—	5 29	5 39	—	p m	10 36	—
								Liège ar.	2 20	—	—	5 58	7 22	9 14	11 10	11 46	11 56	1 19	3 11	—	5 40	5 50	7 6	8 40	10 46	—
								dep.	2 20	—	—	5 59	7 28	9 24	11 15	—	12 0	1 27	3 18	—	5 45	5 55	7 11	8 49	—	—
82	—	2 15	1 60	1 10	3 45	2 85	1 75	**Haut-Pré**	2 26	—	—	6 7	7 36	9 32	11 23	—	12 8	1 35	3 26	—	5 53	6 3	7 19	7 57	—	—
83	—	2 15	1 60	1 10	3 45	2 85	1 75	**Ans** 100)	2 39	—	—	6 16	7 47	9 44	11 34	—	12 19	1 46	3 36	—	6 10	6 20	7 31	7 14	—	—
83	—	2 90	2 15	1 45	4 65	3 45	2 30	**Fexhe**	—	—	—	—	8 0	—	—	11 46	1, 2, 3	—	—	1 59	—	6 23	6 13	—	7 32	—	—
87	—	3 5	2 70	1 80	5 75	4 30	2 0	**Waremme**	—	1, 2, 3	6 39	8 17	10 5	12	5 a.m.	—	—	—	—	2 16	—	6 34	—	8 11	7 52	7 54	—
103	—	4 70	3 80	2 35	7 50	5 60	2 75	**Landen**	—	a.m.	7 2	8 45	10 35	12 23	— 53	—	—	—	2 43	—	—	—	7 19	8 13	—	—
111	—	5 40	4 5	2 70	8 65	6 40	4 30	**Tirlemont**	3 32	4 58	7 27	9 5	10 46	1 15	9 20	1 8	3 9	4 27	—	—	—	7 47	8 31	—	—	—
119	—	6 45	5 15	3 40	10 95	8 25	5 45	**Louvain** arr.	3 53	5 24	7 57	9 28	11 8	1 46	9 51	1 26	3 46	4 47	p.m.	—	8 18	8 53	—	—	—	—
								dep.	3 55	5 55	8 0	9 32	11 12	1 50	9 55	1 28	3 46	4 53	6 50	—	8 30	8 57	—	—	—	—
122	—	7 90	5 95	3 95	12 65	9 50	6 30	**Cortenbergh**	—	6 20	8 25	—	—	—	2 15	10 20	—	—	4 11	—	7 1	8 53	—	—	—	—
129	—	8 10	6 20	4 15	13 30	9 90	6 65	**Dieghem**	—	6 33	8 38	—	—	—	2 28	10 33	—	—	4 24	—	7 14	9 8	—	—	—	—
14	—	9 0	6 75	4 50	14 40	10 80	7 20	**Brussels** arr.	4 28	6 51	8 55	10 10	11 50	2 46	10 50	2 5	—	5 41	5 30	—	7 45	9 24	9 36	—	—	—	—

Note.—Brussels time between Cologne and Verviers. Brussels time is ten minutes in advance of Belgian time.

The Traveller's own book for Namur, Arlon, and Luxembourg at the Station de Nord.

Belgian Railways.

91

• Mann Boudoir Sleeping Cars by this Train.

BRUSSELS (QUARTIER LEOPOLD) to NORD GREAT LUXEMBOURG RAILWAY. † Ex. 1 & 2 cl. ss. All others 1, 2, 3.

KM	Cl	Cl	Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Dis.	cent.	cent.	cent.																						
—	Fro'	Bru	ssels	Brussels (Q. Leop.)	6 33	6 40	7 47	7 56	9 0	9 55	10 40	12 50	2 20	2 18	3 40	4 22	5 27	5 51	7 45	7 55	10 11				
				,, Rue de la Loi.		6 43	7 50	8 1	9 3	9 58	10 43	12 53	2 23	2 21	3 43	4 25	5 30	5 54	7 48	7 58	10 14				
1	—	—	—	,, Chaussée de Lov	†	6 47	7 54	8 5	9 7	10 2	10 47	12 57	2 27	2 25	3 47	4 29	5 34	5 58	7 52	8 2	10 18				
1½	—	—	—	,, Rue Rogier	—	6 51	7 58	8 9	9 11	10 6	10 51	1 1	2 41	2 29	3 51	4 33	5 38	6 2	7 56	8 6	10 22				
2	35	25	20	,, Josaphat	—	6 55	—	8 13	—	10 11	—	1 5	2 45	—	—	4 37	—	6 6	8 0	—	10 26				
2½	—	—	—	**Schaerbeek**	—	—	8 2	—	9 15	—	10 55	—	—	2 33	3 45	—	5 42	—	—	8 10	—				
4½	—	—	—	,, Rue des Palais	—	6 58	—	8 16	—	10 13	.	1 8	2 48	—	—	4 40	—	6 9	8 3	—	10 29				
4½	—	—	—	**Brussels** (Nord) arr.	6 45	7 1	—	8 19	—	10 16	—	1 11	2 51	—	—	4 43	—	6 12	8 6	—	10 32				

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BRUSSELS, BRAINE, MANAGE, CHARLEROI, and NAMUR.

1 cl.	2 cl.	3 cl.	Stations.	EXTRA—Luttre to Charleroi 7.23 a.m. 5.27 p.m., Saturdays only.	EXTRA.—Charleroi to Chatelineau 5.29,	8.54 a.m., 1.37, 5.13 and 9.51 p.m.	1,2,3	E. 3	1,2,3	E. 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
fr. c.	fr. c.	fr. c.	STATION DU MIDI.				a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
fr'm	Brus	sels.	**Brussels** .... dep				...	7 20	6 56	9 3	10 30	10 1	12 35	3 25	4 45	6 44	8 21	...
1 10	0 90	0 55	Hal				...	Via Braine.	7 24	...	Via Braine.	10 33	12 55	3 57	5 17	7 16	8 38	...
2 15	1 60	1 10	**Braine-le-Comte** arr				...		7 58	9 37		11 3	1 19	4 27	5 47	7 46	9 4	...
...	...	...	" .... dep.				4 40		8 3	9 40		11 10	1 21	4 30		7 49	9 6	...
2 50	1 90	1 25	Ecaussinnes				4 49		8 12	9 48		11 19	1 30	4 39	...	7 58	9 15	...
3 25	2 45	1 60	**Manage (96)** .... arr				5 5		8 28	9 57		11 35	1 46	4 55	...	8 14	9 31	...
...	...	...	" .... dep				5 9		8 33	10 0	...	11 38	1 49	4 59	p.m.	8 19	9 34	...
3 95	2 95	2 0	Luttre **(89)** .... dep.				5 40		9 9	10 16	11 52	12 7	2 25	5 35	7 1	8 47	10 5	...
4 70	3 50	2 35	Roux		1 & 2		5 56	8 20	9 23	10 29	12 6	12 23	2 41	5 49	7 17	9 3	10 19	...
4 70	3 50	2 35	Marchiennes		Ex.	1,2,3	6 3	8 24	9 29	10 33	12 13	12 30	2 48	5 55	7 24	9 10	10 26	...
4 70	3 50	2 35	**Charleroi** ...... arr		a.m.	a.m.	6 10	8 31	9 36	10 40	12 20	12 37	2 55	6 2	7 31	9 17	10 33	...
...	...	...	" **(104)** dep.		2 24	4 51	6 18	8 34	9 42	10 43	12 25	1*10	3 40	6 8	7 36	...	10 45	...
5 40	4 5	2 70	Chatelineau **(102)**		2 38	5 6	6 36	8 50	9 59	11 0	12 42	1 26	3 56	6 25	7 54	* Ex. 3 cl.	11 1	...
5 40	4 5	2 70	Farciennes		...	...	6 48		10 11		12 54		4 7	6 37	8 6		Ex3	...
5 75	4 30	2 90	Tamines **(96)**		...	5 21	6 58	...	10 20	11 12	1 3	1 38	4 16	6 46	8 16		11 13	...
6 50	4 85	3 5	Moustier		...	...	7 17	...	10 39	...	1 22	...	4 35	7 5	8 37		...	...
6 85	5 15	3 40	Floreffe		...	...	7 31	...	10 53	...	1 36	...	4 49	7 19	8 51		...	...
[illegible]	[illegible]	[illegible]	**Namur (96)** ... arr		3 14	5 55	7 47		11 [illegible]	11 37	1 52	2 2	5 5	7 35	9 8	*	11 38	...

GHENT, GRAMMONT MANAGE, LUTTRE and CHARLEROI.

Stations.	1,2,3	1,2,3	Ex3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
		a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	
Ghent (80, 101) dep	Fridays only.	5 50	8 12	8 56	11 18	...	2 20	5 40	6 59	...
Melle		6 2	...	9 10	11 30	* Saturdays only.	2 32	5 52	7 11	...
Landscauter		6 8	...	9 16	11 36		2 38	5 58	7 17	...
Moortzeele		6 14	..	9 22	11 42		2 44	6 4	7 23	...
Schelde-Windeke		6 19	...	9 27	11 47		2 49	6 9	7 28	..
Baeleghem	a.m.	6 27	...	9 35	11 55		2 57	6 17	7 36	...
Sottegem (80) ...... arr	4 37	6 34	8 39	9 42	12 2		3 4	6 24	7 43	.
Lierde St. Marie	4 50	6 49		9 58	12 17		3 20	6 39	8 0	...
Grammont .. .... arr	5 0	6 59	8 56	10 8	12 27		3 30	6 49	8 10	.
" **(84)** ... dep		7 2	9 0	10 11	12 29		3 35	6 53	8 12	
Bammerages	...	7 17	...	10 26	12 44		3 50	7 8	8 27	...
Enghien (82) ...... arr	...	7 30	9 17	10 39	12 57	...	4 3	7 21	8 40	...
" ..... dep	...	7 33	9 19	10 42	12 58	...	4 6	7 23	8 43	.
Rebecq-Rognon **(82)**	a.m	7 43	..	10 52	1 8	p.m.	4 16	7 33	8 53	...
Braine-le-C. ...**(102)**	4 40	8 3	9 40	11 10	1 21	1 6	4 30	7 49	9 6	...
Manage .... arr	5 5	8 28	9 57	11 35	1 46	1 31	4 55	8 14	9 31	...
" .... dep	5 9	8 33	10 0	11 38	1 49		4 59	8 19	9 34	...
Luttre (89) .... arr	5 39	9 0	10 15	12 5	2 16	p.m.	5 26	8 46	10 1	...
" ... dep	5 40	9 9	10 16	12 7	2 25	5*27	5 35	8 47	10 5	...
Gosselies-Courcelle	5 50	9 18	10 24	12 17	2 35	5 36	5 43	8 57	10 14	...
Roux	5 56	9 23	10 29	12 23	2 41	5 41	5 48	9 3	10 19	...
Marchiennes	6 3	9 29	10 33	12 30	2 48	5 47	5 55	9 10	10 26	...
Charleroi 104 ... arr	6 10	9 36	10 40	12 37	2 55	5 54	6 2	9 17	10 33	...

MAESTRICHT and LIEGE.

E.M	1 Cl.	2 Cl.	3 Cl.	[All 1, 2, 3 classes.]	a.m.	a.m	p.m.	p.m.	p.m.	
	fr. c.	fr. c.	fr. c.	**Maestricht 105-8** dep	...	7 55	12 35	5 5	8 5	..
6½	0 80	0 60	0 40	Eysden (Dutch Customs)		8 13	12 53	5 23	8 23	...
8½	1 20	0 90	0 55	Visé	5 3	8 29	1 9	5 39	8 39	...
10½	1 35	1 0	0 70	Argenteau	5 11	8 37	1 17	5 47	8 47	
15½	2 0	1 50	1 0	Jupille	5 31	8 57	1 37	6 7	9 7	...
18½	2 40	1 80	1 20	**Liege** (LONGDOZ) ... arr	5 39	9 5	1 45	6 15	9 15	...

LIEGE and MAESTRICHT.

E.M	1 cl.	2 cl.	3 cl.	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
Dist	fr. c.	fr. c.	fr. c.	[90, 107	a.m.	a.m.	p.m.	p.m.	p.m.	
...	From	m L	iege	**Liege** (LONGDOZ) ... dep	5 55	9 24	3 40	6 40	9 30	...
3	0 40	0 30	0 20	Jupille	6 3	9 32	3 48	6 48	9 38	...
8	1 5	0 80	0 50	Argenteau	6 21	9 50	4 6	7 6	9 56	...
10	1 30	0 95	0 65	Visé	6 29	9 58	4 14	7 14	10 8	...
12½	1 60	1 20	0 80	Eysden (Dutch Customs)	6 43	10 12	4 28	7 28	...	...
18½	2 40	1 80	1 20	**Maestricht (105** ... arr	7 0	10 29	4 45	7 45	...	...

PEPINSTER, SPA, and LUXEMBOURG.

[All 1, 2, 3 Class.]

fr. c. From Pepinster 1 cl.	fr. c. 2 cl.	fr. c. 3 cl.	Stations	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.		
			Pepinster (90) ...... dep	9 45	...	7 12	12 28	3 4	6 8	10 10	...	...
0 35	0 25	0 20	Theux	9 58	...	7 25	12 41	3 17	6 21	10 23	...	...
0 35	0 25	0 20	La Reid	10 5	...	7 33	12 48	3 24	6 28	10 30	...	...
0 70	0 55	0 35	**Spa** .... arr	10 13	...	7 40	12 56	3 35	6 36	10 38	...	...
...	...	...	" .... dep	...	...	7 50	1 0	3 36	6 40	...	...	...
1 80	1 35	0 90	Hockai	...	...	8 15	1 25	4 1	7 5	...	...	...
2 15	1 60	1 10	Francorchamps	...	...	8 24	1 35	4 10	7 14	...	...	...
2 50	1 90	1 25	**Stavelot** .... arr	...	...	8 33	1 49	4 24	7 28	...	...	...
...	...		" .... dep	...	...	8 39	1 50	4 25	7 29	...	...	...
2 90	2 15	1 45	Trois-Ponts	...	...	8 48	2 1	4 36	7 38	...	...	...
3 25	2 45	1 60	Grand-Halleux	...	...	8 59	2 13	4 47	7 49	...	...	...
3 95	2 95	2 0	Vielsalm	...	...	9 10	2 25	4 58	7 58	...	...	...
4 30	3 25	2 15	Bovigny	...	...	9 24	2 38	5 13	8 12	...	...	...
4 70	3 50	2 35	Gouvy	...	...	9 36	2 50	5 25	8 22	...	...	...
5 45	4 0	2 70	**Trois-Vierges** ...... arr	...	a.m.	9 51	3 5	5 40	8 37	...	...	...
...	...	...	" .... dep	a.m.	6 10	10 5	3 30	5 54	...	...	...	...
...	...	...	Ettelbruck (100)	4 43	7 41	11 25	5 1	7 3	...	...	...	...
...	...	...	**Luxembourg (75, 79)** arr	6 10	8 41	12 46	6 36	7 58	...	...	...	...

[* 1 & 2 cl., all others 1,2,3 cl.] **LIEGE-GUILLEMINS and LIEGE-VIVEGNIS.**

E.M.	Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
—	**Liege-Guillemins** ...dep	6 0	8 8	9 50	10 15	11 12	11 50	1 20	*1 37	2 35	5 12	5 52	6 25	8 14	10 50	...	...
1¼	Liege-Palais	6 11	8 19	10 1	10 26	11 23	12 1	1 30	1 48	2 46	5 23	6 3	6 36	8 25	11 1	...	...
2¼	**Liege-Vivegnis** ....arr	6 15	8 23	10 5	10 30	11 27	12 5	1 34	1 52	2 50	5 27	6 7	6 40	8 29	11 5	...	..
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
—	**Liege-Vivegnis** ....dep	5 35	8 12	9 54	10 45	11 39	12 17	1 6	*1 45	3 5	5 5	5 37	6 50	7 57	9 57	...	..
0¼	Liege-Palais	5 41	8 18	10 0	10 51	11 45	12 23	1 11	1 51	3 11	5 11	5 43	6 56	8 3	10 3	...	...
2¼	**Liege-Guillemins** ...arr	5 50	8 27	10 9	11 0	11 52	12 32	1 20	2 0	3 20	5 20	5 52	7 5	8 12	10 12	...	..

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CHARLEROI, to CHARLEROI, NIVAGE, BRAINE, and BRUSSELS.

C.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	Ex 1	1, 2, 3	1, 2, 3	1, 2, 3	Ex 1	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
r.c.	fr. c.	fr. c.		a.m.	a.m.	a.m.		a.m.	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vro	Namur.		Namur (90) dp	2 30				4 30	5 45	8 0	...	11 5	12 30				
78	0 55	0 35	Floreffe					4 47	6 2	8 18	...	11 23	12 47	...	...	4 52	5 52
10	0 80	0 55	Monstier					5 1	6 16	8 31	...	11 36	1 1	...	...	5 6	6 3
45	1 10	0 70	Tamines					5 24	6 39	8 50	...	11 55	1 20	1 38	3 42	5 29	6 22
98	1 35	0 90	Farciennes					5 52	6 47	8 59	noon	12 4	1 29	...	...	5 37	6 30
15	1 60	1 10	Chatelineau	4 7				5 46	7 1	9 10	12 0	12 15	1 40	1 50	3 54	5 51	6 45
80	1 90	1 25	Charleroi arr.	4 20	a.m.			6 2	7 17	9 25	12 15	12 30	1 55	2 2	4 10	6 7	6 56
			,, dep.		4 45			6 10	7 22	9 38	12 17	12 38	2 20		4 14	6 15	7 12
98	2 15	1 45	Marchienne		4 53			6 19	7 31	9 47	12 25	12 47	2 29		4 22	6 23	7 21
25	2 45	1 60	Roux		4 59			6 26	7 37	9 53	12 30	12 53	2 36		4 27	6 28	7 27
60	2 70	1 80	Luttre		5 13			6 41	7 51	10 7	12 43	1 8	2 50			6 41	7 43
90	3 25	2 15	Manage ..... arr		5 40				8 29	10 36		1 36	3 22		4 48	7 18	8 10
			,, ... dep		5 45				8 32	10 39		1 37	3 25		4 55	7 22	8 25
5	2 80	2 30	Ecaussines		5 49				8 49	10 56		1 54	3 42			7 39	8 52
40	4 5	2 70	Braine-le-Comte ar		6 10				9 57	11 4		2 3	3 50			7 47	9 0
			Braine-le-Comte dp		6 20				9 0	11 11		2 9	9 p.m.			7 50	9 8
50	4 85	3 25	Hal		6 52				9 32	11 42		2 41	4 47			9 7	
45	5 15	3 40	Brussels (S. Sta.) arr.	7 22	8 2	9 50	12 8	1 31	2 11	5 17		3 3	5 41			9 30	9 37

Via Baulers. Via Baulers. Charleroi to Luttre, 4 p.m. Sat. only. Extra.—Chatelineau to Charleroi 6 a.m. 12 45, 3 22, 7 32 and 10 54 p.m.

CHARLEROI, LUTTRE, GRAMMONT, and GHENT.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Ex 1	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Charleroi dep	4 45	...	7 22	9 34	12 38	2 30	4 14	6 9	6 15	7 12	
Marchiennes	4 53	...	7 31	9 47	12 47	2 39	4 22	6 18	6 25	7 21	
Roux	4 59	...	7 37	9 53	12 53	2 46	4 27	6 24	6 31	7 28	
Gosselies-Cour	5 4	...	7 42	9 58	12 58	2 41	4 32	6 30	6 40	7 34	
Luttre ..... arr	5 12	...	7 50	10 6	1 6	2 49		6 38	6 48	7 42	
,, ... dep	5 13	...	8 1	10 10	1 8	2 55	...		6 51	7 45	
Manage ..... arr	5 40	...	8 28	10 46	1 36	3 22	4 53		7 18	8 10	
,, ... dep	5 45	...	8 32	10 39	1 37	3 25	4 56		7 22	8 25	
Braine ..... ar	6 10	...	8 57	11 4	2 2	3 50	5 10		7 47	9 0	
Robecq-Reg....(92)	6 34		9 11	11 18	2 15	4 4			8 1		
Enghien (82) ar	6 44		9 21	11 28	2 25	4 14			8 11		
,, dep	6 49		9 24	11 29	2 27	4 16	5 31		8 29		
Grammerages	7 2		9 37	11 42	2 40	4 29			8 33		
Grammont arr	7 17	p.m.	9 52	11 57	2 55	4 41	5 48		8 48		
,, (84) dep	7 21	5 15	9 54	11 59	2 58	4 48	5 50		9 51		
Lierde-Ste-Marie	7 34	5 26	10 4	12 9	3 8	4 58			9 1		
Sottegem ..... arr	7 47	5 40	10 17	12 22	3 21	5 11	6 6		9 14		
,, ... dep	7 50	5 45	10 18	12 23	3 22	5 13	6 7		9 16		
Baeleghem	7 57	5 53	10 25	12 30	3 29	5 20			9 23		
Schelde-Windeke	8 5	6 2	10 33	12 38	3 37	5 28			9 31		
Moortzeele	8 10	6 8	10 38	12 43	3 42	5 33			9 36		
Landscaster	8 16	6 18	10 44	12 49	3 48	5 39			9 42		
Melle	8 22	...	10 50	12 55	3 54	5 45			9 48		
Ghent ..... arr	8 33	6 32	11 2	1 7	4 6	5 57	6 34		10 0		

Friday only. Saturdays only.

GHENT LOCAL SERVICE.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ghent ..... dep	8 8	9 45	11 10	12 50	2 0	5 4	6 4	
Gentbrugge	8 20	9 57	11 22	1 2	2 12	5 16	6 16	
Ghent (Ch. des Man	8 24	10 1	11 26	1 6	2 16	5 20	6 20	
,, ... dep	8 25	10 2	11 27	1 7	2 17	5 21	6 21	
Ghent (Muids)	8 30	10 7	11 32	1 12	2 22	5 26	6 26	
Ghent (Rabot) ..... arr	8 35	10 12	11 37	1 17	2 27	5 31	6 31	
Ghent (Rabot) ..... dep	7	9	10	12	11 45	12 55	3 37	6 47
Ghent (Muids)	7 13	9	6	10	29	11 51	1 1	3 43
Ghent (Ch. des Man	7 17	9	10	17	33	11 55	1 5	3 47
,, ... dep	7 18	9	11	10	34	11 56	1 6	3 48
Gentbrugge	7 22	9	16	10	39	12 1	1 11	3 53
Ghent ..... arr	7 34	9	27	10	50	12 12	1 22	4 4

ASSCHE and TERMONDE.

E.	1 Cl.	2 Cl.	3 Cl.	All 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	From	As	sche	Assche ..... dep	6 20	8 25	2 45	4 40	8 0	
32	0 25	0 25	0 20	Merchtem	6 31	8 36	2 56	4 51	8 11	
9	0 70	0 55	0 35	Opwyk	6 39	8 44	3 4	4 59	8 28	
3	1 10	0 80	0 55	Lebbeke	6 49	8 54	3 14	5 9	8 43	
11	1 45	1 10	0 70	Termonde (88) ... arr	6 56	9 1	3 21	5 16	8 51	

E.	M.	1 Cl.	2 Cl.	3 Cl.	All 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.	p.m.
—	From	Ter	mon	de.	Termonde (100) dep	5 25	7 15	9 40	3 10	7 10
24		0 25	0 25	0 20	Lebbeke	5 33	7 28	9 48	3 48	7 18
5		0 70	0 55	0 35	Opwyk	5 43	7 43	9 58	3 58	7 28
73		0 70	0 55	0 35	Merchtem	5 51	7 56	10 6	4 6	7 36
11		1 45	1 10	0 70	Assche ..... arr	6 2	8 6	10 16	4 16	7 46

LUXEMBURG, SPA, and PEPINSTER.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2 10	1 40	1 05	Luxembourg ..... dep													
2 10	2 35	1 80	Strasbruck (90) ... arr													
2 10	2 80	1 80	,, ... dep													
1 10	0 75	0 55	Troisvierges ..... arr													
1 10	0 75	0 55	,, ... dep													
1 10	0 75	0 55	Gouvy													
1 10	0 75	0 55	Berigny													
1 10	0 75	0 55	Valsalim													
1 80	1 30	1 00	Grand-Halleux													
1 80	1 30	1 00	Trois-Ponts													
2 10	1 45	1 15	Stavelot													
			Local													
2 70	1 90	1 50	Spa													
			Local													
3 45	2 40	1 90	Pepinster ..... arr													
3 45	4 0	2 70	Pepinster 91) ... dep													

BAULERS, NIVELLES, and CHARLEROI.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Baulers (90) ..... dep	7 4	11 31	5 14	8 52
Nivelles (Est) (90) ...	7 25	11 35	5 18	8 56
,, agr. de St. Amand ...	7 37	12 4	5 47	9 32
Fleurus ..(90)	7 47	12 14	5 57	9 35
Gilly (Sart Allet)	8 6	12 32	6 16	9 54
Chatelineau (102) a	8 13	12 39	6 23	10 1
Charleroi (93) ... arr	8 31	1 20	6 5	10 27

Extra. Fleurus to Charler 1, 5.8 A.m. Chatelineau to Fleurus, 4.36 A.m.

CHARLEROI and PEPINSTER.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Charleroi ..... dep	5 39	8 52	1 40	6 8
Chatelineau	5 45	9 16	1 57	6 42
Gilly (Sart Allet)	5 53	9 24	2 5	6 50
Fleurus (102)	6 12	9 43	2 24	7 16
Vaguelé St. Amand ...	6 22	9 53	2 34	7 30
Nivelles (Est)	6 51	10 22	3 3	8 7
Baulers ..... arr	6 54	10 25	3 6	8 11

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BRUGES, COURTRAI, POPERINGHE, HAZEBROUCK.

Dist	Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	From				a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
				Bruges (101) ...dep	...	7 40	...	12 40	5	6 40	
3½	0 50	0 40	0 25	Lophem	...	7 50	...	12 50	...	6 51	
6½	0 90	0 60	0 40	Zedelghem	...	7 57	...	12 57	5 19	6 58	
11	1 50	1 10	0 70	**Thourout (99)**	5 15	8 13	...	1 14	5 31	7 15	
14½	2 0	1 40	0 90	**Lichtervelde (99)**	5 25	8 24	...	1 27	5 40	7 27	
16	2 0	1 50	1 5	Oitz ...	5 31	8 30	...	1 35	...	7 34	
18	2 30	1 80	1 15	Beveren ...	5 36	8 35	...	1 40	...	7 39	
19½	2 50	2 0	1 25	**Roulers (99)** ...	5 43	8 43	...	1 50	5 54	7 47	
21	2 70	2 0	1 35	Rumbeke ...	5 48	8 48	...	1 56	5 59	7 53	
23½	3 0	2 30	1 50	Iseghem ...	5 57	8 57	...	2 6	6 7	8 2	
26	3 50	2 50	1 70	**Ingelmunster (98**	6 4	9 6	...	2 16	6 14	8 11	
27½	3 50	2 70	1 80	Landeleede ...	6 10	9 12	...	2 23	...	8 17	
30½	4 0	2 80	1 95	Heule ...	6 19	9 21	...	2 33	1, 2, 3	8 27	
33½	4 20	3 20	2 10	**Courtrai(88.99)**arr	6 25	9 27	a.m.	2 39	p.m.	8 34	
	Fro'	Cou	rtrai	..... dep			11	6	2 56	5 40	6 30
4½	0 60	0 40	0 30	Wevelghem ...	...	...	11 18	6 18	3 10	5 50	
7½	1 0	0 70	0 50	Menin ...	...	...	11 24	6 27	3 16	6 2	
11½	1 50	1 10	0 70	Werwick ...	...	...	11 33	6 35	3 24	6 13	
	...	...	...	**Comines (13)** . arr	a.m	...	11 38	6 40	3 30	6 19	
	...	...	...	Comines.... dep	6 0	...	11 45	...	3 35	...	
9½	...	...	...	**Armentieres(99)**	6 20	...	12 15	...	4 5	...	
13	1 80	1 20	0 85	**Comines**	a.m.	...	11 41	6 42	3 32	6 22	p.m.
21½	2 70	2 0	1 35	**Ypres (99)**	6 30	...	12 7	6 57	3 57	6 47	6 45
25½	3 0	2 30	1 50	Vlamertinghe	6 37	...	12 14	7 4	4 4	6 54	6 55
27½	3 50	2 70	1 75	**Poperinghe**..... arr	6 35	...	12 22	7 12	4 12	7 2	9 10
				..... dep	6 40	...	12 25	...	...	7 4	p.m.
31½	4 0	3 0	2 0	**Abeele**	7 5	...	12 38	...	...	7 25	...
35½	4 65	3 50	2 35	Godewaersvelde	7 20	...	12 50	...	...	7 36	...
38½	5 0	3 75	2 55	Caestre	7 35	...	1 0	...	...	7 46	...
39½	5 70	4 25	2 90	**Hazebrouck(12 ar**	7 45	...	1 10	...	...	7 56	...

1, 2, 3	1, 2, 3	Extra Trains to Poperinghe at 12.25 a.m.
p.m.	p.m.	
5	6 40	
...	6 51	
5 19	6 58	
5 31	7 15	
5 40	7 27	
...	7 34	
...	7 39	
5 54	7 47	
5 59	7 53	
6 7	8 2	
6 14	8 11	
...	8 17	
...	8 27	
6 30	8 34	
...	8 40	
...	8 50	
...	9 0	
...	9 17	
...	9 23	
1, 2, 3		
p.m.		
9 25		
9 35		
9 50		
10 5		
...		
...		

MONS, MANAGE, OTTIGNIES, and WAVRE. (distance 35½ miles.)

1, Cl.	2 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
		Mons (98) dep	4 15	7 40	...	10 38	12 44	2 45	...	5 32	8 10	...	...
0 35	0 25	Nimy	4 21	7 46	...	10 44	12 50	2 51	...	5 38	8 16	...	...
0 70	0 55	Havre-Ville ...	4 35	8 0	...	10 56	1 4	3 5	...	5 52	8 30	...	...
1 10	0 80	Bois-du-Luc ...	4 47	8 12	...	11 6	1 16	3 17	...	6 4	8 42	...	...
1 45	1 10	**La Louvière** ...	4 54	8 19	...	11 17	1 23	3 24	p.m.	6 11	8 49	...	...
		... (94)d	4 55	8 20	...	11 20	1 26	3 26	4 40	6 56	6 14	8 52	...
1 90	1 35	**Manage** ... arr	5 5	8 30	...	9 50	11 30	1 35	3 36	4 50	7 8	6 24	9 2
		... (92) dep	5 43	4 35	...	10 0	11 38	1 50	3 40	5 13	...	7 30	9 49
2 15	1 60	Senef ...	5 51	8 43	...	10 8	11 57	1 58	3 48	5 21	...	7 38	9 57
2 90	2 15	**Rivelles (89)a**	6 7	8 59	...	10 24	12 20	2 14	4 4	5 37	p.m.	7 53	10 13
...	...	... dep	6 9	9 1	...	10 25	...	2 15	...	5 43	5 45	7 54	...
2 90	2 15	**Baulers (99)a**	6 12	9 4	...	10 28	...	2 18	...	5 46	5 48	7 57	...
3 60	2 70	Genappe ...	6 25	9 17	...	10 53	...	2 31	...	...	6 1	8 11	...
4 30	3 25	**Ottignies** arr	6 46	9 38	p.m.	11 26	p.m.	2 52	p.m.	p.m.	6 22	8 32	...
		... (103)dp	6 56	10 5	12 15	11 36	1 20	3 57	3 25	6 45	6 35	8 51	...
4 70	3 50	Limal ...	7 2	10 10	...	...	1 25	...	3 30	6 50	6 50	8 57	...
4 70	3 50	**Wavre 103** a	7 9	10 20	12 25	11 48	1 35	4 6	3 40	5 0	7 0	9 8	...

MONS, S.-ESPERANCE, SAUME, and CHARLEROI.

1, Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
			Mons (98).....dep	...	7 44	10 14	12 43	...	5 30	...	...	...	...
0 35	0 25	0 20	Casernes	...	7 49	10 19	1 48	...	5 35	...	...	...	...
0 35	0 25	0 20	Hyon--Cluy	...	7 55	10 25	1 54	...	5 41	...	...	...	...
0 70	0 50	0 45	Harmignies	...	8 4	10 34	2 3	...	5 50	...	...	...	...
1 10	0 80	0 55	Estinnes--Haulchin ...	...	8 13	10 43	2 12	...	5 59	...	...	...	...
1 45	1 10	0 90	**S.-Esperance** ...	a.m.	8 19	10 49	2 18	...	6 5	...	...	...	...
			... (102) dep	4 25	8 39	10 58	2 19	...	6 6	7 50	...	...	...
1 80	1 35	0 90	**Binche (99)**	4 37	8 47	...	2 27	...	6 14	7 58	...	...	...
1 80	1 35	0 90	Gronf-stu	4 55	8 57	...	2 37	...	6 24	8 8	...	...	...
1 80	1 35	0 90	**Baume** ..... arr	5 5	7 3	...	2 47	...	6 34	8 18	...	...	...
From	Ba	ume	**Baume** ..... dep	6 2	8 11	...	2 54	...	6 41	8 25	...	...	...
0 35	0 25	0 20	**La Louviere** arr	6 9	8 18	...	3 1	...	6 48	8 32	...	...	...
From	Lou	viere	.. (94) dep	...	6 56	...	2	...	6	8	...	...	...
0 35	0 2	0 20	**Baume** ..... arr	...	7 3	...	2	...	6	8	...	...	...
From	M	ons	**Baume** ..... dep	5 19	7	...	2	...	6	8	...	...	...
1 80	1 35	0 90	Morlanwelz	5 17	7 12	...	2	...	6	8	...	...	...
1 80	1 35	0 90	ardière--Nord	5 22	7 17	...	2	...	6	8	...	...	...
2 15	1 60	1 10	**Piéton** ..... dep	5 28	7 23	...	2	...	6	8	...	...	...
			... (99)...dep	5 35	7 30	...	2	...	6	8	...	...	...
2 15	1 60	1 10	Fontaine-l'Evêque	5 45	7 40	...	2	...	6	8	...	...	...
2 90	2 15	1 45	**Marchiennes (93)**	5 59	7 53	...	3	...	7	8	...	...	...
3 25	2 45	1 60	**Charleroi (99)** arr	6 6	8 0	...	3	...	7	8	...	...	...

ANTWERP TO GHENT (through the Pays de Waes).—Chemin de fer d'Anvers a Gand.

1 Cl.	2 Cl.	3 Cl.	Stations	1, 2, 3	1, 2, 3	1, 2, 3	Ex 3	1, 2, 3	1, 2, 3	1, 2, 3	Ex 3	1, 2, 3	Ex 3	1, 2, 3	1, 2, 3	Ex 3	1, 2, 3	1, 2, 3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
			Antwerp (104)...dep	4 50	7 30	9 50	11 30	12 45	2 45	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30
			Beyeren	5 10	7 50	10 10	11 50	1 5	3 5	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50
			Berlaer	5 15	7 55	10 15	11 55	1 10	3 10	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55
			Heyndrickx	5 20	8 0	10 20	12 0	1 15	3 15	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0
			St. Nicholas (100)	5 30	8 10	10 30	12 10	1 25	3 25	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10
0 75	0 75	0 50	**Mille Pommes**	5 40	8 20	10 40	12 20	1 35	3 35	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 20
1 50	1 50	1 00	**Eeckeren (94,101)**	5 45	8 25	10 45	12 25	1 40	3 40	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25
1 50	1 50	1 00	**Beyeren**	5 50	8 30	10 50	12 30	1 45	3 45	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30
2 25	2 25	1 50	**Lochristi**	6 20	9 0	11 20	1 0	2 15	4 15	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0
2 90	2 90	1 90	**Ghent (101)**	6 50	9 30	11 50	1 30	2 45	4 45	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30
			..... arr	6 55	9 35	11 55	1 35	2 50	4 50	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35
2 90	2 90	1 90	**Ghent (101)**	7 0	9 40	12 0	1 40	2 55	4 55	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40
3 25	3 25	2 20	**Terneuzen** ..... arr	7 35	10 15	12 35	2 15	3 30	5 30	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15

Return Tr. ets from Bruges to Antwerp (Waes), 1st class, 9fr. 40c.; 2nd class, 6fr. 20c.; 3rd class, 4fr. 70c.

The 4.50 a.m. from Antwerp is from the Tete de Flandre Station.

† From the Tete de Flandre.

‡ Except Fridays.

Belgian Railways.

HAZEBROUCK, POPERINGHE, COURTRAI, and BRUGES.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.				a.m.			p.m.		p.m.
—	—	—	**Hazebrouck 112** d	...	...	8 25	...	...	4 0	...	8 25
—	—	—	Castre	—	...	8 35	...	..	4 10	...	8 35
—	—	—	Godewaersvelde		...	8 55	...	..	4 30	p.m.	8 55
—	—	—	Abeele	—	...	9 22		...	4 55	5 5	9 20
...			**Poperinghe** .. arr	a.m.	a.m.	9 30	a.m.	p.m.	5 3	5 15	9 27
From	Poperinghe.		" dep	11 30	5 15	9 33	11 0	2 20	5 5	5 30	9 30
0 60	0 40	0 30	Vlamertinghe	11 50	5 24	9 42	11 10	2 30	5 15	5 50	9 40
1 0	0 70	0 45	Ypres	12 0	5 34	9 52	11 20	2 40	5 25	6 0	9 45
...	...	...	Armentières (99)		...	7 25	...	2 5	4 45		
2 0	1 60	0 90	Comines arr	..		8 17	...	2 53	5 35	...	...
		...	Comines (99) ... dep	--	5 54	10 12	11 40	3 0	5 45		...
2 20	1 60	1 10	Wervicq	—	6 1	10 19	11 47	3 8	5 52		...
2 50	2 0	1 30	Menin	...	6 11	10 29	11 57	3 18	6 3		...
3 0	2 20	1 50	Wevelghem		6 21	10 39	12 7	3 27	6 13		...
3 50	2 70	1 75	**Courtrai** arr		6 29	10 48	12 17	3 36	6 25		p.m.
From	Courtrai		" dep		8 5	11 0	12 35	*4 40	6 41		9 0
0 40	0 30	0 20	Heule		8 11		12 41	...	6 47		9 7
0 65	0 50	0 30	Lendelede		8 18	11 10	12 49	4 51	6 54		9 15
[illegible]	0 70	0 50	Ingelmunster		8 25	11 15	12 57	4 56	7 2		9 25
1 20	1 0	0 60	Iseghem		8 32	11 22	1 4	5 2	7 9		9 28
1 40	1 20	0 75	Rumbeke		8 39	11 29	1 12	5 9	7 16		9 44
1 90	1 30	0 90	Roulers (99)		8 45	11 34	1 19	5 16	7 24		10 0
2 0	1 50	0 95	Beveren		8 50	...	1 26	5 21	7 29		10 5
2 20	1 60	1 10	Gits		8 56	11 42	1 33	5 26	7 36		10 11
2 50	1 80	1 20	Lichtervelde 98		9 4	11 49	1 43	5 38	7 45	...	10 20
2 80	2 20	1 40	Thourout (97)		9 13	11 56	1 53	5 45	7 56	...	10 26
3 50	2 40	1 7[illegible]	Zedelghem		9 24	12 8	2 4	5 56	8 7	...	
3 40	2 80	1 90	Lophem	...	9 30	...	2 10	6 2	8 14	...	...
4 20	3 20	2 10	Bruges (101) arr	...	9 38	12 20	2 20	6 10	8 24		...

* p.m. 1&2 cl, Mon. only.

Extra. Poperinghe to Ypres, at 7.15 a.m.

WAVRE, OTTIGNIES, MANAGE and MONS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Wavre dep	12 35	6 33	8 40	9 41	10 40	4 0	4 20	6 15	2 35	7 10	8 20
Limal	...	6 40	8 45	9 48	10 45	4 5	...	6 20	2 40	7 15	8 35
Ottignies arr	12 45	6 45	8 55	9 53	10 55	4 15	4 29	6 30	2 50	7 25	8 40
" dep		7 8		10 0	11 40		4 35	6 43			8 55
Genappe	...	7 29	...	10 21	12 25	...	4 56	7 4	p.m.	...	9 16
Baulers dep		7 42	...	10 35	12 47	...	5 12	7 18	8 48	...	9 35
Nivelles arr	a.m.	7 45	...	10 38	12 52	...	5 15	7 21	8 51	...	9 40
" dep	4 40	7 47	...	10 41	1 0	...	5 18	7 23	8 53	...	9 45
Seneffe	4 50	8 3	...	10 57	1 20	...	5 34	38	9 9	...	10 25
Manage arr	5 4	8 11	a.m.	11 5	1 30	a.m.	5 42	7 45	9 17	p.m.	10 35
" dep	6 5	8 43	10 40		1 50	10 0	5 47	8 17		3 46	
La Louvière arr	6 15	8 53	10 50	...	2 0	10 10	5 55	8 27	...	3 56	...
" dep	6 19	8 58	10 53	...	2 3		5 57	8 29	...	3.59	...
Bois du Luc	6 25	9 6	11 0	...	2 10	...	6 4	8 36	...	4 6	...
Havré-Ville	6 37	9 17	11 12	...	2 22	...	6 16	8 48	...	4 18	...
Nimy	6 51	9 31	11 26	...	2 36	...	6 30	9 2	...	4 32	...
Mons arr	6 57	9 37	11 32		2 42	..	6 36	9 7	...	4 38	...

CHARLEROI, BAUME, BONNE ESPERANCE and MONS

1 Cl.	2 Cl.	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.			a.m.	a.m.	a.m.		p.m.	p.m.		p.m.
—	—	**Charleroi 96)** arr	..	5 20	7 35	9 30	...	12 32	3 14	...	7 20
0 25	0 25	**Marchiennes** ... dep	..	5 29	7 44	9 40	...	12 39	3 23	...	7 29
0 70	0 55	Fontaine l'Evêque		5 41	7 56	9 52	...	12 50	3 35	.	7 40
1 10	0 80	**Piéton** arr	a.m.	5 51	8 6	10 2	...	12 57	3 45	...	7 50
—	—	" dep	5 40	5 54	8 20	10 3	...	12 58	3 47	...	7 53
1 45	1 10	Carnières-Nord	5 46	6 0	8 26	10 9	...	1 4	3 53	..	7 59
1 45	1 10	Morlanwelz	5 51	6 5	8 31	10 14	...	1 9	3 58	...	8 4
1 60	1 25	**Baume** arr	5 58	6 12	8 38	10 21	...	1 16	4 5	...	8 11
—	—	**Baume** dep	6 2	6 11	8 40	10 43	...	1 17	4 32	...	8 19
—	—	**La Louvière** arr	6 9	6 18	8 56	10 50	a.m.	1 24	4 39	p.m.	8 28
—	—	" dep		6 56	8 26	10 12	11 20	2 5	3 58	6 13	8 1
—	—	**Baume** arr	a.m.	7 3	8 35	10 19	11 27	2 12	4 5	6 23	8 8
—	—	**Baume** dep	6 25	6 16	8 42	10 25	11 30	2 23	4 8	6 26	8 14
1 80	1 35	Cronfestu	6 34	6 22	8 48	10 31	11 36	2 29	4 14	6 31	8 20
[illegible]	1 35	**Binche (99)**	6 51	6 33	8 58	10 41	11 45	2 38	4 24	6 41	8 30
2 15	1 60	**B. Espérance** arr	6 59	6 40	9 6	10 49	11 51	2 45	4 32	6 49	8 38
...	...	" dep		6 41		10 50	11 52		4 33		8 39
2 50	1 95	Estinnes-Haulchin	...	6 47	...	10 56	11 58	...	4 39	...	8 45
2 80	2 15	Harmignies	...	6 56	...	11 5	12 7	...	4 48	...	8 54
3 25	2 45	Hyon-Ciply	...	7 05	...	11 14	12 16	..	4 57	...	9 3
3 35	2 45	Cuesmes Tries	...	7 12	...	11 21	12 23	..	5 4	...	9 10
3 [illegible]	2 60	Mons arr	.	7 16	.	11 25	12 27		5 8	...	9 14

Extra.—Morlanwelz to Baume 8.3 a.m. Baume to B. Esperance 9.50 p.m.

GHENT, EECLOO, and BRUGES.—Chemin de fer de Gand a Bruges par Eecloo.

KM Dis.	1 cl. fr. c.	2 cl. fr. c.	3 cl. fr. c.	f'm ANTWERP (Waes) Arrive in GHENT		a.m. 6 50	a.m. 8 55	p.m. 12 35	...	p.m. 5 10	...	p.m. 8 58
					1,2,3	1,2,3	1 & 2	1,2,3	2 & 3	1 & 2	1,2,3	1,2,3
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From		Ghent		**Ghent (94)** ..dep.	...	7 0	9 10	12 45	2 15	5 15	7 0	9 0
6½	0 40	0 60	0 40	Sleydinge	..	7 20	9 30	1 10	2 55	...	7 15	9 20
11½	1 60	1 20	0 90	**Eecloo (101)** ...	5 45	7 40	9 53	1 30	4 20	5 40	7 40	9 40
18	2 30	1 75	1 15	Maldegem	6 10	8 0	10 15	1 50	5 0	6 5	8 0	
30	2 70	1 80	1 35	**Bruges (81.101)** a	6 45	8 30	10 36	2 20	5 40	6 30	8 30	..
...		...	...	For OSTEND ...dep	...	...	...	...	...	...	...	...
...	...	...	...	BLANKENBERGE	...	...	...	...	...	...	...	...

1 cl. fr. c.	2 cl. fr. c.	3 cl. fr. c.	BLANKENBERGE dp / OSTEND "	...	...	Ex.	...	...	Ex.	...	...
				1,2,3	1,2,3	1 & 2	1,2,3	2 & 3	1 & 2	1,2,3	
				a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
—	—	-	**Bruges (80)** ...dep	..	7 30	9 20	12 40	1 30	4 0	6 50	...
1 50	1 15	0 75	Maldegem		8 0	9 50	1 10	2 30	4 25	7 20	...
2 30	1 75	1 15	**Eecloo (101)**	5 45	8 20	10 10	1 30	3 30	4 45	7 40	...
2 70	1 80	1 35	Sleydinge	6 5	8 40	10 30	1 50	4 0	...	8 0	...
2 70	1 80	1 35	**Ghent (94)** ...arr.	6 25	8 55	10 45	2 10	4 40	5 15	8 15	...
...	...	...	GHENT ...dep	7 5	9 25	10 50	2 20	...	5 25	...	...
...	..	...	ANTWERP Waes arr	8 45	10 40	12 30	4 0	...	6 40	...	...

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ARIS, ERQUELINNES, CHARLEROI NAMUR, LIEGE and COLOGNE

(EXPRESS.) | ORDINARY | Stations. | Trains

1 Cl.	1 Cl.	2 Cl.	3 Cl.		1	2	1,2,3	Ex	1 Cl.	1	2	Ex	1,2,3
c.	fr c.	f c	f c	(16)				p.m.	a.m.	a.m.	a.m.	p.m.	p.m.
...	Fro	m Paris		Paris (ord) ...de	a*0	...	...	11 20	7 30	...	8 45	3 30	12 30
...		16 10	12 10	8 85	Jeumier	11 2	12 28	...	1 3	3 36	9 50	7 15	11 45	5 22	4 38
...		22 25	16 70	12 25	Quiguy	13 1	1 42	...	...	5 37	10 46	9 40	1 19	7 18	6 21
...		26 60	19 95	14 60	Aulnoye	12 37	2 32	...	...	6 48	11 22	11 31	2 24	7 53	7 29
...		28 20	21 15	15 50	Maubeuge	12 58	2 55	...	...	7 17	11 40	12 6	2 51	8 15	8 15
...		29 30	22 0	16 10	Jeumont (Customs) d	1 12	3 14	...	...	7 40	1 51	12 30	3 9	8 40	8 40
...		29 70	22 25	16 30	**Erquelinnes**do. ar	1 26	3 30	p.m.	a.m.	7 56	12 6	12 46	3 24	8 56	8 56
...		...	...	...	...dep	1 46	4 2	5 55	6 5	8 15	12 31	1 3	3 40	9 16	...
...		...	...	...	Soire-sur-Sambre ...	...	...	6 3	6 12	8 23	Ex	1 10	3 46	9 23	...
...		...	...	...	La Haussière.....	...	...	6 9	6 18	8 29	...	1 16	3 51	9 29	...
...		...	...	...	Lobbes.....	...	...	6 26	6 34	8 45	...	1 33	4 5	9 42	...
...		30 90	23 15	16 90	Thuin	...	...	6 32	6 40	8 51	...	1 40	4 11	9 48	...
...		...	...	...	Landelies	...	...	6 44	6 53	9 4	...	1 54	4 22	10 2	...
...		...	...	...	Marchienne-Zône...	...	...	6 53	7 3	9 16	...	2 5	4 30	10 15	...
1 70	24 55	33 10	24 55	17 30	**Charleroi (S) ar**	2 19	4 45	7 3	7 18	9 32	1 5	2 15	4 46	10 22	p.m.
...	...	...	...	...	...dep	2 24	4 51	6 16	...	9 37	1 10	3 40	6 10	6 45	12 45
1 15	24 55	33 40	24 80	17 70	**Chatelineau**.....arr	2 38	5 6	6 36	...	9 59	1 26	3 56	6 25	11 1	1 2
1 10	25 55	33 90	24 85	18 1	**Namibes (S)** dep	Ex 2	5 21	6 58	...	10 20	1 38	4 16	6 48	11 13	1 13
1 85	26 95	34 60	25 25	18 95	**Namur (S), 106** ...	3 14	5 55	7 47	...	11 9	2 2	5 5	7 35	11 58	1 53
...	Fro	m Gl	vet	...	**Givet** (Customs d	...	...	a.m. 5 66	...	a.m. 4 43	a.m. 11 45	p.m. 3 2	p.m. 5 37	...	...
...	...	0 40	0 30	0 20	Heer-Agimont (d·	...	...	6 17	...	5 14	12 16	3 33	6 8	...	...
...	...	0 70	0 55	0 35	**Hastière**	...	...	6 38	...	9 30	12 33	3 46	6 19	...	...
...	...	1 10	0 85	0 55	Waulsort.....	...	...	6 50	...	9 40	12 43	3 56	6 29	...	...
...	...	1 85	1 40	0 90	Hastenat	...	...	6 56	...	9 55	12 54	4 10	6 43	...	...
...	...	2 60	1 90	1 20	Yvoir.....	...	...	7 3	...	10 3	1 11	4 23	6 58	...	...
...	...	2 70	...	1 45	Godinne	...	...	7 11	...	10 16	1 19	4 31	7 6	...	...
...	...	2 95	2 20	1 40	Lustin	...	...	7 18	...	10 23	1 26	4 38	7 13	...	...
...	...	3 45	2 60	1 70	Dave	...	...	7 28	...	10 33	1 36	4 48	7 23	...	...
...	...	3 85	2 90	1 90	Jambes	...	...	7 37	...	10 42	1 45	4 57	7 32	...	...
...	...	4 0	3 0	2 0	**Namur** .....arr	...	...	7 45	...	10 50	1 53	5 5	7 40	Ex1	...
...	Fro	m Paris.		...	...dep	3 19	6 1	8 2	Extra—Flamalle-Haute to Liege, via Gerard	11 15	2 8	5 40	8 0	11 45	2 25
...	...	...	...	...	Marche-les-Dames	...	1 & 2	8 14		11 27	Ex1	...	8 12	...	2 37
...	...	...	...	...	Na èche.....	...	...	8 21		11 34	...	5 57	8 19	...	2 44
...	...	...	...	...	Schaigneaux	...	...	8 28		11 41	...	6 4	8 26	...	2 51
1 85	28 47	36 90	27 15	19 55	Andennes	...	6 28	8 39	2 & 3	11 51	2 32	6 14	8 36	12 8	3 1
...	...	...	...	...	Bas-Oha	Ex1	...	8 51	a.m. 12	4 ...	...	...	8 49	...	3 14
1 95	29 25	37 10	27 15	20 5	**Huy (92)**	3 57	6 51	9 4	4 40	12 17	2 48	6 37	9 2	12 28	3 28
...	...	...	...	...	Ampsin	...	...	9 11	4 50	12 27	...	6 46	9 12	...	3 38
...	...	...	...	...	Amay	...	7 4	9 20	4 56	12 33	...	6 52	9 18	...	3 44
...	...	...	...	...	Flemalle.....	...	...	9 28	5 4	12 41	...	...	9 26	...	3 52
...	...	...	...	...	Engis	...	7 16	9 36	5 12	12 49	...	7 4	9 34	...	4 0
1 85	30 65	38 60	28 95	20 75	**Flemalle-Haute** a	...	7 23	9 43	5 20	12 57	3 9	7 11	9 43	...	4 8
...	...	...	...	...	**Flemalle-Haute** d	...	7 30	9 45	5 21	1 0	3 12	7 14	9 45	...	4 12
...	...	...	...	...	Val-Saint-Lambert	...	7 35	9 50	5 26	1 5	...	7 19	9 50	...	4 17
1 25	31 0	39 0	29 25	20 95	**Seraing**	...	7 41	9 55	5 32	1 11	3 21	7 25	9 56	...	4 23
...	...	...	...	...	Ougrée..... (90)	...	7 46	10 0	5 37	1 16	3 26	7 30	10 1	...	4 28
1 5	31 65	39 80	29 75	21 25	**Liege (Longdoz)** ar.	...	7 58	10 11	5 50	1 28	3 38	7 42	10 13	...	4 40
...	...	...	...	...	**Flemalle-Haute** d	...	7 26	9 45	...	1 0	3 10	7 14	9 45	...	4 12
...	...	...	...	...	Flémalle-Grande	...	7 32	9 50	...	1 6	...	...	9 50	...	4 17
...	...	...	...	...	Jemeppe.....	...	7 38	9 56	...	1 10	...	7 22	9 56	...	4 22
...	...	...	...	...	Tilleur	...	7 45	10 0	...	1 15	...	7 27	10 0	...	4 27
1 5	31 65	39 80	29 75	21 25	**Liege (Guillem)** arr.	4 34	7 58	10 10	...	1 25	3 75	7 36	10 10	5	4 37
...	...	...	...	...	**Liege (Guillem)** dep	4 39	8 47	10 20	...	2 8	3 32	7 40	10 27	1 15	4 57
1 60	32 5	40 10	30 5	21 50	**Pepinster (98)** arr	5 8	9 39	11 9	...	2 0	4 2	8 10	11 18	1 45	5 47
1 30	33 35	41 40	31 10	22 15	**Verviers (90)**...arr	5 20	8 39	11 26	...	3 19	4 15	8 21	11 32	1 55	6 6
1 70	35 55	...	...	...	Aix-la-Chapelle ...	6 42	10 11	2 9	...	4 52	5 36	9 49	...	3 44	7 37
1 95	43 85	...	...	...	**Cologne (123)** ...	8 5	11 34	4 10	...	7 53	7 23	11 15	...	5 30	9 50

LUTTRE and CHATELINEAU.

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Luttre (92) dep	6 51	7 31	9 8	12 18	2 22	5 36	7 3 10	7
Gosselies (92) „	6 6	7 46	9 23	12 33	2 47	5 51	7 18 10	22
Jumet ..... „	6 16	8 2	9 37	12 47	2 58	6 0	7 29 10	30
Jumet .....dep	6 15	7 55	9 33	12 42	2 56	5 59	7 27 ...	
Charleroi arr	6 26	8 6	9 44	12 53	3 7	6 10	7 38 ...	
Chatelineau arr	6 35	8 20	9 56	1 6	3 17	6 18	7 48 10	49

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Chatelineau	5 50	7 0	9 11	12 23	2 2	5 33	6 47
Charleroi	6 3	7 11	9 21	12 38	2 9	5 45	6 57
Jumet arr	6 14	7 22	9 32	12 39	2 20	5 57	7 8
Jumet	6 16	7 24	9 34	12 43	2 21	5 59	7 10
Gosselies	6 24	7 32	9 42	12 50	2 33	6 7	7 18
Luttre ...arr	6 38	7 46	9 56	1 4	2 47	6 21	7 32

BLATON and BERNISSART.

	a.m.	a.m.	p.m.	p.m.			
Blaton (89).....dep	6 25	9 3	1 5	6 10	...	...	
Bernissart .....arr	6 35	9 13	1 15	6 20	...	...	

	a.m.	a.m.	p.m.	p.m.			
Bernissart .....dep	7	10 35	5 10	8 15	...	...	
Blaton .....arr	8 23	12 45	5 5	8 25	...	...	

* Mann Boudoir Sleeping Cars by this Train.

COLOGNE, LIEGE, NAMUR, CHARLEROI, ERQUELINNES, PARIS—NAMUR and GIVET.

Stations			1 3				Ex2	1,2,3	1—3.	1 3.	1—3.
			a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Cologne (123) dp	10*30	...	...	...	5 45	6 55	8 30	11 40		1 25	2 57
Aix-la-Chapelle	12 7	...	...	...	7 14	8 58	9 59	1 17	...	3 27	4 47
Verviers (122)	1 23	...	5 6	...	8 12	10 8	11 1	2 25	...	4 39	6 12
Pepinster (92) dep	...	...	5 12	...	8 26	10 22	11 14	2 39	...	4 48	6 26
Liege (Guillem) arr.	...	...	5 55	...	9 14	11 10	11 46	3 11	...	5 40	7 6
Liege (Guillem) dep.	2 11	...	6 35	...	9 16	11 30	11 50	3 15	5 35	...	8 15
Tilleur	...	...	6 44	...	9 25	11 39	Ex.	3 25	5 45	...	8 25
Jemeppe	...	Ex.	6 49	...	9 30	11 44	1 Cl.	3 30	5 50	...	8 30
Flémalle-Grande		1 & 2	6 55	...	1 & 2	11 50	...	3 36	5 55	2 & 3	8 36
Flemalle-Haute a	...	a.m.	7 0	a.m.	9 38	11 55	12 6	3 41	6 0	p.m.	8 41
Liege (Longdoz)	...	6 0	6 33	8 10	9 11	11 38	...	3 10	5 35	6 30	8 15
Ougrée	...	6 10	6 44	8 24	9 21	11 49	...	3 21	5 46	6 44	8 26
Seraing		6 15	6 50	8 29	9 26	11 54	...	3 26	5 51	6 49	8 31
Val-Saint-Lambert	...	6 20	6 56	8 34	9 31	11 59	...	3 32	5 57	6 54	8 37
Flemalle-Haute a	...	6 26	7 2	8 40	9 37	12 4		3 38	6 3	6 59	8 43
Flemalle-Haute d	...	6 28	7 5	...	9 41	12 12	12 7	3 47	6 5	7 0	8 45
Engis	...	6 35	7 12	...	9 48	12 19	...	3 54	6 12	7 8	8 52
Hermalle	...	...	7 20	...	...	12 27	Ex 1	4 2	6 20	7 16	9 0
Amay	...	6 46	7 28	..	10 0	12 35	...	4 10	6 28	7 24	9 8
Ampsin	...	...	7 34	..	...	12 41		4 16	6 34	7 30	9 14
Huy (97)	2 50	7 0	7 45	..	10 14	12 52	12 31	4 28	6 45	7 38	9 25
Bas-Oha	..	...	7 56	..	...	1 3		4 39	6 56		...
Andenne	...	7 18	8 9	...	10 32	1 16	12 45	4 53	7 8		9 48
Selaigneaux	...	7 27	8 19	...	..	1 26	...	5 3	7 18		...
Namêche	...	7 34	8 27	...	10 44	1 34	...	5 11	7 26		...
Marche-les-Dames		...	8 34	...	...	1 41		5 18	7 33		...
Namur (106) ...arr.	3 25	7 51	8 50	...	10 59	1 57	1 8	5 33	7 47		10 15
„ ...dep.	...	8 5		...	11 12		2 20	5 45	7 55		
Jambes	...	8 12	...	...	11 19	...	2 27	5 52	8 2		
Dave	...	8 22	..	...	11 29	..	2 37	6 2	8 12		...
Lustin	...	8 32	...	...	11 39	...	2 47	6 12	8 22		...
Godinne	...	8 39	...	...	11 46		2 54	6 19	8 29		...
Yvoir	...	8 48	..	...	11 55	...	3 3	6 28	8 38		...
Dinant	..	9 2	...	...	12 9	...	3 17	6 42	8 51		...
Waulsort	...	9 14	...	...	12 22	...	3 29	6 54			...
Hastiere (97) dep	..	9 27	..	...	12 34		3 43	7 6	9 12		...
Heer-Agimont Cust.	...	9 40	...	...	12 47	...	3 56	7 19	9 25		...
Givet (Customs) arr	...	9 34	...	a.m.	12 41		3 50	7 13	9 19		...
Namur dep.	3 30	8 0	...	4 30	11 5	3 16	1 12	5 38	8 55		...
Tamines (99)	...	8 50		5 24	11 55	3 42	1 38	6 22	9 49		...
Chatelineau ...dep.	4 7	9 10		5 46	12 15	3 54	1 50	6 40	10 11		..
Charleroi ...arr	4 20	9 25		6 2	12 30	4 10	2 2	6 56	10 27	p.m.	...
Charleroi ...dep	4 23	†9 45		6 27	2 12	4 20	2 7	7 0	...	8 0	...
Marchienne-Zône		9 54		6 36	21	4 32	...	7 9	...	8 13	
Landelies	...	10 3		6 45	30	4 42	...	7 18	..	8 26	...
Thuin		10 15		6 58	42	4 55		7 30	...	8 40	..
Lobbes	...	10 21		7 4	48	5 1	...	7 36	.	8 46	...
La Buissière	...	10 36		7 19	3 3	5 17		7 47	...	9 1	
Solre-sur-Sambre	...	10 42		7 25	3 9	5 23	...	7 53	...	9 7	..
Erquelins Custs. ar	5 1	10 48		7 31	3 15	5 30	2 45	7 59	...	9 15	...
Erquelinnes ...dep	5 6	10 51		7 36	3 18	...	2 48	8 4	...		...
Jeumont (Customs)	5 20	11 7		7 50	3 34	...	3 5	8 30	...	...	...
Maubeuge	5 33	11 28		8 13	3 56	...	3 25	8 55	...	...	...
Aulnoye	5 50	11 52		8 39	4 21	...	3 42	9 23	...	...	...
Busigny	6 28	12 49		9 45	5 30	..	4 20	10 40	...	...	...
Tergnier	7 29	2 8	...	11 30	7 5	...	5 28	12 45	...	...	...
Paris (Nord) ...arr	9 45	5 5	...	3 15	9 40	...	7 40	4 45	...	...	...

† 3rd Class Tickets issued at Charleroi for Paris.

Extra.—Liege to Flemalle-Haute via Seraing 1 20 p.m.

HASTIERE and ANOR.

Dist.	1 Cl.	2 Cl.	3 Cl.	Station.	1,2,3				
	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.	p.m.	
From		Hastiere		**Hastiere (97)** ...dep	6 40	12 40	3 45	7 7	...
4½	0 65	0 50	0 30	Agimont	6 43	12 53	3 58	7 19	...
6¾	0 90	0 65	0 45	**Doische (102)**	6 51	1 1	4 6	7 26	...
10¼	1 35	1 [illegible]	0 70	Romerée	7 1	1 11	4 16	7 36	...
13	1 [illegible]	1 0	0 90	Matagne-la-Grande	7 12	1 22	4 27	7 47	
18	2 4	1 80	1 20	**Mariembourg (103)**	7 25	[illegible] 3	4 38	8 0	...
	..	..		„ dep	7 3[illegible]	1 40	4 45	8 5	
24½	3 1[illegible]	2 3	1 55	Aublain	7 5[illegible]	2 1	5 4	8 2[illegible]	...
28	3 70	2 75	1 85	**Chimay** ...arr	8 8	2 16	5 18	8 10	...
	...	...		„ ...dep	8 1[illegible]	2 20	5 20	8 41	...
31½	4 10	3	2 5	Villers-la-Tour	8 19	2 30	5 29	8 53	...
3[illegible]	4 70	3 55	2 35	**Momignies** ...arr	8 32	2 43	5 42	9 6	..
			...	„ ...dep	8 34	2 45	[illegible]	[illegible]	...

Stations.	1,2,3	1,2,3	1,2,3		
	a.m.	a.m.	p.m.	p.m.	
Anor ...dep	5 35	10 5	3 35	6 1[illegible]	...
Momignies ...arr	6 0	10 27	3 [illegible]	6 40	...
„ ...dep	6 20	10 37	4 7	6 55	...
Villers-la-Tour	6 36	10 1[illegible]	4 21	7 10	...
Chimay ...arr	6 45	10 59	4 29	7 19	...
„ ...dep	6 55	11 2	4 32	7 21	...
Aublain	7 10	11 15	4 45	7 3[illegible]	...
Mariembourg ...arr	7 30	11 31	5 2	7 55	...
„ (105) dep	7 45	11 36	5 15	8 5	..
Matagne-la-Grande	8 3	11 49	5 28	8 19	...
Romerée	8 17	11 58	5 39	8 30	...
Doische	8 48	12 8	5 49	8 42	..
Agimont	8 [illegible]	12 15	5 5[illegible]	[illegible]	..

LANDEN, HUY and CINEY.

Stations		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Landen (90) dep	..	5 24	8 55	12 43	3 40	5 10	7 27
Hannut	..	5 45	9 16	1 3	4 1	5 31	7 48
Braives		6 2	9 33	1 20	4 18	5 48	8 5
Fumal	...	6 16	9 47	1 34	4 32	6 0	8 19
Huy (Staate) ...arr	...	6 40	10 11	1 58	4 56	6 22	8 43
„ (96) dep	5 [illegible]3	7 1[illegible]	10 30	2 44	5 0	7 4	9 0
Huy (Tilleul) ...arr	5 28	7 15	10 35	2 49	5 5	7 9	9 5
„ ...dep	5 29	7 16	10 36	2 50	5 6	7 10	9 10
Modave ...arr	5 48	7 35	10 55	3 9	5 25	7 29	9 40
„ ...dep	5 49	7 36	10 56	3 10	5 26	7 30	...
Havelange ...arr	6 12	7 59	11 19	3 33	5 49	7 53	...
„ ...dep	6 13	8 0	11 20	3 34	5 50	7 54	...
Hamois	6 26	8 13	11 33	3 47	6 3	8 7	...
Ciney (106) arr	6 41	8 28	11 48	4 2	6 18	8 22	...

Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Ciney ...dep	5 25	7 31	9 0	12 40	3 [illegible]	7 25	..
Hamois	5 41	7 47	9 16	12 56	3 21	7 41	
Havelange arr	5 53	7 59	9 28	1 8	3 33	7 53	..
„ dep	5 54	8 0	9 29	1 9	3 34	7 54	...
Modave ...arr	6 17	8 23	9 52	1 32	3 57	8 17	...
„ ...dep	6 18	8 24	9 53	1 33	3 58	8 18	...
Huy (Tilleul) ...arr	6 37	8 43	10 12	1 52	4 17	8 37	...
„ ...dep	6 38	8 44	10 13	1 53	4 18	8 38	...
Huy (Staate) ...arr	6 43	8 49	10 18	1 58	4 23	8 43	p.m.
„ (97) dep	7 10	9 8	10 30	2 11	4 35		6 52
Fumal	7 35	9 33	10 55	2 36	5 0	...	7 17
Braives	7 49	9 46	11 9	2 50	5 14	...	7 31
Hannut	8 6	10 2	11 26	3 7	5 31	...	7 48
Landen (105) arr	8 26	10 20	11 46	3 27	5 51	...	8 7

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PARIS, ERQUELINNES, CHARLEROI, NAMUR, LIEGE, and COLOGNE.
GIVET TO NAMUR.

Express 1 Cl	Express 2 Cl	Ordinary 1 Cl	Ordinary 2 Cl	Ordinary 3 Cl	Stations.	Trains									
								1,2,3	1,2,3	Exl	1 Cl.	1,2,3	1,2,3	Exl	1,2,3
fr c	fr c	f c	f c	f c	(16)					p.m.	a.m.	a.m.	a.m.	p.m.	p.m.
...	Fro	m P	aris	.	**Paris** (Nord) ...dep	8*0		...	...	11 20	7 20	...	8 45	3 50	12 33
...	...	16 10	12 10	8 85	Tergnier	11 2	12 28	...	...	3 36	9 50	7 15	11 45	6 23	4 38
...	...	22 25	16 70	12 25	Busigny	12 1	1 42	...	...	5 37	10 46	9 40	1 19	7 18	6 21
...	...	26 60	19 95	14 60	Aulnoye	12 37	2 32	...	...	6 48	11 22	11 31	2 24	7 53	7 29
...	...	28 20	21 15	15 50	**Maubeuge**	12 59	2 55	...	...	7 17	11 40	12 6	2 51	8 15	8 15
...	...	29 30	22 0	16 10	Jeumont (Customs) d	1 12	4 14	...	...	7 40	1 51	12 30	3 9	8 40	8 40
...	...	29 70	22 25	16 30	**Erquelinnes** do. ar	1 26	3 30	p.m.	a.m.	7 56	12 6	12 46	3 24	8 56	8 56
	...	...	...	...	" ...dep	1 46	4 2	5 55	6 5	8 15	12 31	1 3	3 40	9 16	...
...	...	...	...	...	Solre-sur-Sambre ...	...	...	6 3	6 12	8 23	Exl	1 10	3 46	9 23	...
...	...	...	...	...	La Buissière		...	6 9	6 18	8 29	...	1 16	3 51	9 29	.
...	...	...	...	...	Lobbes	...	...	6 26	6 34	8 45	...	1 23	4 5	9 42	...
...	...	30 90	23 15	16 90	Thuin	..	...	6 32	6 40	8 51	...	1 40	4 11	9 48	...
...	...	...	..	...	Landelies	...	...	6 44	6 53	9 4	...	1 54	4 22	10 2	...
...	...	...	...	...	Marchienne-Zône	...	...	6 58	7 3	9 16	...	2 5	4 30	10 15	...
32 70	24 55	32 10	24 55	17 50	**Charleroi** (93 arr	2 19	4 45	7 3	7 16	9 25	1 5	2 15	4 36	10 25	p.m.
...	...	...	...	...	" ...dep	2 24	4 51	6 16	...	9 42	1 10	3 40	6 8	10 45	12 25
33 15	24 85	32 45	24 30	17 70	**Chatelineau** ...arr	2 38	5 6	6 36	† a.m.	9 59	1 26	3 56	6 25	11 1	12 42
34 10	25 55	33 20	24 85	18	**Tamines** (96) dep	Exl	5 xl	6 58		10 20	1 38	4 16	6 46	11 13	1 3
35 85	26 95	34 60	25 95	18 95	**Namur** (96, 106	3 14	5 56	7 47		11 9	2 2	5 5	7 55	11 35	1 32
								a.m.		a.m.	a.m.	p.m.	p.m.		
...	Fro	m Gi	vet	...	**Givet** (Customs d.	...	...	5 46		8 43	11 45	3 2	5 37	...	...
...	...	0 40	0 30	0 20	Heer-Agimont (d	...	...	6 17		9 14	12 16	3 43	6 8	...	...
...	...	0 70	0 55	0 35	**Hastière**	...	...	6 26		9 30	12 33	3 46	6 19	...	...
..	...	1 10	0 85	0 55	Waulsort	...	...	6 36		9 40	12 43	56	6 29	...	...
..	...	1 85	1 40	0 90	**Dinant**	.	...	6 50		9 55	12 58	4 10	6 45	...	...
...	...	2 40	1 80	1 20	Yvoir	...	...	7 1		10 8	1 11	4 23	6 58	...	...
...	...	2 70	2	1 45	Godinne	...	...	7 11		10 16	1 19	4 31	7 6	...	...
...	...	2 95	2 20	1 50	Lustin	...	...	7 18		10 23	1 26	4 38	7 13	...	...
...	...	3 45	2 60	1 70	Dave	...		7 28		10 33	1 36	4 48	7 23	.	...
...	...	3 85	2 90	1 90	Jambes	...	...	7 37		10 42	1 46	4 57	7 32	...	...
...	...	4 0	3 0	2 0	**Namur** ...arr	...		7 45		10 50	1 53	5 5	7 40	Exl	...
..	Fro	m P	aris.	..	" ...dep	3 19	6 1	8 2		11 15	2 8	5 40	8 0	11 45	2 25
..	...	...	..	...	Marche-les-Dames	...	1 & 2	8 14		11 27	Exl	...	8 12	...	2 37
...	...	...	...	...	Namèche	...	...	8 21		11 34	...	5 57	8 19		2 44
...	...	...	...	...	Sclaigneaux	..	...	8 29		11 41	...	6 4	8 26	...	2 51
37 85	28 47	36 20	27 15	19 55	Andenne	...	6 28	8 39	2 & 3	11 51	2 32	6 14	8 36	12 8	3 1
...	...	...	...	...	Bas-Oha	Exl	...	8 51	a.m.	12 4	...	...	8 49	...	3 14
38 95	29 25	37 10	27 15	20 5	**Huy** (97)	3 57	6 51	9 4	4 40	12 17	2 48	6 37	9 2	12 28	3 26
..	...	...	...	.	Ampsin	...	...	9 14	4 50	12 27	...	6 46	9 12	...	3 36
	...	...	...	...	Amay	...	7 4	9 20	4 56	12 33	...	6 52	9 18	...	3 44
...	...	..	..	...	Hermalle	...	...	9 28	5 4	12 41	...	...	9 26	...	3 52
...	...	...	...	...	Engis	...	7 16	9 36	5 12	12 49	...	7 4	9 34	...	4 0
40 85	30 65	38 60	28 95	20 75	**Flemalle-Haute** a	...	7 23	9 43	5 20	12 57	3 9	7 11	9 41	...	4 8
...	.	.	...	..	**Flemalle-Haute** d	...	7 30	9 45	5 21	1 0	3 12	7 14	9 45	...	4 12
...	...	...	..	..	Val-Saint-Lambert	...	7 35	9 50	5 26	1 5		7 19	9 50	...	4 17
41 25	31 0	39 0	29 25	20 95	Seraing	...	7 41	9 55	5 32	1 11	3 21	7 25	9 56	...	4 23
...	...	...	...	...	Ougrée (90)	...	7 46	10 0	5 37	1 16	3 26	7 30	10 1	...	4 28
42 5	31 65	39 60	29 75	21 25	**Liege** (Longdoz) ar.	...	7 58	10 11	5 50	1 28	3 38	7 42	10 13	...	4 40
...	...	...	...	...	**Flemalle-Haute** d	...	7 26	9 45	...	1 0	3 10	7 14	9 45	..	4 12
...	...	...	...	...	Flémalle-Grande	...	7 32	9 50	...	1 5	...	...	9 50	...	4 17
...	...	...	..	...	Jemeppe	...	7 38	9 58	..	1 10	...	7 22	9 55	...	4 22
.	...	...		.	Tilleur	...	7 45	10 0	...	1 15	...	7 27	10 0	...	4 27
42 5	31 65	39 60	29 75	21 25	**Liege** (Guillem) arr.	4 34	7 56	10 10	...	1 25	3 25	7 36	10 10	1 5	4 37
...	...	.	...	...	**Liegé** (Guillem) dep	4 39	9 47	10 20	...	2 8	3 32	7 40	10 27	1 15	4 57
42 60	32 5	40 10	30 5	21 50	**Pepinster** (98) arr	5 9	9 39	11 9	...	3 0	4 2	8 10	11 18	1 45	5 47
44 30	33 35	41 40	31 10	22 15	**Verviers** (90) ...arr	5 20	8 39	11 26	...	3 19	4 15	8 21	11 32	1 55	6 6
47 70	35 55	..	...	...	Aix-la-Chapelle "	6 42	10 11	2 9	...	4 52	5 36	9 49	...	3 44	7 37
48 95	43 85		...	...	**Cologne** (188) "	8 5	11 34	4 10	..	7 53	7 23	11 15	...	5 30	9 50

Extra.—Flemalle-Haute to Liege, via Seraing, 10.50 a.m.

LUTTRE and CHATELINEAU.

Stations.	1—3	1—3	1—3	1—3	1—3	1-3	1—3	1 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m
Luttre (92) dep	6 51	7 31	9 8	12 18	2 32	5 36	7 3	10 7
Gosselies (92) "	6 6	7 46	9 23	12 33	3 47	5 51	7 18	10 22
Jumet ... "	6 16	8 2	9 37	12 47	2 58	6 0	7 29	10 30
Jumet ...dep	6 15	7 55	9 33	12 42	2 56	5 59	7 27	...
Charleroi arr	6 26	8 6	9 44	12 53	3 7	6 10	7 38	...
Chatelineau arr	6 35	8 20	9 56	1 6	3 17	6 18	7 48	10 49

Stations.	1—3	1—3	1—3	1—3	1 3	1—3	1—3	1 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Chatelineau	5 50	7 0	9 11	12 23	2 2	5 39	6 47	10 1
Charleroi	6 3	7 11	9 21	12 28	2 9	5 46	6 57	...
Jumet arr	6 14	7 22	9 32	12 39	2 20	5 57	7 6	...
Jumet ...	6 16	7 24	9 34	12 42	2 21	5 59	7 10	10 3
Gosselies ...	6 24	7 32	9 42	12 50	2 33	6 7	7 18	10 7
Luttre ...arr	6 38	7 46	9 56	1 4	2 47	6 21	7 32	10

BLATON and BERNISSART.

	a.m.	a.m.	p.m.	p.m.		
Blaton (89) ...dep	6 25	9 3	1 5	6 10	...	...
Bernissart ...arr	6 35	9 13	1 15	6 20	...	...

	a.m.	a.m.	p.m.	p.m.		
Bernissart ...dep	13	12 35	5 10	8 15	...	...
Blaton ...arr	8 23	12 45	5 5	8 25	...	...

St. GHISLAIN and FRAMERIES.

E. M. Dis. From St. Ghislain	Fares 1 Cl.	Fares 2 Cl.	Fares 3 Cl.	Stations. (96)	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
				Saint-Ghislain dep.	6 35	9 37	11 11	1 24	4 20	9 14
...	0 35	0 25	0 20	**Monsville** ...	6 43	9 46	11 20	1 29	4 28	9 2
3½	0 35	0 25	0 20	**Flenu-Produits** ...	6 52	9 56	11 27	1 38	4 35	9 32
5	0 70	0 55	0 35	**Frameries** (98) arr.	6 59	10 2	11 34	1 45	4 42	9 39

Stations.	1,2,3	1,2,3	1,2,3			
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Frameries ...dep.	7 25	10 25	11 53	1 55	4 56	9 50
Flenu-Produits	7 34	10 37	12 1	2 3	5 6	9 59
Monsville ...	7 39	10 44	12 8	2 8	5 11	10 4
Saint-Ghislain arr.	7 47	10 52	12 16	2 15	5 18	10 12

* Mann Boudoir Sleeping Cars by this Train.

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[illegible]GNE, LIEGE, NAMUR, CHARLEROI, ERQUELINNES, PARIS—NAMUR and GIVET

Stations			3		[illegible]		Ex&2	1,2,3	1—3	3	1—3
			a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
[illegible]gne (123) dp	10*30	...	...	...	5 45	6 55	8 20	11 40		1 25	2 57
[illegible]-la-Chapelle	12 7	...	...	...	7 14	8 58	9 59	1 17	...	3 27	4 47
[illegible]erviers (123)	1 23	...	5 0	...	8 12	10 8	11 1	2 25	...	4 39	6 12
[illegible]pinster (93) dep	...	...	5 12	...	8 26	10 22	11 14	2 39	...	4 48	6 2[illegible]
[illegible]ge (Guillem. arr.	...	...	5 55	...	9 14	11 10	11 46	3 11	...	5 40	7 6
[illegible]ge (Guillem) dep.	2 11	...	6 35	...	9 16	11 20	11 50	3 15	5 35	...	8 15
[illegible]	...	..	6 44	...	9 25	11 29	Ex.	3 25	5 45	..	8 25
[illegible]	...	Ex.	6 49	...	9 30	11 44	1 Cl.	3 30	5 50	...	8 30
[illegible]-Grande		1 & 2	6 55	...	1 & 2	11 50	...	3 36	5 55	2 & 3	8 36
Flemalle-Haute a	...	a.m.	7 0	a.m.	9 38	11 55	12 6	3 41	6 0	p.m.	8 41
[illegible] Lo'gdoz)	...	6 0	6 33	8 10	9 11	11 38	...	3 10	5 3[illegible]	6 30	8 15
[illegible]	...	6 10	6 44	8 24	9 21	11 49	...	3 21	5 46	6 44	8 26
[illegible]		6 18	6 50	8 29	9 26	11 54	...	3 26	51	6 49	8 31
[illegible]-Saint-Lambert	...	6 20	6 56	8 34	9 31	11 9	...	3 32	5 57	6 54	8 37
[illegible]emalle-Haute a	...	6 26	7 2	8 40	9 37	12 4		3 38	6 3	6 59	8 42
[illegible]malle-Haute d	...	6 28	7 5	.	9 41	12 12	12 7	3 47	6 5	7 0	8 45
[illegible]	...	6 35	7 12	...	9 48	12 19	...	3 54	6 12	7 8	8 52
[illegible]	...	..	7 20	...	..	12 27	Ex 1	4 2	6 20	7 16	9 0
[illegible]	...	6 46	7 28	..	10 0	12 35	...	4 10	6 28	7 24	9 8
[illegible]	...	...	7 34	..	...	12 41		4 16	6 34	7 30	9 14
[illegible]	2 50	7 0	7 45	.	10 14	12 52	12 31	4 28	6 45	7 38	25
[illegible]	..	...	7 56	..	...	1 3		4 39	6 56		...
[illegible]	...	7 18	8 9	...	10 32	1 16	12 45	4 53	7 8		9 48
[illegible]	...	7 27	8 19	...	...	1 26	..	5 3	7 1[illegible]		..
[illegible]	...	7 34	8 27	...	10 44	1 34	...	5 11	7 26		...
[illegible]-les-Dames		...	8 34	...	...	1 41		5 18	7 33		...
[illegible] (100)...arr.	3 25	7 51	8 50	...	10 50	1 57	1 8	5 13	47		10 18
...dep.	...	8 5	—	...	11 12		2 20	5 45	7 56		
[illegible]	...	8 12	...	...	11 19	...	2 27	5 52	8 2		
[illegible]	...	8 22	.	...	11 29	..	2 [illegible]7	6 2	8 12		...
[illegible]	...	8 32	...	...	11 39	...	2 47	6 12	8 22		...
[illegible]	..	8 39	...	...	11 46		2 54	6 19	8 29		...
[illegible]	...	8 48	.	..	11 [illegible]6	...	3 8	28	8 38		...
[illegible]	..	9 2	...	...	12 0	...	3 17	6 42	8 51		...
[illegible]	...	9 14	...	...	12 22	...	3 29	[illegible]54			...
[illegible]stière (97) dep	..	9 27	.	...	12 34		3 43	7 6	9 12		...
[illegible]-Agimont Cust.	...	9 40	...	...	12 47	...	3 56	7 19	9 25		...
[illegible] (Customs) arr	...	9 34	...	a.m.	12 41		3 50	7 13	9 19		...
[illegible] ep.	3 30	8 0	...	4 30	11 5	3 16	1 12	5 38	8 55		...
[illegible] (90)	...	8 50		5 24	11 55	3 42	1 38	6 22	9 40		...
Chatelineau ...dep.	4 7	9 10		5 46	12 15	3 54	1 50	6 40	10 11		...
[illegible] ...arr	4 20	9 25		6 2	12 30	4 10	2 2	6 56	10 27	p.m.	...
Ch[illegible]rleroi... dep	4 23	†9 45		6 27	2 12	4 20	2 7	7 0	...	9 0	...
M[illegible]rchienne-Zône		9 54		6 36	21	4 32	...	7 4	...	9 13	
Landelies	...	10 3		6 45	2 30	4 42	...	7 19	..	9 26	...
Thuin		10 15		6 56	42	4 55		7 30	...	9 [illegible]0	..
Lobbes	...	10 21		7 4	48	5 1	...	7 36	.	9 46	...
La Buissière	...	10 36		7 19	3 3	5 17		7 47	...	9 1	
Solre-sur-Sambre	...	10 42		7 25	3 9	5 23	...	7 53	...	9 7	..
Erquelins Custs. ar	5 1	10 48		7 31	3 15	5 30	2 45	7 59	...	9 15	...
Erquelinnes ...dep	5 6	10 51		7 36	3 18	...	2 48	8 4	...		...
Jeumont (Customs)...	5 20	11 7		7 50	3 34	...	3 5	8 30	...	...	...
Maubeuge	5 33	11 28		8 13	3 56	...	3 25	8 55	...	...	...
Aulnoye	5 50	11 52		8 39	4 21	...	3 42	9 23	...	...	...
Busigny	6 28	12 49		9 45	5 30	..	4 20	10 40	...	...	...
Tergnier	7 29	2 8	...	11 30	7 5	...	5 28	12 45	...	...	...
Paris (Nord) ...arr	9 45	5 5	...	3 15	9 40	...	7 40	4 45	...	...	...

† 3rd Class Tickets issued at Charleroi for Paris.

Extra.—Liége to Flemalle-Haute via Seraing 1 30 p.m.

HASTIÈRE and ANOR.

Dist	1 Cl. fr. c.	2 Cl. fr. c.	3 Cl. fr. c.	Stations	1,2,3 a.m.	p.m.	p.m.	p.m.
	From	Hastière		Hastière (97) ...dep	6 10	12 40	[illegible]45	[illegible]
[illegible]	0 6[illegible]	[illegible]50	0 30	A[illegible]imont	6 [illegible]	12 53	3 54	[illegible]19
[illegible]	0 90	0 65	0 45	Doische (102)	6 31	1 1	4 6	7 26
10½	1 35	1 0	[illegible]0	Romerée	7 1	1 11	4 16	7 36
13	[illegible]	[illegible]	0 90	[illegible]gne-la-Grande	[illegible]12	1 28	4 27	7 47
18	2 4	[illegible]40	1 20	[illegible]ariembourg 103	7 25	3	4 33	[illegible]
				dep	7 3[illegible]	1 40	4 4[illegible]	[illegible]
24½	3 1[illegible]	2 3	1 55	Aublain	7 5[illegible]	1	5 4	[illegible]
27½	3 70	2 75	1 85	Chimay ...arr	[illegible]	1[illegible]	5 18	[illegible]
				...dep	6 [illegible]	[illegible]20	[illegible]20	[illegible]10
[illegible]	4 10	3 [illegible]	2 5	[illegible]llers-la-Tour	[illegible]19	[illegible]30	[illegible]29	8 41
[illegible]	[illegible]70	[illegible]55	[illegible]35	Momignies ...arr	[illegible]12	[illegible]3[illegible]	[illegible]42	[illegible]53
				...dep	[illegible]	[illegible]	[illegible]	[illegible]

Stations	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	p.m.
Anor ...dep	5 35	10 5	3 35	[illegible]
[illegible]omignies ...arr	[illegible]	10 27	3 [illegible]	6 4[illegible]
...dep	6 20	10 7	4 7	[illegible]
Villers-la-Tour	6 3[illegible]	10 1	4 [illegible]1	[illegible]10
Chimay ...arr	6 45	10 5[illegible]	4 29	[illegible]9
...dep	6 55	11 2	4 32	7 21
Aublain	[illegible]10	11 15	4 45	7 [illegible]
Mariembourg ...arr	[illegible]30	11 31	5 [illegible]	7 35
(105) dep	[illegible]45	11 3[illegible]	5 15	[illegible]5
Matagne-la-Grande	[illegible]	11 49	5 28	[illegible]19
Romerée	[illegible]17	11 5[illegible]	5 19	[illegible]
Doische	[illegible]4[illegible]	12 [illegible]	5 49	[illegible]12
A[illegible]imont	[illegible]	12 15	5 5[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

LANDEN, HUY and CINEY.

Stations			1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Landen (90) dep	..	5 24	8 5	12 43	3 40	5 10	7 27
[illegible]annut	.	[illegible]45	9 16	1 8	4 1	5 31	7 48
[illegible]aives		6 7	9 23	1 20	4 18	5 48	8 5
[illegible]umal	...	6 15	9 47	1 34	4 32	6 0	8 19
Huy (Staate)...arr	...	6 40	1[illegible] 11	1 58	4 56	6 22	8 43
,, (99) dep	5 [illegible]3	7 1	10 20	2 44	5 0	7 4	9 0
Huy (Tilleul)...arr	5 2[illegible]	7 15	10 25	2 49	5 5	7 9	9 5
,, ...dep	5 29	7 16	10 26	2 50	5 6	7 10	9 10
Modave ...arr	5 48	7 35	10 55	3 9	5 25	7 29	9 40
,, ...dep	5 49	7 36	10 56	3 10	5 26	7 30	...
Havelange ...arr	6 12	7 59	11 19	3 33	5 49	7 53	...
,, ...dep	6 12	8 0	11 20	3 34	5 50	7 54	...
[illegible]amois	6 26	8 12	11 33	3 47	6 3	8 7	...
[illegible]ey (106) arr	6 41	8 28	11 48	4 2	6 18	8 22	...

Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
Ciney ...dep	5 25	7 31	9 0	12 40	3 [illegible]	7 25	...	
Ha[illegible]ois	5 41	7 47	9 16	12 56	3 21	7 41		
Havelange arr	[illegible]53	7 59	9 28	[illegible]	3 33	7 53	...	
,, dep	5 54	8 0	9 29	1 9	3 31	7 54	...	..
Modave ...arr	6 17	8 23	9 52	1 32	3 57	8 17	...	..
,, ...dep	6 18	8 24	9 53	1 33	3 58	8 18	...	..
Huy (Tilleul)...arr	6 37	8 43	10 12	1 52	4 17	8 37	...	..
,, ...dep	6 38	8 44	10 13	1 53	4 18	8 38	...	..
Huy (Staate) ...arr	6 43	8 49	10 18	1 58	4 23	8 43	p.m.	..
,, (97) dep	7 10	9 8	10 20	2 11	4 36		6 52	..
Fumal	7 35	9 33	10 35	2 26	5 0	...	7 17	..
Braives	7 49	9 46	11 9	2 50	5 14	...	7 31	...
Hannut	8 6	10 2	11 26	3 7	5 21	...	7 48	...
Landen (105) arr	8 26	10 20	11 4[illegible]	3 27	5 51	...	8 7	..

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* Mann Boudoir Sleeping Cars by this Train.

GHENT, DIXMUNDE, NIEUPORT, and DUNKIRK.

K.M. Dist.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3	1,2,3	1,2,3 a.m.	1,2,3	1,2,3	1,2,3 p.m.	1,2,3	1,2,3 p.m.	1,2,3 p.m.
	Ghent ..... dep	5 40	6 48	...	...	11 50	...	6 7	7 45			
6½	La Pinte	...	7 7	...	...	12 9	.	6 26	.			
8	Durie	...	7 13	a.m.	a.m.	12 15	p.m.	6 32	.			
16	Deynze	6 4	7 32	7 30	10 33	12 34	5 0	6 41	8 10			
19½	Grammene	...	7 50	7 37	10 40	12 32	5 7	6 49	...			
25½	Aerseele	...	7 58	7 45	10 47	12 40	5 14	6 57	...			
29½	Thielt (98)	6 27	8 50	7 55	10 56	12 53	5 24	7 9	8 33			
23½	Pittem	6 37	8 0	...	...	1 3	...	7 19	8 43			
31	Lichtervelde (96) arr	6 56	8 21	...	...	1 24	...	7 40	9 4			
...	..... dep.	7 2	9 3	...	...	1 52	...	7 45	9 9			
34½	Cortemarck (99)	7 12	9 15	...	...	2 12	...	7 57	.			
38½	Zarren	7 21	9 28	...	...	2 25	.	8 10	.			
43½	Dixmunde ..... arr.	7 36	9 41	...	...	2 38	p.m.	8 23	9 34			
...	..... dep.	...	9 50	...	...	2 50	5 5	8 30	...			
9½	Nieuport (Town) arr.	...	10 20	...	...	3 20	5 32	9 0	...			
11½	..... (Baths)	...	10 25	...	...	3 25	5 37	9 5	...			
...	Dixmunde ..... dep.	7 45	9 44	...	...	3 44	...	8 28	9 38			
5½	Furnes	8 12	10 11	...	...	4 11	...	8 55	10 0			
8½	Adinkerke (Belg. time)	8 23	10 22	...	...	4 22	...	9 6	10 16			
9½	Ghyvelde (Fr time) ...	8 34	10 32	...	...	4 44	...	9 6	10 20			
63½	Roosendael	8 43	10 45	...	...	4 2	...	...	10 34			
	Dunkirk (18) arr.	9 8	10 58	...	...	4 17	...	...	10 51			

K.M. Dist.	Stations.	1,2,3	1,2	1,2	1,2,3	1,2,3	1,2,3	1,2,3	1,2	1,2,3
			a.m.					a.m.	p.m.	p.m.
—	Dunkirk ..... dep.	...	4 10	...	...	...	...	11 0	3 9	5 [illegible]
4½	Roosendael (Fr. time)...	...	4 9	...	a.m.	...	...	11 20	3 29	5 27
8	Ghyvelde (Belg time)...	...	4 48	...	6 32	...	...	11 32	3 48	5 42
11½	Adinkerke	...	5 16	...	7 3	...	...	12 7	4 17	6 10
...	Furnes	...	5 25	...	7 12	...	...	12 16	4 26	6 19
9½	Dixmunde ..... arr.	...	5 46	...	7 38	...	...	12 42	4 52	6 45
...	Nieuport (Baths) dep.	...	...	...	...	6 45	.	11 56	4 15	6 5
13	..... (Town)	...	...	...	...	6 55	...	12 5	4 22	6 13
11½	Dixmunde ..... arr.	...	...	...	7 23	...	...	12 30	4 47	6 38
...	Dixmunde ..... dep.	...	5 49	...	7 42	...	...	12 46	4 54	6 49
13½	Zarren	...	...	...	7 56	...	...	1 0	5 7	7 2
17½	Cortemarck	...	...	...	8 11	...	...	1 16	5 20	7 15
21½	Lichtervelde ... arr	...	6 14	...	8 20	...	...	1 25	5 29	7 24
...	(96) ..... dep.	...	6 18	...	9 5	...	...	1 50	5 39	8 1
28½	Pittem	a.m.	6 37	a.m.	9 27	p.m.	...	2 12	1 1	8 23
31½	Thielt	6 25	6 48	9 26	9 38	2 11	2 23	8 12	8 33	
36	Aerseele	6 37	.	9 37	9 49	2 23	2 34	23	.	
39½	Grammene	6 44	.	9 44	9 57	2 30	2 42	6 31	.	
41	Deynze	6 53	7 9	9 53	10 6	2 38	2 51	6 40	8 55	
44	Durie	...	...	...	10 14	...	2 59	6 48	...	
46	La Pinte	...	...	...	10 20	...	3 5	6 54	...	
51½	Ghent ..... arr	7 33	...	10 36	...	...	3 23	7 12	9 1	

Abbreviations and Notes.

Société générale d'Exploitation.

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Ingelmunster	6 6	9 30	1 45	5 6	6 18
Oostroosebeke	6 16	9 45	1 57	5 16	6 33
Wielsbeke ...	6 23	9 57	1 32	6 30	6 30
Wareghem ...	6 30	10 30	2 52	6 40	6 40
Heidvyg ...	6 40	10 30	2 52	6 40	6 48
Anseghem arr	6 50	10 54	3 16	6 58	6 58

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Bolgaise ..... dep	5 40	9 40	1 57	5 40	7 45
Lust ..... "	5 53	9 53	2 13	5 53	7 58
Renix ..... "	6 15	10 17	2 40	6 15	8 20
Houdeng ... arr	5 40	8 25	10 16	6 8	8 4
..... dep	5 49	8 47	10 18	6 10	8 11
Baume (101) arr	5 56	31	10 25	6 10	8 11

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Baume (94) dep	5 17	8 47	1 27	3 47	7 34
Houdeng ... arr	5 26	8 56	1 36	3 56	7 43
..... dep	5 33	9 13	1 43	4 3	7 48
Renix ..... "	5 55	9 35	2 5	4 25	8 10
Lust ..... "	6 18	9 58	2 28	4 48	8 33
Bolgaise ... arr	6 31	10 11	2 41	5 1	8 46

K.M. Dist.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
	Dunkirk ..... dep	7 36	11 35	2 45	7 55	9 15
	Adinkerke (Belg. time) dep	7 46	11 47	2 57	8 5	9 30
	Furnes ..... "	7 55	11 56	3 6	8 20	9 45
	Dixmunde (98) ... arr	8 10	12 31	3 30	8 35	10 0
	..... dep	8 15	12 37	3 35	8 47	10 5
	Oostroosebeke ... "	8 40	1 2	4 0	9 12	10 30
	Ingelmunster arr	8 50	1 12	4 10	9 22	10 40

Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Ingelmunster dep	6 6	9 30	1 45	5 6	6 18
Oostroosebeke ... "	6 16	9 45	1 57	5 16	6 33
Wielsbeke ..... "	6 23	9 57	1 32	6 30	6 30
Waregheem ..... "	6 30	10 30	2 52	6 40	6 40
Heidvyg ..... "	6 40	10 30	2 52	6 40	6 48
Anseghem arr	6 50	10 54	3 16	6 58	6 58

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Bolgaise ..... dep	5 40	9 40	1 57	5 40	7 45
Lust ..... "	5 53	9 53	2 13	5 53	7 58
Renix ..... "	6 15	10 17	2 40	6 15	8 20
Houdeng ... arr	5 40	8 25	10 16	6 8	8 4
..... dep	5 49	8 47	10 18	6 10	8 11
Baume (101) arr	5 56	31	10 25	6 10	8 11

K.M. Dist.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
	Baume (94) dep	5 17	8 47	1 27	3 47	7 34
	Houdeng ... arr	5 26	8 56	1 36	3 56	7 43
	..... dep	5 33	9 13	1 43	4 3	7 48
	Renix ..... "	5 55	9 35	2 5	4 25	8 10
	Lust ..... "	6 18	9 58	2 28	4 48	8 33
	Bolgaise ... arr	6 31	10 11	2 41	5 1	8 46

K.M. Dist.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
	Dunkirk ..... dep	7 36	11 35	2 45	7 55	9 15
	Adinkerke (Belg. time) dep	7 46	11 47	2 57	8 5	9 30
	Furnes ..... "	7 55	11 56	3 6	8 20	9 45
	Dixmunde (98) ... arr	8 10	12 31	3 30	8 35	10 0
	..... dep	8 15	12 37	3 35	8 47	10 5
	Oostroosebeke ... "	8 40	1 2	4 0	9 12	10 30
	Ingelmunster arr	8 50	1 12	4 10	9 22	10 40

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Ingelmunster dep	6 6	9 30	1 45	5 6	6 18
Oostroosebeke ... "	6 16	9 45	1 57	5 16	6 33
Wielsbeke ..... "	6 23	9 57	1 32	6 30	6 30
Waregheem ..... "	6 30	10 30	2 52	6 40	6 40
Heidvyg ..... "	6 40	10 30	2 52	6 40	6 48
Anseghem arr	6 50	10 54	3 16	6 58	6 58

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Bolgaise ..... dep	5 40	9 40	1 57	5 40	7 45
Lust ..... "	5 53	9 53	2 13	5 53	7 58
Renix ..... "	6 15	10 17	2 40	6 15	8 20
Houdeng ... arr	5 40	8 25	10 16	6 8	8 4
..... dep	5 49	8 47	10 18	6 10	8 11
Baume (101) arr	5 56	31	10 25	6 10	8 11

K.M. Dist.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
	Baume (94) dep	5 17	8 47	1 27	3 47	7 34
	Houdeng ... arr	5 26	8 56	1 36	3 56	7 43
	..... dep	5 33	9 13	1 43	4 3	7 48
	Renix ..... "	5 55	9 35	2 5	4 25	8 10
	Lust ..... "	6 18	9 58	2 28	4 48	8 33
	Bolgaise ... arr	6 31	10 11	2 41	5 1	8 46

SAINT-GHISLAIN and JURBISE.

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
(94)	6 46	7 15	10 4	12 56	4 8	6 24	7 46
St-Ghislain dep	6 54	8 4	10 13	1 36	4 18	6 34	8 5
Baudour..	7 10	8 15	10 24	1 20	4 32	6 48	8 10
Jurbise (94) arr							

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Jurbise ..... dep	7 28	9 35	11 50	2 41	5 [illegible]	7 10	8 42
Baudour ..... "	7 41	9 47	1 2	2 [illegible]	5 21	7 [illegible]	8 [illegible]
St-Ghislain arr	7 50	9 55	12 10	2 55	5 28	7 [illegible]	8 [illegible]

MARSEYCK and HASSELT.

K.M. Dist.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
—	Maseyck ... dep	6 30	1 30	5 40
3	Eelen	6 41	1 42	5 55
10½	Asch	7 2	2 7	6 20
15½	Genck	7 17	2 26	6 39
26	Hasselt (105) arr	7 47	2 56	7 9

Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
Hasselt (105 d.	9 40	3 40	7 45
Genck	10 15	4 11	8 20
Asch	10 36	4 28	8 41
Eelen	11 0	4 48	9 1
Maseyck ... arr	11 10	4 58	9 11

THIELT & INGELMUNSTER.

All trains.	a.m.	p.m.	p.m.	p.m.
Thielt (98) dep	7 57	12 26	5 19	8 47
Meulebeke	8 7	12 39	5 5	8 57
Ingelmunsterar	8 15	12 40	6 0	9 5

All trains.	a.m.	p.m.	p.m.	p.m.
Ingelmunster dep	5 0	9 7	2 [illegible]	[illegible]
Meulebeke	5 11	9 17	2 25	7 13
Thielt ... arr	5 18	9 24	2 3	[illegible]

TIRLEMONT and TONGRES.

K.M. Dist.	1 Cl. fr. c.	2 Cl. fr. c.	3 Cl. fr. c.	Stations. (98 90)	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
0	0 70	0 [illegible]	0 [illegible]	Tirlemont ... dep	5 42	8 42	1 0	3 9	9 10
6½	0 70	0 [illegible]	0 [illegible]	Neer-Linter (108)...	5 59	8 59	1 17	3 28	9 27
13	1 45	1 10	0 70	St. Trond (105) ...	6 23	9 23	1 50	3 50	9 50
28	3 25	2 45	1 60	Tongres ..... arr	7 5	10 5	2 32	4 32	10 32

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
Tongres ..... dep	5 38	9 2	1 2	3 9	6 5
St. Trond ..... "	6 5	9 3	1 20	3 46	6 42
Neer-Linter ..... "	6 4	10 13	2 40	4 3	8 2
Tirlemont ..... arr	7 1	10 39	3 56	4 32	8 10

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ROULERS to YPRES.—(Societe Generale d'Exploitation).

K.M.	1 cl.	2 cl.	3 cl.	Stations.	1	2,3	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.	
From	m R	oule	rs	**Roulers 94** d	9 0	1 52	7 50	...
6½	0 80	0 60	0 40	Moorslede	9 15	2 16	8 8	...
8½	1 20	0 90	0 55	Zonnebeke	9 23	2 18	8 17	...
14½	2 0	1 40	0 90	**Ypres 94** arr	9 35	2 30	8 30	...

K.M.	1 cl.	2 cl.	3 cl	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.	
From	m	Y	pres	**Ypres (99)** dp	7 45	12 25	6 30	...
5½	0 75	0 60	0 35	Zonnebeke	7 57	12 37	6 42	...
8½	1 20	0 90	0 55	Moorslede.....	8 7	12 47	6 52	...
14½	2 0	1 40	0 90	**Roulers 00a**	8 30	1 5	7 10	...

TAMINES and LUTTRE.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3				
Dist.	fr. c.	fr. c.	r. c.		a.m.	a.m.	p.m.	p.m.					
From	T	amines		**Tamines (96)** .....dep	8 50	11 30	1 45	6 30	8 20	...	...	...	...
3½	0 50	0 35	0 25	Lambusart	9 1	11 41	1 56	6 41	8 31	...	...	...	...
5½	0 70	0 55	0 35	Vieux-Campinaire	9 11	11 51	2 6	6 51	8 41	...	...	...	...
7½	0 95	0 70	0 50	Ransart	9 18	11 58	2 13	6 58	8 48	...	...	...	...
11½	1 40	1 5	0 70	**Jumet-Brulotte**.....arr	9 27	12 7	2 22	7 7	8 57	...	...	...	...
...	...	...	...	" .....dep	9 31	12 42	2 23	7 10	9 10	...	...	...	...
13½	1 70	1 25	0 85	Gosselies-Ville	9 39	12 50	2 31	7 18	9 25	...	...	...	...
15½	1 90	1 45	0 95	Viesville	9 46	12 57	2 38	7 25	9 40	...	...	...	...
18	2 20	1 65	1 10	**Luttre** ..... arr	9 53	1 4	2 45	7 32	9 50				

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3				
Dist.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.					
From		Lutt	re	**Luttre**.....dep	5 51	9 8	12 18	...	7 3	..	...	...	...
2½	0 40	0 30	0 20	Viesville	5 59	9 16	12 26	...	7 11	..	...	...	...
4½	0 55	0 40	0 30	Gosselies	6 6	9 23	12 33	...	7 18	..	...	...	...
6½	0 85	0 65	0 45	**Jumet-Brulotte**.....ar.	6 13	9 30	12 40		7 25	..	...	...	...
...	...	...	...	" .....dep	6 18	9 40	12 50	5 26	7 28	...	...	...	...
11½	1 40	1 5	0 70	Ransart	6 28	9 50	1 0	5 36	7 38	...	...	...	...
13	1 60	1 20	0 80	Vieux- ampinaire	6 35	9 57	1 7	5 43	7 45	...	...	...	...
15	1 75	1 35	0 90	Lambu art.....	6 45	10 7	1 17	5 53	7 55	...	...	...	...
18	2 20	1 65	1 10	**Tamines (100)**.....arr	6 55	10 17	1 27	6 3	8 5	..	...	...	...

OSTEND, THOUROUT, YPRES, and ARMENTIERES.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.		a.m.		a.m.				p.m.			p.m.	p.m		
From	O	sten	d	**Ostend (80)**.....dep	...	6 9	...	8 11	...	...	12 18	...	3 43	6 20	...	...	...
3½	0 50	0 35	0 25	Snaeskerke	...	6 19	...	8 21	...	...	12 28	...	3 53	6 30	...	...	...
5½	0 70	0 55	0 35	Ghistelles	...	6 26	...	8 28	...	...	12 35	...	4 0	6 36	...	...	...
7½	0 95	0 70	0 50	Moere	...	6 32	...	8 34	...	...	12 41	...	4 6	6 42	...	...	...
8½	1 10	0 80	0 55	Eerneghem	...	6 38	...	8 40	...	...	12 47	...	4 12	6 47	...	...	...
10½	1 30	1 0	0 65	Ichteghem	...	6 44	...	8 46	...	...	12 53	...	4 18	6 53	...	...	...
15	1 85	1 40	0 95	**Thourout** ..... arr	...	6 58	...	9 0	...	...	1 7	...	4 32	7 5	...	...	...
...	...	...	...	**(94)**.....dep	...	7 0	...	9 4	...	...	1 48	...	4 50	7 30	...	...	...
19½	2 35	1 80	1 20	**Cortem rck** ..... arr	...	7 9	...	9 13	...	...	1 57	...	4 59	7 39	...	...	...
...	...	...	...	**(98)**.....dep	...	7 14	...	9 17	...	...	2 3	...		8 0	...	...	...
23	2 80	2 10	1 40	Staden	...	7 24	...	9 27	...	...	2 13	...	...	8 10	...	...	...
27½	3 35	2 50	1 70	Poelcapelle	...	7 37	...	9 40	...	...	2 26	...	...	8 23	...	...	...
29½	3 60	2 70	1 80	Langhemarck.....	...	7 43	...	9 46	...	...	2 32	...	...	8 29	...	...	...
35½	4 35	3 25	2 20	**Ypres (99)** ..... arr	a.m.	7 58	m	10 1	a.m.	p.m.	2 47	...	...	8 44	...	...	...
...	...	...	...	..... dep	5 34	8 10	9 52	10 9	11 20	2 40	2 53	5 25	...	9 0	...	...	...
43½	5 35	4 5	2 70	**Comines** ..... arr	5 52	8 28	10 10	10 27	11 38	2 58	3 10	5 43	p m.	9 18	...	...	...
...	...	...	...	**(13,94)**.....dep	6 0	8 45			11 45		3 35		6 30	9 25	...	...	...
45½	5 55	4 15	2 80	Warneton	6 10	8 55	...	...	11 55	...	3 45	...	6 40	9 33	...	...	...
49	6 0	4 50	3 0	Le Touquet (Belg. Time).....	6 24		...	...	12 9	...	3 59	...			...	...	...
50½	6 70	5 5	3 35	Houplines (Fr. Time)	6 25		...	...	12 10	...	4 0	...	...	...	...	...	...
52½	6 70	5 5	3 35	**Armentieres (12)** .....arr	6 30		...	...	12 15	...	4 5	...	...	...	...	...	...

From	T	ime						a.m.			p.m.			p.m.			
				Armentieres ..... de	...	...		7 25	...	...	2 5	...	4 45	...	...	...	...
1½	0 70	0 55	0 35	Houplines (Fr. Time)	...	...		7 31	...	...	2 13	...	4 51	...	...	...	...
3	...	...	...	**Le Touquet**..... arr	...	...		7 46	...	...	2 28	...	5 6	...	...	...	...
...	...	...	...	" (Belg. Time) dp	a.m.	...		7 56	a.m.	...	2 36	...	5 15	p m.	...	...	...
7½	1 20	0 90	0 60	Warneton.....	5 40	...		8 10	11 10	...	2 46	...	5 27	...	6 50	...	...
10	1 50	1 15	0 75	**Comines**..... arr	5 48	a.m.		8 18	11 20	a.m.	2 54	p.m.	5 35	p m.	7 0	...	...
...	...	...	...	..... dep		7 33		8 42	11 41	11 52	3 11	3 32	5 55	6 22	9 25	...	...
18	...	...	...	**Ypres** ..... arr	...	7 51		9 2	12 0	12 10	3 28	3 52	6 13	6 43	9 45	...	...
...	From	...	pres	..... dep	...	8 1		...	12 22	3 39			6 27	...	...	...	...
6½	0 80	0 60	0 40	Langhemarck.....	...	8 23		...	12 38	3 55	..	..	6 43	...	...	...	...
8	1 0	0 75	0 50	Poelcapelle	...	8 29		...	12 44	4 1	..	..	6 49	...	...	...	...
13	1 55	1 15	0 80	Staden	...	8 42		...	12 57	4 14	..	..	7	...	...	...	...
16½	2 0	1 50	1 0	**Cortemarck** ..... arr	...	8 51		...	1 6	4 23	p m	..	7 15	...	...	...	...
...	...	...	...	..... dep	...	8 52		...	1 18	4 2	5 22	7 18	...	...	...	...	...
20½	2 50	1 90	1 25	**Thourout** ..... arr	a.m	9 1		...	1 27	4 33	5 31	7 27	..	...	...	...	...
...	...	...	...	..... dep	4 30	9 17		...	1 55	4 34	5 32	8 0	...	...	...	...	...
24	3 5	2 30	1 55	Ichteghem	4 46	9 32		...	2 10	4 49	5 48	8 15	...	...	...	...	...
26½	3 30	2 45	1 65	Eerneghem	4 58	9 38		...	2 16	4 55	5 57	8 21	...	...	...	...	...
28	3 45	2 60	1 75	Moere	5 9	9 44		...	2 22	5 1	5 56	8 27	...	...	...	...	...
30	3 65	2 75	1 85	Ghistelles	5 21	9 50		...	2 28	5 7	6 2	8 33	..	...	...	...	...
31½	3 90	2 90	1 95	Snaeskerke	5 33	9 57		...	2 35	5 13	6 8	8 40	...	...	...	...	...
35½	4 35	3 25	2 20	**Ostend** ..... arr	5 45	10 6		...	2 44	5 23	6 17	8 49	...	...	...	...	...

PIÉTON, BONNE-ESPERANCE and BINCHE.

M.	Stations.	1—3	1—3	1—3	1—3			Stations.	1—3	1—3	1—3	1—3		
Dist.		a.m.	a.m.	p.m	p.m.				a.m.	a.m.	p.m.	p.m.	a.m.	
—	**Piéton (101)**.....arr	5 53	10 4	3 48	55	...	...	**Binche (102)**..... dep	8 14	10 58	2 13	6 0	...	...
2½	Anderlues	6 2	10 13	3 57	8 10	...	...	**Bonne-Espérance** a	8 20	11 4	2 19	6 6	...	...
5½	Buvrinnes Mont.....	6 11	10 22	4 6	8 25	...	...	**(102)** dep	8 21	11 5	2 20	6 7	...	...
7½	Merbes-Ste-Marie	6 19	10 30	4 14	8 35	...	...	Merbes-Ste-Marie.....	8 36	11 20	2 35	6 22	8 45	...
8	**Bonne-Espéra'ce** a	6 33	10 44	4 28		...	...	Buvrinnes Mont.....	8 44	11 28	2 43	6 30	9 0	...
	,, dep	6 34	10 45	4 29		...	...	Anderlues	8 53	11 37	2 52	6 39	9 15	...
8½	**Binche (94)** ... arr	6 40	10 51	4 35		...	...	**Piéton**..... arr	9 1	11 45	3 0	6 47	9 25	...

TERMONDE and ST. NICOLAS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	E.M.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	Dis.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Termonde (88) d.	7 10	9 35	1 5	3 32	7 15	8 50	—	**St. Nicolas 100** dp	6 0	8 2	10 30	1 15	4 35	6 5
Grembergen (Etat) ...	7 18	9 42	1 12	3 38	7 22	8 57	6½	**Hamme**	6 30	8 50	11 0	1 40	4 55	7 33
,, (Mo rzeke)	7 21	9 51	1 22	3 44	7 28	9 5	9½	Grembergen (Moerzeke)	6 42	8 58	11 10	1 48	5 2	7 43
Hamme	7 31	9 51	1 35	3 52	7 35	9 14	11½	,, (Etat)	6 49	9 4	11 20	1 54	5 8	7 52
St. Nicolas 94)...arr	7 50	10 20	2 5	4 12	7 55	9 40	12½	**Termonde (93)** arr	6 55	9 10	11 30	2 0	5 15	8

TERNEUZEN, SAINT NICOLAS, and MALINES.

E.M.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.		a.m.	a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.	
—	**Terneuzen**...dep	...	6 15	10 20	...	6 0		**Malines (88** dep	6 50	10 40	1 45	6 10	8 50	
11½	Hulst	...	6 52	10 53	...	6 37		Tamise	7 37	11 23	2 32	6 57	9 31	
½	Saint Gilles **(101)**...	...	7 32	11 20	...	7 7		**Saint Nicolas** ar	7 50	11 35	2 45	7 10	9 47	
20½	**Saint Nicolas** ar	...	7 45	11 30	...	7 17		**,, 100)** dp	8 5	11 50		7 30		
...	,, **94**) dep	5 5	8 25	11 50	3 15	7 30		Sain Gilles.....	8 15	12 0	...	7 40	...	
51	Tamise...	5 18	8 38	12 4	3 28	7 43		Hulst	8 55	12 40	...	8 20	...	
61½	**Malines (84-8)**ar	6 5	9 25	12 55	4 15	8 30		**Terneuzen** ...arr	9 30	1 20	...	8 55	...	

GEMBLOUX, JEMEPPE-SUR-SAMBRE, and TAMINES.

E.M.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
Dist.		a.m	no'n	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
—	**Gembloux 86**)d	6 40	12 0	2 50	8 25	...	**Tamines 100**)dp	5 30	10 25	1 45	6 58	...
9½	**Jemeppe** .....arr	...	...	...	...	...	**Jemeppe**.....arr	...	...	...	...	...
	,, ...dep	7 10	12 45	3 20	9 6	...	,, ...dep	5 46	10 45	2 0	7 20	...
14½	**Tamines (99** ar	7 24	1 5	3 34	9 26	...	**Gembloux 106**	6 14	11 2	2 28	8 3	...

TURNHOUT, and TILBOURG.

Stations.	a.m.	a.m.	a.m.			Stations.	a.m.	p.m.	p.m.		
urnhout (80)dp	5 10	9 5	3 20	...	...	**Tilbourg (108**)dp	7 2	1 10	6 30	...	...
Veelde-Merxplas ..	5 29	9 24	4 4	...	...	Alphen	7 26	1 34	6 54	...	...
Saarle-Nassau	5 53	9 48	4 53	...	...	Saarle-Nassau ...	7 40	1 48	7 8	...	...
Alphen	6 4	9 58	5 3	...	...	Weelde-Merxplas...	8 5	2 17	7 37	...	...
ilbourg(108)arr	6 26	10 20	5 25	...	...	**Turnhout** ...arr	8 18	2 31	7 51	...	...

ETTELBRUCK and WASSERBILLIG.

E.M.	Stations.	1—3	1—3	1—3	1—3			Stations.	1—3	1—3	1—3	1—3		
Dist		a.m.	a.m.	p.m	p.m.				a.m.	a.m.	p.m.	p.m.		
—	**Ettelbruck (79)** d	...	8 16	1 1	7 3	...	...	**Wasserbillig** dep	...	8 0	2 20	5 40	...	...
	Diekirch	5 10	8 45	1 30	7 12	...	...	Echternach	5 44	9 50	3 30	6 50	...	...
16½	Ech ernach	6 14	10 0	3 45	8 7	...	...	Diekirch	6 56	11 11	4 48	8 50	...	...
30½	**Wasserbillig(79)**a	7 0	10 46	4 31	8 51	...	...	**Ettelbruck** ...arr	7 6	11 21	4 58	9 0	...	...

BETTEMBOURG, ESCH, BETTINGEN, STEINFORT.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
			a.m.	p.m.	p.m.		p.m.		a.m.	a.m.		p.m.		
Bettembourg dep	...	...	7 16	12 13	4 11	...	8 45	**Ste nfort** .....dep	6 36	10 30	...	7 20	...	...
Esch	...	...	7 55	12 56	4 50	...	9 20	**Bettingen (107)**	6 13	9 52	...	6 50	...	...
Petange ... arr	a.m.	a.m.	8 24	1 19	5 19	p.m.	9 49	**Petange** ..... arr	7 10	11 0	p.m.	7 52	p.m.	p.m.
Petange ..... dep	...	7 15	11 40	1 20	5 20	8 0	...	**Athus** .....dep	...	7 59	12 4	8 4	8 29	1 35
Rodange	...	7 20	11 15	1 25	5 25	8 5	...	Rodange	...	8 18	12 25	6 23	8 45	1 56
Athus (105) arr	a.m.	7 19	11 14	1 24	5 24	8 4	...	**Petange** ..... arr	a.m.	8 22	12 29	6 27	8 49	2 0
Petange .....dep	7 0	...	8 32		5 25	...	...	**Petange** .....dep	6 1	9 24	12 30	6 28	...	...
Bet ingen(79) arr	35	...	9 13		6 2	...	...	**Esch (79)** ..... arr	6 30	9 53	12 59	6 57	...	...
Ste nfort ..... arr	21	...	10 0		6 58	...	...	**Bettem ourg** arr	7 6	10 31	1 33	7 31	...	...

ARLON and FLORENVILLE.

All 1, 2, 3 class.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
rlon .... dep	5 0	7 10	2 0	3 50	5 48	9 45
Ath s	5 30	7 50	1 0	4 18	6 10	0 10
Signeulx	5 55	8 15	1 25	4 43	6 3	...
Vir on St. M.	6 12	8 32	1 42	5 0	6 2	...
Iz-l...	47	9 7	2 17	5 36	7 2	...
Florenville ... arr	6 59	9 19	2 29	5 48	7 39	...

All 1, 2, 3 la s	a.m.	a.m.	p.m.	p.m.		
Florenville ...dep	4 50	8 11	1 22	5 14		
zel	5 3	8 2	1 35	5 27	6 43	...
Vi ton St. M.	39	9 0	2 12	6 3	7 19	...
Signeulx	5 56	9 16	2 28	6 19	7 35	...
Athu...	6 30	9 52	3 0	6 44	8 5	8 35
rlon	7 55	10 1	3 37	7 11	8 39	9 0

TAMINES and METTET.

a.m.	a.m.	p.m.	p.m.			
5 24	10 40	4 20	6 58	7 40	...	
5 57	11 13	4 53	7 31	8 13	...	
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
6 35	10 11	4 34	6 58	7 40	...	
dep	0 2	8 44	3 15	7 30	...	
arr	0 22	9 4	3 35	7 50	...	

All 1, 2, 3 class.
Tamines (100) .....dep
Jemeppe .....arr
Mettet ..... dep
Tamines ..... arr

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GHENT SELZAETE, and TERNEUZEN (Societe Generale d'Exploitation.)

2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	Ghent (St) (83) dep	5 0	8 28	12 26	5 30	8 10	...
—	—	,, (Porte d'Any)..	5 30	8 38	12 40	5 35	8 25	...
0 65	0 45	Wondelghem .....dep	5 44	8 46	12 48	5 40	8 30	...
0 65	0 60	Sgerbrugge	5 55	8 51	12 55	5 45	8 35	...
1 20	1 0	Cluysen Terdone	6 10	8 59	1 5	5 52	8 43	...
1 50	1 10	Ertvelde	6 20	9 4	1 13	5 56	8 53	...
1 20	0 90	Selzaete (101) arr	6 30	9 8	1 20	6 0	9 0	...
—	—	,, ...dep	6 50	9 12	1 25	...	9 5	...
1 20	0 90	Sas-de-Gand ....arr	...	...	...	...	...	...
—	—	,, (Dutch Customs)dp	...	9 19	1 45	...	9 22	...
1 20	1 20	Philippine	7 15	9 38	1 55	...	9 30	...
2 0	1 30	Sluyskil	7 30	9 48	2 3	...	9 35	...
2 30	1 50	Terneuzen ..... arr	4 10	9	5 15	...	9 43	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Terneuzen .....dep	6 0	10 30	12 15	5 40	...	...
Sluyskil	6 8	10 38	12 30	5 48	...	...
Philippine	6 15	10 45	12 45	5 55	...	...
Sas-de-Gand ...arr	...	...	...	...	...	...
,, ...dep	6 25	10 55	1 0	6 3	...	...
Selzaete .....arr	6 27	10 57	1 2	6 8	...	...
,, ...dep	6 40	11 10	1 25	6 10	6 50	...
Ertvelde	6 46	11 15	1 30	6 17	7 0	...
Cluysen Terdone	6 51	11 23	1 35	6 23	7 8	...
Langerbrugge	6 55	11 30	1 42	6 28	7 35	...
Wondelghem	7 13	11 36	1 47	6 33	7 35	...
Ghent (82) ....arr	7 13	11 46	...	...	8 2	...
(Etat Station)	7 25	12 0	2 15	6 56	8 50	...

LOKEREN ZOTTEGHEM, ST.-GILLES-WAES, SELZAETE, ESSENEDE and EECLOO.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lokeren (96)...dep	5 57	6 40	8 30	10 25	12 40	5 25	8 0	...
Knam ..... ,,				10 30		5 30	...	...
Exaerde ..... ,,	6 6		8 39	10 35	12 49	5 35	8 9	...
Moerbeke ... arr	6 13	6 53	8 46	10 41	12 56	5 41	8 16	...
,, ...dep	7 0		9 30			6 35	...	...
Stekene ..... ,,	7 17		9 47	...	...	6 52	...	...
St. Gilles-Waesa	7 30	...	10 0	...	p.m.	7 5	...	...
,, (100) dep	5 30	...	8 17	...	12 20	5 10	7 45	...
Stekene ..... ,,	5 44	...	8 30	...	12 45	5 24	7 59	...
Moerbeke ... arr	6 0	...	8 45	...	12 59	5 40	8 5	...
,, ...dep	6 17	...	8 47	10 43	12 ...	5 43	8 18	...
Wachtebeke ..... ,,	6 26	...	8 55	10 52	...	5 52	8 27	...
Selzaete (101)...arr	6 35	...	9 4	11 1	1 15	6 1	8 16	...
,, ...dep	6 42	...	9 10	...	1 25	6 13	9 5	...
Essenede ..... ,,	6 52	...	9 18	...	1 ...	6 26	9 16	...
Schouten ..... ,,	7 2	...	9 25	...	1 46	6 36	9 26	...
Saerveldе ..... ,,	7 8	...	9 31	...	1 52	6 42	9 32	...
Eeeloo ..... ,,	7 18	...	9 38	...	2 2	6 52	9 42	...
Lembeke ..... ,,	7 25	...	9 44	...	2 9	6 59	9 49	...
Leerloo (95)....arr	7 35	...	9 51	...	...	7 10	10 0	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Eeeloo (95) ...dep	...	5 40	8 23	10 15	...	5 5	7 55
Lembeke ..... ,,	...	5 50	8 32	10 25	...	5 16	8 6
Saerycke ..... ,,	...	5 57	8 38	10 32	...	5 23	8 13
Bassevelde ..... ,,	...	6 6	8 45	10 41	...	5 33	8 23
Houchaute ..... ,,	...	6 12	8 51	10 47	...	5 39	8 29
Essenede ..... ,,	...	6 21	8 58	10 58	...	5 49	8 39
Selzaete.....arr	...	6 31	9 5	11 8	p.m.	6 0	8 50
,, ...dep	...	6 36	9 11	11 5	1 40	6 15	9 5
Wachtebeke ..... ,,	...	6 46	9 21	11 25	1 50	6 25	9 15
Moerbeke ... arr	a.m.	6 54	9 28	11 33	1 58	6 33	9 23
,, ...dep	4 50	7 0	9 30	...	2	6 35	...
Stekene ..... ,,	5 7	7 17	9 47	...	2 17	6 52	...
St. Gilles-Waesa	5 20	7 30	10 0	...	2 30	7 5	...
,, ...dep	30	8 17	...	...	12 20	5 10	7 45
Stekene ..... ,,	5 44	8 30	...	...	12 34	5 24	7 5
Moerbeke ....arr	6 0	8 45	...	...	12 50	5 40	8 1
,, ...dep	6 14	6 56	9 2	11 35	1 59	6 37	9 24
Exaerde ..... ,,	6 29	7 3	9 35	11 42	2 6	6 44	9 31
Daknam ..... ,,	6 39	...	...	...	...	...	...
Lokeren (96)... arr	6 30	7 9	9 4	11 51	2 15	6 3	9 41

CHARLEROI PIETON, BAUME, ECAUSSINES, BRAINE-LE-COMTE.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	Namur .....dep	3 30	8 0	11 5	1 12	3 35	...
—	—	—	Charleroi ...arr	4 20	9 25	12 30	2 2	6 56	...
0 90	0 60	0 45	Charleroi ..... dep	5 30	9 30	12 38	3 14	7 20	...
0 35	0 25	0 20	Marchiennes	5 29	9 40	12 39	3 23	7 28	...
1 10	0 80	0 55	Pieton ..... arr	5 51	10 2	12 57	3 45	7 50	...
—	—	—	,, ...dep	5 54	10 3	12 58	3 47	7 53	...
1 80	1 35	0 90	Baume ..... arr	6 12	10 21	1 16	4 5	8 11	...
—	—	—	,, ...dep	7	5 10	29	4 27	8 16	...
—	—	—	Ecaussines ..... ,,	7	29	10 51	...	4 53	8 41
—	—	—	Braine-le-Co. arr	7	38	10 59	...	5 0	8 49
—	—	—	Braine-le-Co. dep	7	38	11 11	...	5 17	9 8
—	—	—	Brussels .....arr	8	51	12 6	...	6 3	9 55

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Brussels .....dep	6 56	...	12 35	4 45	8 21	...
Braine-le-C. arr	7 58	...	1 19	5 47	9 4	...
Braine-le-Co. dep	8 8	...	1 50	5 50	9 11	...
Ecaussines ..... ,,	8 17	...	1 59	5 59	9 20	...
Baume ..... arr	8 40	a.m.	2 22	6 21	9 47	...
,, ...dep	8 44	11 29	2 47	6 34	10 30	...
Pieton ..... arr	9 5	11 47	3 5	6 52	10 48	...
,, ...dep	9 8	11 48	3 6	6 56	10 49	...
Marchiennes... ,,	9 31	12 10	3 28	7 19	11 12	...
Charleroi .....arr	9 38	12 17	3 35	7 26	11 19	...
Charleroi dep	9 43	1 10	3 40	6 8	10 45	...
Namur ..... arr	11 9	2 2	5 5	7 35	11 38	...

BRUGES, BLANKENBERGHE, and HEYST.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bruges (80, 95) dep	7 18	9 45	11 33	2 47	5 20	7 30	...	...
Jarvis (Base.)	7 26	9 52	11 40	2 55	5 28	7 35	...	...
Blankenberghe	7 45	10 8	11 58	3 14	5 47	7 53	...	...
Blankenberghe arr	7 53	10 15	12	3 22	5 55	8 0	...	...
Heyst ..... ,,	8 10	10 36	12 34	3 48	6 20	8 21	...	...
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Heyst .....dep	5 40	8 28	1 25	4 10	5 30	7 40	...	...
Blankenberghe ,,	6 5	8 48	11 48	4 30	5 57	8 0	...	...
Blankenberghe ,,	6 15	8 56	11 58	4 36	6 7	8 8	...	...
Bruges (Base.) ,,	6 4	9 12	12 17	4 54	6 26	8 24	...	...
Bruges (81, 94)...arr	7 40	9 18	12 23	5 0	6 32	8 30	...	...

MARCHEHAN and VIRTON.

Stations.	1,2,3	1,2,3	1,2,3
(100	a.m.	a.m.	p.m.
Marbehan.....dep	8 7	11 35	5 10
Poncell	8 21	11 49	5 24
Croix Rouge	8 33	11 0	5 35
Ethe	8 52	12 20	5 55
Virton .....arr	9 2	12 30	6 5
Virton .....dep	6 25	9 45	3 20
Ethe	6 37	9 57	3 36
Croix Rouge	6 55	10 17	3 56
Poncelle	7 4	10 27	4 0
Marbehan (100)	7 22	10 40	4 14

ANTWERP, VIEUX-DIEUX and BOOM.

All 1, 2, 3 Cl.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Antwerp (90) dep	6 42	8 25	11 5	1 50	5 10	10 30	...
Berchem ..... ,,	6 49	8 32	11 12	1 57	5 17	10 37	...
Vieux-Dieux	6 56	8 42	11 22	2 5	5 25	10 45	...
Contich (84)	7 5	8 49	11 27	2 12	5 32	10 49	...
Heerth	7 10	8 56	11 34	2 19	5 39	10 56	...
Boom	7 16	9 2	11 40	2 25	5 45	10 58	...

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Boom ..... dep	5 15	7 38	9 30	12 5	3 20	8 7	...	...
Heerth ..... ,,	5 22	7 45	9 37	12 12	3 27	8 7	...	...
Contich (84) ..... ,,	5 28	7 52	9 44	2 19	3 34	9 4	...	...
Vieux-Dieux ..... ,,	5 36	7 59	9 51	12 26	3 4	9 11	...	...
Berchem ..... ,,	5 44	8 7	9 59	12 34	3 49	9 19	...	...
Antwerp ..... arr	5 50	8 13	10 5	12 40	3 55	9 25	...	...

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BRAINE-LE-COMTE and ERQUELINNES.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	p.m.	p.m.	p.m.	p.m.
BRUSSELS (for Braine) ..... dep	...	6 56	12 35	4 45	6 21	...
BRAINE ..... arr	...	7 58	1 19	5 47	9 4	...
Braine-le-Comte (83) .... dep	...	8 8	1 30	5 50	9 14	...
Ecaussines (Est) ..... ,,	...	8 16	1 38	5 58	9 22	...
MANAGE for Ecaussines ..... dep	...	8 45	1 37	3 25	9 33	...
ECAUSSINES ..... arr	...	6 2	1 54	1 42	6 59	...
Ecaussines ..... dep	...	6 17	1 59	5 59	9 24	...
Ha me ..... ,,	...	8 40	2 22	6 21	9 47	...
BAUME for Pieton & Charleroi dp	...	8 47	2 47	6 34	10 30	...
CHARLEROI ..... arr	a. m.	9 38	3 35	7 26	11 19	...
Sau e ..... dep	6 25	8 42	2 3	6 38	9 50	...
Hinche ..... ,,	6 51	8 58	2 38	6 41	10 6	...
Bonne Esperance (99) ... arr	6 59	9 6	2 45	6 49	10 14	...
BONNE-ESPERANCE for Mons ,p	6 41	...	...	4 33	8 39	...
ONS ..... arr	7 16	...	...	5 8	9 14	...
Bonne-Esperance ..... dep	7 0	9 7	2 46	6 50	10 15	...
Pelsant ..... ,,	7 10	9 15	2 54	6 58	10 23	...
Erquelinnes (97) ..... arr	7 25	9 36	3 9	7 9	10 33	...
CHARLEROI ..... dep	9 25	...	4 38	10 25	—	...
MAUBEUGE ..... arr	8 5	11 21	3 47	8 45	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	
MAUBEUGE for Erquelinnes dep	2 56	...	7 17	2 51	4 55	...
CHARLEROI for Erquelinnes dep	...	6 23	6 27	2 12	4 20	...
Erquelinnes (96) ..... dep	4 0	6 18	9 42	3 39	7 20	...
Pelsant ..... ,,	...	6 30	9 54	3 51	7 41	...
Bonne-Esperance ..... arr	4 24	6 38	10 2	3 59	7 49	...
MONS for BONNE-ESPERANCE dep	...	7 44	10 14	5 20	9 26	...
BONNE-ESPERANCE ..... arr	...	8 19	10 49	6 5	10 1	...
Bonne-Esperance ..... dep	4 25	6 39	10 3	4 0	7 50	...
Hinche ..... ,,	4 37	6 47	10 11	4 8	7 58	...
Baume ..... arr	5 5	7 3	10 27	4 24	8 14	...
CHARLEROI for Pieton & Baume ...	...	5 30	9 30	3 14	7 20	...
BAUME ..... arr	...	6 12	10 21	4 5	8 11	...
Baume ..... dep	...	7 5	10 28	4 27	8 16	...
Ecaussines ..... arr	...	7 28	10 50	4 50	8 39	...
ECAUSSINES for Manage ..... dep	...	8 12	11 19	4 39	9 15	...
MANAGE ..... arr	...	8 26	11 35	4 55	9 31	...
Ecaussines ..... dep	...	7 29	10 51	4 52	8 41	...
Braine-le-Comte (82) ..... arr	...	7 37	10 59	5 0	8 49	...
BRAINE for Brus-els ..... dep	...	7 58	11 11	5 17	9 6	...
BRUSSELS ..... arr	...	8 51	12 6	6 3	9 55	...

ANTWERP, HOBOKEN, and BOOM.

E.M.	fr. c	fr. c	fr. c	All 1,2,3 Class.	a.m.	a.m.	a.m.	p.m.	p.m.	
From	A	n t w	erp.	**Antwerp** ..... dep	7 5	8 55	11 30	4 30	8 15	...
21	0 35	0 25	0 20	Hoboken ..... ,,	7 12	9 2	11 37	4 37	8 22	...
7¼	1 10	0 80	0 55	Niel ..... ,,	7 28	9 18	11 53	4 53	8 38	...
10	1 80	1 35	0 90	**Boom** ..... arr	7 35	9 25	12 0	5 0	8 45	...

E M	fr c	fr. c	fr c		a.m.	a.m.	a.m.	p.m.	p.m.	
	Fro	m B	oon	**Boom** ..... dep	4 50	7 55	9 40	2 50	6 45	...
2¼	0 35	0 25	0 20	Niel ..... ,,	4 58	8 3	9 48	2 58	6 53	...
7¼	1 45	1 10	0 70	Hoboken ..... ,,	5 14	8 19	10 4	3 14	7 9	...
10	1 80	1 35	0 90	**Antwerp** ..... arr	5 20	8 25	10 10	3 20	7 15	...

LODELINSART, CHATELINEAU-CHATELET, & GIVET.—Chemin de fer Grand Central Belge

1 cl.	2 cl.	3 cl.	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a. m	p.m	p.m	p.m
Fro	Lode	lins	**Lodelinsart (105)** dep.	6 13	10 58	6 3	9 59	...
3 90	2 80	1 95	Charleroi (Ville-Haute)	6 18	11 3	6 8	10 4	...
4 5	2 85	2 5	Montigny-sur-Sambre ...	6 25	11 10	6 15	10 11	...
4 15	2 95	2 10	**Chatelineau-Chatelet**	6 32	11 17	6 22	10 18	...
...	...	...	,, (96) ..... dep	7 6	11 32	9 44	—	...
4 55	3 25	2 30	Boufmoulx ..... ,,	7 11	11 37	9 49	...	...
4 75	3 45	2 40	Acos ..... ,,	7 22	11 38	7 0	...	...
4 95	3 55	2 50	Gerpinnes ..... ,,	7 30	11 46	7 8	...	...
5 15	3 75	2 60	Hensinnes ..... ,,	7 36	11 52	7 14	...	...
5 35	4 5	2 80	Ort (Morialmé) (105)...	7 49	12 5	7 57	...	...
5 95	4 25	3 0	Pavillons (Stave)	8 2	12 18	7 40	...	...
6 15	4 45	3 10	Florennes ..... ,,	8 8	12 24	7 46	...	...
6 75	4 85	3 40	Villers-le-Gambon	8 20	12 34	7 57	...	...
6 95	5 5	3 50	Merlemont ..... ,,	8 27	12 40	8 3	...	...
7 35	5 35	3 70	**Romedenne** ..... ,,	8 37	12 48	8 12	...	...
7 75	5 65	3 90	Rotsche (Bel. Frontier)	8 46	12 56	8 20	...	...
...	...	...	,, (97) ..... ,, dep	8 47	12 56	8 21	...	...
9 0	6 75	4 50	**Givet (Fr. Frontier)** arr	8 47	12 56	8 21	...	...

Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(85, 71)	a.m.	a. m.	a. m	a. m	p. m
Givet (Fr Frontier) dep	...	6 53	11 16	4 29	...
Rotsche (B. L Frontier)	...	7 13	11 36	4 49	...
,, ,, dep	...	7 28	11 45	4 59	...
Romedenne ..... ,,	...	7 38	11 55	5 9	...
Merlemont ..... ,,	...	7 48	12 5	5 19	...
Villers-le-Gambon ..... ,,	...	7 55	12 12	5 26	...
Florennes ..... ,,	...	8 7	12 24	5 38	...
Pavillons (Stave) ..... ,,	...	8 17	12 34	5 48	...
Ort (Morialmé) ..... ,,	...	8 25	12 42	5 56	...
Hensinnes ..... ,,	...	8 36	12 53	6 6	...
Gerpinnes ..... ,,	...	8 42	12 59	6 14	...
Acos ..... ,,	...	8 49	1 5	6 21	...
Boufmoulx ..... ,,	...	8 50	1 14	6 21	...
Chatelineau-Chat. a	...	9 3	1 18	6 34	...
,, (96)...dep	5 16	9 13	1 27	6 45	...
ontigny-sur-Sambre ...	5 25	9 22	1 36	6 54	...
Charleroi (Ville-Haute)	5 32	9 29	1 43	7 1	...
Lodelinsart (104) arr	5 36	9 33	1 47	7 5	...

TIRLEMONT, WEST and MOLL.

E M	1 Cl.	2 Cl.	3 Cl.	Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist	fr. c.	fr. c.	fr. c		**Tirlemont (96) 90 dp**	a.m.	a.m.	p.m.	p.m.	p.m.
From	0 70	0 52	0 35		Neer Linter (98) ..... ,,	6 32	10 40	2 36	4 36	10 40
2	1 15	1 10	0 70		Geet-Betz ..... ,,	6 49	10 57	2 53	4 53	10 57
11¼	1 80	1 50	1 00		Haelen ..... ,,	6 57	11 5	3 1	5 1	11 5
13	1 80	1 50	1 00		**Diest (105)** ..... arr	7 9	11 17	3 13	5 13	11 17
19¼	2 15	1 45	1 00		... . dep	7 20	11 28	3 24	5 24	11 28
23	2 15	1 45	1 00		Donnes-les-Diest ..... ,,	7 28	11 36	3 32	5 32	11 36
25	2 30	2 0	1 20		Tessenderlo ..... ,,	7 39	11 47	3 43	5 43	11 47
29	2 60	2 20	1 40		Oostham-Quaed-Mechlin	7 51	11 59	3 55	5 55	11 59
31	2 70	2 30	1 60		Hoppen ..... ,,	8 0	12 8	4 4	6 4	12 8
34	2 80	2 40	1 70		Bourg-Leopold ..... ,,	8 10	12 18	4 14	6 14	12 18
37¼	3 00	2 60	1 80		Beeringen-Wheel ..... ,,	8 20	12 28	4 24	6 24	12 28
44¼	3 50	3 00	2 10		**Moll (104)** ..... arr	8 29	12 37	4 33	6 33	12 37

Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m	p.m	p.m
Moll ..... dep	4 57	8 29	12 ...	...	5 16
Beeringen-Wheel ..... ,,	5 7	8 39	12 45	5 16	5 26
Bourg-Leopold ..... ,,	5 17	8 49	12 55	5 26	5 36
Hoppen ..... ,,	5 31	8 59	1 5	5 36	5 46
Oostham-Quaed-Mechlin	5 36	9 7	1 14	5 44	5 54
Tessenderlo ..... ,,	5 46	9 17	1 24	5 54	6 4
Donnes-les- lest ..... ,,	5 57	9 24	1 31	6 1	6 11
Diest ..... arr	6 3	9 34	1 41	6 11	6 21
... . dep	6 3	9 34	1 41	6 11	6 21
Haelen ..... ,,	6 15	9 46	1 53	6 23	6 33
Geet-Betz ..... ,,	6 23	9 54	2 1	6 31	6 41
Neer Linter ..... ,,	6 39	10 10	2 17	6 47	6 57
Tirlemont (96) 90 arr	6 47	10 18	2 25	6 55	7 5
... . dep	7 10	10 33	2 40	7 10	7 20
Orsmael ..... ,,	7 18	10 41	2 48	7 18	7 28
Jodoigne ..... ,,	7 28	10 51	2 58	7 28	7 38
Piétrebais ..... ,,	7 36	10 59	3 6	7 36	7 46
Wavre ..... ,,	7 46	11 9	3 16	7 46	7 56
Basse-Wavre ..... ,,	7 51	11 14	3 21	7 51	8 1
Ottignies ..... ,,	8 0	11 23	3 30	8 0	8 10
Louvain ..... ,,	8 15	11 38	3 45	8 15	8 25
Herent ..... ,,	8 23	11 46	3 53	8 23	8 33
Wygmael ..... ,,	8 30	11 53	4 0	8 30	8 40
Louvain (95) ..... arr	8 38	12 1	4 8	8 38	8 48

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VIREUX to ANTWERP and ROTTERDAM.—Chemin de fer Grand Central Belge.

Trains.

Stations.	1,2,3	1,2,3	1,2,3	Cl	1,2,3	1,2,3	1,2,3	Cl	1,2,3
					p.m.				a.m.
PARIS (Est.) dep									
" (Nord.) ...									
ERBRY					7 40				12 25
MESNIÈRES-CHAR					12 20				6 7
VIREUX (71) arr					3 35				9 10
					5 4				10 41
Vireux (d. fr.) dep					6 39				11 0
Vireux (ld. belge) ...					7 12				11 33
Oisy					7 18				11 39
Fumay					7 24				
Carlsembourg arr					7 30				11 46
" (71,106) dep					7 37				11 53
Carlsembourg					7 58				12 13
Blaimont					8 11				12 26
Walcourt ..... arr		a.m.			8 19				12 32
" (106) dep		4 40			8 10	3 27			12 28
Somme ..... arr		4 45			8 16	3 33			12 43
" (82,106) dep		4 46			8 17	3 34			12 44
Hanzen		4 54			8 26	3 43			12 53
Jamiolx		5 2			8 35	3 52			1 0
Somerie		5 7			8 43	3 58			1 5
La Sambre		5 16			8 51	9 10			1 17
Charleroi (Est)ar					9 0	9 18			1 26
" 85,94 dep			a.m.			9 42			1 30
Charleroi (ville B.) ...		5 26	5 26			9 58			1 41
Lodelinsart			5 32			10 0			1 48
" (102) dep			5 40			10 2			1 49
Ransart			5 49			10 10			1 58
Fleurus (86,93)...			5 59			10 20			2 10
Ligny			6 5			10 26			
Marbais			6 10			10 31			2 20
Tilly			6 16						
Villers-la-Ville			6 24			10 43			2 31
Genappe			6 31						2 37
Court-St.-Etienne ...			6 39			10 55			2 45
Ottignies ..... arr			6 44			11 0			2 50
" (106) dep			6 56			11 4			2 57
Limal			7 2			11 10	p.m.		
Wavre (94)			7 16			11 26	12 3	3	8
Gras Donon Gast...			7 17			11 34	9 11		3 15
Wavre-St.-Georges			7 31			11 51	2 27		3 32
Héverlé			7 37			11 57	2 33		3 37
Louvain (86,91) a	a.m.		7 50		1,2,3	12 7	2 43		3 37
" dep	8 3	6 14	8 43		10 30	12 40			3 58
Boutsbar	8 13	6 24			10 30	12 50			4 8
Aerschot ..... arr	8 23	6 34	9 —		10 40	1 0			4 18
" (105, dep		6 45	9 6			1 11			4 25
Schaelbot		6 58	9 17			1 23			4 37
Heyst-op-den-Berg ...		7 8	9 26			1 32			4 46
Berlaer		7 19	9 36			1 42			4 56
Lierre (99) ..... arr	a.m.	7 29	9 46			1 52			5 6
" ..... dep	6 19	7 34	9 54			1 57			5 9
Bouchout	6 29	7 43	10 3			2 6	1 & 2		5 18
Antwerp ..... arr	6 43	7 57	10 17			2 20	p.m.		5 32
" ..... dep	7 23		10 20			2 40	3 41		6 36
Berchem	7 33		10 41			3 2			6 59
Cappellen	7 51		10 49			3 9			7 6
Calmpthout	8 3		11 0			3 21			7 18
Esschen (Frontier)...	8 18	1 & 2	11 15			3 36	4 26		7 33
Roosendaal ..... arr	8 32	p.m.	11 29			3 50	4 40		7 48
" (112) ..dep	8 56	10 16	11 47				5 0		8 10
Oud-abosch	9 6		11 56				5 11		8 21
Zevenbergen ..... arr	9 16	10 26	12 —				5 21		8 31
Moordyck arr		10 55	—				5 38		8 48
Zevenbergen (109) d	9 17	10 40	12 13				5 26		8 36
Dordrecht E.N. a	9 42	11 13	12 40				5 59		9 17
Rotterdam (113) a	10 5	11 36	1 10				6 30		9 56
" (For de Delfs)	10 15	11 48	1 26	a.m.			6 40		10 6
ROTTERDAM dep	10 25	11 55	1 30		6 50		6 50		10 20
HAGUE	10 51	12 21	1 56		7 16		7 16		11 3
AMSTERDAM arr	12 7	1 37	3 12		9 41		8 32		
ROTTERDAM dep	10 30	11 50	3 0		6 30		7 15		
HAGUE	11 25	1 0	3 15		7 45		10 10		
AMSTERDAM arr	11 47	1 10	4 30		8 45		9 15		

Extra—Lierre to Antwerp, 8.44 a.m., 12.17, 5.37, and 10.20 p.m.

Ex.—Louvain to Antwerp direct, 11.14 a.m., 9.0 p.m.

* Monday and day after Fair days only.

† Mondays and Fridays only.

‡ Saturdays only.

1 & 2 class. 1,2,3 cl

ANTWERP and GLADBACH

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	a.m.	a.m.	p.m.	p.m.
Antwerp ..... dep	5 1	6 13	10 59	3 7	6 40
Bouchout	5 17	6 28			
Lierre (95) ..... arr	5 25	6 36	11 20	3 28	7 1
BRUSSELS ...dep	4 34		9 51	12 43	
Lierre ..... dep	6 10	6 38	11 23	3 30	7 3
Nylen	6 24	6 53	11 43		
Boswel	6 34	7 58	11 43		
Herenthals ..... arr	6 47	7 6	11 51	3 54	7 27
BRUSSELS ...dep	5 35	5 15	9 37		
Herenthals ....dep	7 15	7 10	11 55	3 56	7 31
Oolen	7 25	7 19			7 40
Gheel	7 35	7 28	12 10	4 14	7 49
Moll	7 48	7 40	12 21	4 26	8 0
Baelen		7 48			8 9
Lommel		8 0	12 38		8 21
Neerpelt		8 12	12 49	4 53	8 35
Lille-St.-H.-A		8 20			8 44
Hamont		8 29	1 3	5 7	8 51
Budel		8 49	1 22	5 25	9 9
Weert		8 57	1 35	5 37	9 21
Baexem		9 17	1 49		9 35
Hasem	a.m.	9 25	1 57		9 43
Roermond	6 49	9 39	2 9	6 6	9 58
Melick-Herk	6 58				10 7
Vlodrop	7 9	9 55	2 25	6 22	10 17
Dalhem	7 20	10 13	2 43	6 40	10 31
Rheindahlen	7 50	10 29	3 2	6 59	10 47
Rheydt	8 1	10 39	3 13	7 9	10 57
Gladbach (140) ar	8 8	10 45	3 20	7 15	11 3
GLADBACH dep	8 28	11 2	3 34	7 35	11 12
CLOSE v. Nuss ar	11 7	12 56	4 40	10 20	
DUSSELDORF ...	9 0	11 38	4 08	7 54	11 44
COLOGNE v. Dus.		9 40		9 30	
DEUTZ (v. Duss)	11 38		5 40		
ELBERFELD.. "	9 48	12 19	5 19	8 48	12 33
BERLIN	9 0	10 15		7 42	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	a.m.	p.m.
BERLIN ..... dep	8 45		10 0		11 0
ELBERFELD ... "	8 2	8 54	7 20	10 21	4 24
DEUTZ (v. Duss)		8 5		1 & 2	
COLOGNE v. Dus.	8 40		7 0	9 30	1 45
DUSSELDORF ...	9 2	9 58	8 7	12 28	5 31
COLOGNE v. Nuss	8 15	9 25	6 52	11 42	2 42
	p.m.	a.m.	a.m.	p.m.	p.m.
Gladbach ..... dep	9 58	11 16	8 41	1 20	6 39
Rheydt	10 5	11 24	8 49	1 28	6 47
Rheindahlen	10 15	11 35	9 0	1 39	6 58
Dalheim	10 32	11 56	9 17	1 57	7 15
Vlodrop	10 38	12 5	9 21	2 5	7 19
Melick-Herk	10 48	12 15	9 31	2 18	7 29
Roermond ..... arr	10 56	12 23	9 39	2 28	7 37
" ..... dep		6 33	9 42	2 45	7 41
Haelen		6 43	—	2 55	7 51
Baexem		6 51	—	3 3	7 59
Weert		7 7	10 12	3 19	8 14
Budel		7 21	10 25	3 33	8 27
Hamont		7 33	10 37	3 43	8 37
Lille-St.-H.-A.		7 40	—	3 49	8 44
Neerpelt		7 48	10 50	3 58	8 53
Lommel		8 0	—	4 10	9 4
Baelen	a.m.	8 12	—	—	9 16
Moll	5 5	8 23	11 18	4 28	9 24
Gheel	5 19	8 36	11 30	4 40	9 36
Oolen	5 29	8 45	—	4 49	—
Herenthals ... arr	5 38	8 53	11 45	4 57	9 51
BRUSSELS ... "	8 55	11 50	—	7 45	—
Herenthals ...dep	5 41	9 5	11 51	5 1	9 55
Boswel	5 53	9 15	—	—	—
Nylen	6 3	9 25	—	—	—
Lierre ..... arr	6 16	9 37	12 15	5 25	10 19
BRUSSELS ... arr	8 23	11 24	1 49	7 26	
Lierre ..... dep	6 19	9 44	12 17	5 27	10 20
Bouchout	6 29	9 53	—	—	10 29
Antwerp ..... arr	6 43	10 7	12 38	5 48	10 43

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ROTTERDAM, ANTWERP to VIREUX.

Chemin de fer Grand Central Belge.

Single.			Return.			Stations.	Trains.												
1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	
fr. c	fr. c	fr. c	fr. c	fr. c	fr. c					p.m.			a.m.		a.m.	a.m.	p.m.		
...	...	...	...	...	...	AMSTERDAM (Rh. Time) dep.	...	...	...	8 55	...	*1 & 2 class.	6 31	...	10 5	11 25	5 0		
...	...	...	...	...	...	HAGUE	...	...	...	9 0			6 24		10 10	11 45	4 20		
...	...	...	...	...	...	ROTTERDAM arr.	...	...	...	10 30			8 35		11 30	12 45	6 20		
...	...	...	...	...	...	AMSTERDAM (Dut. R.) dep	...	...	...	9 10		...	*7 20		9 50	12 55	4 45		
...	...	...	...	...	...	HAGUE	...	...	...	10 41		...	8 36		11 20	2 14	5 59		
...	...	...	...	...	...	ROTTERDAM (113) arr.	...	...	...	11 20		...	9 2	a.m.	11 49	2 40	6 24		
—	Fro	m R	otter	dam	—	**Rotterdam** (Port de Delft dp Bourse			a.m.	5 42		...	9 10	6 30	11 55	2 50	6 40		
...	...	...	...	...	...	**Dordrecht** (108)	...	...	...	5 55		...	9 20	6 40	12 5	3 0	6 50		
...	...	...	...	...	...	**Zevenbergen** arr.	...	...	...	6 23		...	9 46	7 6	12 43	3 30	7 29		
...	...	...	...	...	...	**Moerdyck** dep	...	...	...	6 58		...	10 11	...	1 12	4 6	8 3		
...	...	...	...	...	...	**Zevenbergen (108)** dep	...	...	...	6 40		...	...	...	1 0	...	7 50		
Oudenbosch							...	...	...	7 6		...	...	...	1 17	4 10	8 8		
3 10	2 45	1 50	5 5	3 80	2 55	**Roosendaal** arr.	...	...	...	7 18		...	10 27	...	1 29	4 22	8 20		
3 85	3 5	1 85	6 20	4 70	3 5	,, (111) dep.	...	...	...	7 29		...	10 38	7 50	1 40	4 33	8 31		
...	...	...	...	...	...	Esschen, Customs examination	...	...	...	7 46		...	10 44		1 48	4 40	8 43		
4 25	3 35	2 5	6 80	5 20	3 35	Calmpthout	...	...	...	8 13		...	11 10		2 15	5 0	9 10		
4 55	3 60	2 20	7 25	5 60	3 60	Cappellen	...	...	...	8 24		...	...		2 26	5 11	9 21		
4 95	3 85	2 40	7 10	5 95	3 85	Eeckeren	...	...	...	8 36		...	...		2 38	5 23	9 33		
5 15	4 0	2 50	8 10	6 15	4 0	**Antwerp** arr.	a.m.	a.m.	a.m.	8 43		...	...		2 45	5 30	9 40		
5 50	4 30	2 70	8 65	6 65	4 30	,, dep.	6 13	10 59	7 10	9 5		a.m.	11 52		3 5	5 50	10 0		
	Fro	m A	ntw	erp		**Bouchout**	6 28	...	7 25	...		9 20	1 30		5 1	7 10	...		
0 80	0 60	0 40	1 20	0 90	0 60	**Llerre (80)** arr.	6 36	11 20	7 33	...		9 35	1 45		5 16	7 25	...		
1 10	0 80	0 55	1 75	1 30	0 90	,, dep.			7 39	...		9 43	1 53		5 23	7 33	...		
...	...	...	...	...	...	**Berlaer**	...	...	7 50	...		9 50	1 58		5 35	7 36	...		
1 70	1 20	0 85	2 65	1 90	1 35	**Heyst-op-den-berg**	...	...	8 0	...		10 2	2 6		5 46	7 47	...		
2 20	1 70	1 10	3 30	2 55	1 65	**Boisschot**	...	...	8 9	...		10 13	2 16		5 56	7 57	...		
3 20	2 25	1 55	5 10	3 75	2 55	**Aerschot** arr	a.m.	a.m.	8 20	...		10 23	2 25		5 5	8 6	...		
...	...	...	...	...	...	,, dep	6 44	5 0	8 23	...		10 37	2 37	p.m.	6 17	8 17	...		
3 20	2 25	1 55	5 10	3 75	2 55	Rotselaer	6 55	5 14	8 34	...		10 45	2 42	4 22	6 27	8 23	...		
3 20	2 25	1 55	5 10	3 75	2 55	**Louvain (89,91)** arr	7 5	5 25	8 43	p.m.		10 56	2 53	...	6 37	8 34	...		
...	Fr	omL	ouva	in.	...	,, dep	3 Cl.	5 36	8 55	12 15		11 5	3 2	4 40	6 46	8 43	...		
0 40	0 30	0 20	0 60	0 45	0 30	Héverlé	Mon	5 44	9 2	12 30		...	3 43		7 31	...	...		
1 0	0 70	0 50	1 50	1 5	0 75	Weert-St.-Georges	day.	6 0	9 16	12 40		...	3 50		7 39	...	...		
1 60	1 20	0 80	2 40	1 80	1 20	Grez-Doo-Gastuche	a.m.	6 16	9 30	1 2		...	4 1		7 55	...	...		
1 80	1 40	0 90	2 70	2 10	1 35	Wavre	6 15	6 33	9 41	1 19		...	4 12		8 11	...	...		
2 20	1 60	1 10	3 30	2 40	1 65	Limal	6 24	6 40	9 48			...	4 20		8 28	...	...		
2 40	1 80	1 20	3 60	2 70	1 80	**Ottignies (106)** arr	6 30	6 45	9 53			...	...		8 35	...	...		
...	...	...	...	...	...	,, dep	6 33	6 58	10 0			...	4 29		8 40	...	...		
2 60	1 90	1 30	3 90	2 85	1 95	Court-St.-Etienne	6 54	7 4	10 6			...	4 36		8 51	...	...		
3 0	2 20	1 50	4 50	3 30	2 25	Laroche	7 2	7 12	...			...	4 45		8 57	...	...		
3 20	2 40	1 60	4 80	3 60	2 40	Villers la Ville	7 9	7 19	10 18			...	4 56		9 5	...	...		
3 60	2 70	1 80	5 40	4 5	2 70	Tilly	7 17	7 27	...			...	...		9 12	...	...		
3 80	2 80	1 90	5 70	4 20	2 85	Marbais	7 23	7 33	10 30			...	5 7		9 20	...	...		
4 0	3 0	2 0	6 0	4 50	3 0	Ligny	7 28	7 38	10 35			...	...		9 26	...	...		
4 20	3 20	2 10	30	4 80	3 15	**Fleurus (93)**	7 37	7 47	10 41			...	5 18		9 31	...	...		
4 60	3 40	2 30	6 90	5 10	3 45	Ransart	7 47	7 57	10 49			...	5 27		9 39	...	...		
5 0	3 70	2 50	7 50	5 55	3 75	**Lodelinsart** arr	7 54	8 4	10 56			...	5 34		9 48	...	...		
...	...	...	...	...	...	,, [102] dep	7 58	8 8	10 58			...	5 38		9 55	...	...		
5 20	3 90	2 60	7 80	5 85	3 90	Charleroi (ville B.)	8 5	8 17	11 6			3 Cl.	5 47		...	...	...		
5 20	3 90	2 60	7 80	5 85	3 90	**Charleroi** (Etat) arr.		8 26	11 15			p.m.	5 56	p.m.	...	...	...		
	Fr	omC	harle	roi		,, (95,96) dep		8 35	11 25			6 0	6 13	7 36	...	...	...		
0 40	0 30	0 20	0 60	0 45	0 30	**La Sambre**		8 43	11 33			6 9	6 22	7 44	...	...	...		
0 60	0 50	0 30	0 90	0 75	0 45	Bomeré		8 54	11 45			6 19	6 34	7 53	...	...	...		
0 80	0 60	0 40	1 20	0 90	0 60	Jamioulx		8 59	11 50			6 25	6 40	7 58	...	...	...		
1 20	0 90	0 60	1 80	1 35	0 90	Hameau		9 7	11 58			6 34	6 49	8 6	...	...	...		
1 60	1 20	0 80	2 40	1 80	1 20	**Berzee** arr.		9 14	12 5			6 42	6 57	8 13	...	...	...		
...	...	...	...	...	...	,, (105) dep.		9 15	12 6			6 43	6 58	8 14	...	...	...		
1 80	1 30	0 90	2 70	1 95	1 35	**Walcourt** arr.		9 20	12 11			6 50	7 4	8 19	...	...	...		
...	...	...	...	...	...	,, (105) dep.		9 26	12 18				7 12		...	...	...		
2 20	1 60	1 10	3 20	2 40	1 65	Silenrieux		9 34	12 26				7 21		...	...	...		
2 80	2 10	1 40	4 90	3 15	2 10	Cerfontaine		9 46	12 38				7 34		...	...	...		
3 80	2 90	1 90	5 70	4 35	2 85	**Marienbourg** arr.		10 5	12 57				7 55		...	...	...		
...	...	...	...	...	...	,, (105) dep.		10 10	1 2				8 2		...	...	...		
4 20	3 10	2 10	6 30	4 65	3 15	Nismes		10 17	...				8 9		...	...	...		
4 40	3 30	2 20	6 60	4 95	3 30	Olloy		10 23	1 12				8 15		...	...	...		
4 60	3 40	2 30	6 90	5 10	3 45	Vierves (douane Belg.)		10 29	1 18				8 21		...	...	...		
5 20	3 90	2 60	7 80	5 85	3 90	**Vireux** (ld. fr.) (11) arr		10 30	1 19				8 22		...	...	...		
...	...	...	...	...	...	VIREUX dep.		10 48	1 23				6 48	a.m.	...	...	...		
...	...	...	...	...	...	MEZIERES-CHARLVILLE		12 22	2 57				8 22		...	...	...		
...	...	...	...	...	...	REIMS		2 18	5 41				11 18		...	...	...		
...	...	...	...	...	...	PARIS (Nord.) arr.		9 35	9 35				4 55	p.m.	...	...	...		
...	...	...	...	...	...	PARIS (Est.) arr.		...	...				...		...	...	...		

† Mondays and Fridays only.

Sat. & eve of Louvain 9 & a.m., 1.11 p.m.

Extra.—Aerschot to Louvain 7.18 p.m.

Extra.—Antwerp to Llerre 3.7 and 6.40 p.m.

Antwerp to Louvain direct 7.18 p.m.

23 Cl.

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HERENTHALS to AERSCHOT.

Chemin de fer Grand Central Belge.

fr. c.	fr. c.	fr. c.	(80)	a. m.	a.m.	p. m.
Fro'	Hrn.	thals	**Herenthals** dep.	5 50	9 25	5 10
0 60	0 40	0 30	Norderwyck-Mork.	6 1	9 48	5 28
1 20	0 90	0 60	Westmeerbeck	6 12	10 11	5 46
1 80	1 40	0 90	**Aerschot (103)**a	6 23	10 25	6 0

AERSCHOT to HERENTHALS.

fr. c.	fr. c.	fr. c.		a.m.	a. m.	p. m
Fro'	Aers	chot	**Aerschot**.....dep.	6 37	10 47	6 35
0 80	0 60	0 40	Westmeerbeck	6 48	11 6	6 48
1 40	1 0	0 70	Norderwyck-Morck	6 58	11 24	6 58
1 80	1 40	0 90	**Herenthals**...arr	7 7	11 37	7 8

BERZEE to LANEFFE.

fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.
Fro'	Be	rzee	**Berzee (103)** .....dep.	7 20	12 7	7 5
...	...	...	Thy-le-Château	7 35	12 15	7 15
0 40	0 30	0 20	**Laneffe** .....arr.	7 45	12 20	7 25

LANEFFE to BERZEE.

fr. c.	fr. c.	fr. c.		a. m.	p.m.	p.m.
Fro'	La	neffe	**Laneffe** .....dep.	7 55	12 29	7 45
...	...	...	Thy-le-Château	8 8	12 37	8 5
0 40	0 30	0 20	**Berzee (103)** .....arr.	8 11	12 40	8 10

WALCOURT to MORIALME.

E. M.	fr. c.	fr. c.	fr. c.	(* Mondays excepted.)	a. m.	p.m.
Fro	m	Walc	ourt	**Walcourt (103)**...dep	9 35	7 20
4½	0 60	0 50	0 30	Fraire	10 5	7 50
7½	1 0	0 70	0 50	**Morialme (102)** ...arr	10 35	8 20

MORIALME to WALCOURT.

E. M.	fr. c.	fr. c.	fr. c.	(* Mondays only.)	a.m.	a. m.	a.m.
Fro	m	M orial	me	**Morialme**.....dep.	7* 0	9 47	11 15
3	0 40	0 30	9 20	Fraire	7 35	7 50	11 50
7½	1 0	0 70	0 50	**Walcourt (103)** arr.	8 0	8 15	12 15

WALCOURT to PHILIPPEVILLE.

E. M.	fr. c.	fr. c.	fr. c.	(* Mondays excepted.)	a. m.	p. m.	p. m.
Fro	m	Walc	ourt	**Walcourt 103)**...dep	9 30	12 50	7 15
4½	0 60	0 40	0 30	St-Lambert	9 54	1 19	7 39
9½	1 20	0 90	0 60	Florennes	10 12	1 37	7 57
9½	1 20	0 90	0 60	**Philippeville** .....arr.	10 30	1 55	8 15

PHILIPPEVILLE to WALCOURT.

E. M.	fr. c.	fr. c.	fr. c.	(* Mondays only.)	a. m.	a. m.	a.m.	p. m
from	Phi	lippe	ville	**Philippeville** dp	6* 55	+7 10	11 8	4 45
5	0 60	0 50	0 30	Florennes	7 18	7 33	...	5 8
5	0 60	0 50	0 30	St-Lambert	7 36	7 51	11 36	5 26
9½	1 20	0 90	0 60	**Walcourt (103)**	7 55	8 10	12 0	5 44

MARIEMBOURG to COUVIN

fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	p. m.
Fro.	Mrn	brg.	**Mariembourg(103)**d	5 50	10 15	1 5	8 10
0 60	0 40	0 30	**Couvin**...	arr. 6 0	10 25	1 15	8 20

COUVIN to MARIEMBOURG.

fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	p. m.
Fro	Co	uvin	**Couvin** .....dep.	7 15	11 20	4 20	9 25
0 60	0 40	0 30	**Mariembourg(104)**a	7 25	11 30	4 30	9 35

LONGWY and ARLON.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a. m.	p.m.	p.m.	p.m.	p. m.	
Longwy (71) .....dep	6 7	9 27	2 45	...	...	8 10	...
Mont-Saint-Martin	6 14	9 34	2 52	...	...	8 17	...
Athus	6 30	9 52	3 10	4 45	8 5	8 35	...
Messancy	6 37	9 59	3 17	4 52	8 12	8 42	...
Autel	6 48	10 10	3 28	5 3	8 23	8 53	...
Arlon (106)..... arr	6 55	10 17	3 35	5 10	8 30	9 0	...

ARLON and LONGWY.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a. m.	a.m.	p.m.	p. m.	p.m.	p.m.
Arlon .....dep	3 50	7 10	12 20	3 50	5 36	9 45
Autel	5 8	7 18	12 28	3 58	5 44	9 53
Messancy	5 19	7 29	12 39	4 9	5 54	10 4
Athus	5 25	7 40	12 50	4 15	6 4	10 15
Mont-Saint-Martin		7 50	1 0	...	6 13	10 25
Longwy ..... arr	...	7 55	1 5	...	6 18	10 30

AIX-LA-CHAPELLE, to MAASTRICHT, HASSELT, and ANTWERP — Grand Central Belge.

E. M.	fr. c.	fr. c.	fr. c.	Stations. (All 1, 2, 3 class)	a. m.	a. m.	p. m.	p. m.	p. m.	E. M.	fr. c.	fr. c.	fr. c.	Stations. (All 1, 2 Cl. 3 Cl.)	a. m.	a. m.	p. m.	p. m.	p. m.
Dis.	tn.	ce.	th.	**Aix-la-Chap.**(Maschid	...	5 48	10 9	1 28	5 5	8 24	Dis.	fr. c.	fr. c.	**Antwerp (103)**.....dep.	...	7 10	9 20	1 30	5 1
From	All	a-C	hap.	**Limbourg** (Temple bond) (123)	...	6 57	10 31	1 47	5 53	8 49	From	Ha	sselt	**Hasselt**.....dep	6 46	8 26	10 45	2 44	7 0
7½	0 10	0 8	5	**Simpelveld** (Brabant)	...	6 28	10 49	1 47	5 53	8 49	3½	0 40	0 30	Alken	7 7	8 59	11 9	3 7	7 0
16½	0 23	0 12	10	Fauquemont	...	6 37	10 58	2 6	6 2	9 7	7½	0 60	0 50	Corteubosch	7 17	9 33	11 45	3 37	7 38
19½	0 25	0 23	4	Meerssen	...	6 37	10 58	2 12	6 8	9 12	11½	0 90	0 70	**Saint-Trond** ..... (94) dep	7 53	9 33	11 45	3 37	7 54
23	1 2	0 26	0 17	**Maestricht** (Bnff) ..... arr	...	6 45	11 5	2 17	6 17	9 22	16½	1 0	0 70	Beverst	...	9 51	...	...	7 54
				" Wyck (92, 109) dep	...	6 55	11 15	2 27	6 17	...	19½	1 20	0 90	Munsterbilsen	...	9 58	12 7	...	8 0
2	1 7	0 29	0 19	**Lanaeken**	...	7 12	11 33	2 44	6 37	...	23	1 40	0 90	**Tongerlen**	...	10 15	12 20	4 7	8 15
3½	1 14	0 21	0 21	Munsterbilsen	...	7 26	11 44	...	6 50	...	23	1 40	0 90	**Tongerlen** (Wyck) arr	a.m.	10 23	12 28	4 15	8 23	p.m.
3½	1 15	0 16	0 12	Reverst	a.m.	7 33	...	...	6 57	...	27½	1 60	1 10	**Maestricht** (Wyck) ...	7 35	10 33	12 38	4 25	8 33	4 50
4½	1 22	1 11	0 7	**Hasselt 96)**	...	5 27	8 0	12 15	3 19	7 20	...	...	...	**Meerssen** " (92).....	7 34	10 43	12 48	...	8 46	5 10
5½	1 27	1 16	0 12	Diest (102)	...	5 43	8 34	12 44	3 51	7 53	75½	1 10	1 70	Fauquemont	7 43	10 49	12 54	4 43	8 52	5 16
6½	1 27	1 16	0 12	Aerschot	...	5 43	8 34	12 44	3 51	7 53	82½	1 10	1 80	**Simpelveld** ..... (123)	7 58	10 59	1 14	4 53	9 2	5 26
6½	1 29	1 19	...	Aerschot ..... arr	...	6 34	9 1	1 7	4 16	8 19	90½	1 20	1 80	**Aix-la-Chap.**(Temp) arr	8 38	11 37	1 56	5 15	9 27	6 45
7½	1 15	1 19	1 2	**Aerschot** ..... dep	...	6 37	9 12	1 18	4 27	8 30	...	...	...	" (Maschlerbnf) arr	8 42	11 51	...	5 19	9 40
7½	1 15	1 19	1 2	**Diest** (102) ..... dep	...	6 37	9 12	1 18	4 27	8 30	...	...	...	**Maestricht** (Bnff) ... dep	...	...	...	...	...
11½	1 40	1 40	0 9	Alken	...	7 21	11 20	6 50	8 0	...	114	1 80	1 40	Velm	...	8 25	11 50	...	8 56	...
14½	1 60	1 50	0 30	**Saint-Trond** ..... arr	...	7 41	11 40	7 10	8 20	...	141	...	...	**Hasselt** ..... arr	...	8 37	12 10	...	9 25	...

LANDEN, SAINT-TROND and HASSELT. — Grand Central Belge.

E. M.	fr. c.	fr. c.	3 Cl.	Stations. (80, 90, 97)	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	E. M.	fr. c.	fr. c.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	fr.	c.	fr.	c.	a.m.	a.m.	p.m.	p.m.	Dis.	fr.	c.	fr.	c.	a.m.	a. m.	p.m.	p.m.
From	Lan	den		**Landen** ..... dep	6 30	9 30	3 55	7 30	...	...	...	...	**Hasselt**.....dep	7 57	9 35	1 15	...	8 25
3½	0 40	0 30	0 30	Velm	6 41	9 33	4 5	7 38	...	...	...	...	Alken	8 7	9 55	1 25	...	8 45
7½	0 60	0 50	0 50	**Saint-Trond** ..... arr	6 51	9 43	4 15	7 48	...	0 60	0 40	0 30	Alken	7 57	9 35	1 15	...	8 25
				" ..... (94) dep	7 1	10 40	6 10	7 40	...	4½	0 60	0 50	Corteubosch	8 17	10 15	1 35	...	8 45
11½	1 40	1 0	0 70	Corteubosch	7 11	11 0	6 30	7 50	...	11½	1 40	1 10	0 70	**Saint-Trond** ..... arr	8 26	10 30	1 44	...	8 54
14½	1 60	1 40	0 90	Alken	7 21	11 20	6 50	8 0	...	14½	1 60	1 40	0 90	Velm	8 37	10 45	...	...	9 5
19½	1 80	1 60	1 10	**Hasselt** ..... arr	7 37	11 36	7 6	8 16	...	19½	1 80	1 60	1 10	**Landen** ..... arr	8 52	10 59	2 0	...	9 20

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GREAT LUXEMBOURG RAILWAY. STATION DU LUX MBOURG. From London to the Baths of Germany, the Rhine and Switzerland via Brussels, the Meuse, and the Moselle.

Travellers intending to take this Route by Calais or Ostend, must book from **London to Brussels only** then from Brussels to Treves by Luxembourg, thence to Coblence by steamer and thus enjoy a most delightful trip down the Moselle, the scenery being most beautiful and picturesque through the whole of this valley, *i.e.*, the Rhine in miniature. Treves is one of the sweetest spots on the Continent, and is admirably situated for excursions into the Black Forest. This route is also the cheapest and shortest between London, Switzerland, and Vienna.

BRUSSELS to NAMUR and LUXEMBOURG.

1 cl	2 cl	3 cl	Stations.	1 Cl.	1,2,3 class	1,2,3 class	1,2,3 class	Ex. 1 & 2	1,2,3 class	1,2,3 class	1 Cl.	2 Cl.	3 Cl.	Stations.	Ex. 1 & 2	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	
fr. c	fr. c	fr. c		p.m.				a.m.			fr. c.	fr. c.	fr. c.		p.m.							
from	on	don	**London** (Ch. Cr.) dep	8 25	+			7 40			—	—	—	**Vienna (210)** ..... dep.	7 50	...	...	...	...	...	...	
...	...	...	Dover	10 25	1,2,3 Cl.	...	...	9 30	...	...	...	...	...	Linz	12 8	...	...	...	...	...	...	
...	...	...	Calais **(12)**	1 27		...	...	12 15	...	...	...	...	...	**Simbach** ..... arr	3 4	...	...	...	...	...	...	
...	...	...	Lille	2 55		...	...	2 0	...	...	...	...	...	,, ... dep	3 20	...	...	...	...	...	...	
58 20	41 25	...	**Brussels** ..... arr	6 5		...	...	4 55	...	...	71 15	55 25	...	**Munich** ..... arr	5 55	...	...	...	...	...	...	
from	Lon	don	**London** (Ch. Cr.) dep	8 25	p.m.	...	...	7 40	a.m.	...	...	...	...	,, ... dep	6 40	...	...	...	...	...	...	
...	...	...	Dover	10 25	...	...	...	9 35	...	...	...	...	...	Stuttgart	11 52	...	...	...	...	...	...	
...	...	...	Ostend **(80)**	3 50	...	...	...	3 0	...	...	2065	90 15	...	**Strassburg** ..... arr	5 17	...	...	...	...	...	...	
62 70	46 75	...	**Brussels** (Nord) ... arr	6 0	...	...	...	5 59	...	...	...	...	...									
...	...	...	,, * * ... dep	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	...	...	...	**Bâle (77)** ..... dep	p.m. 5 30	...	...	...	...	a.m. 6 0	...
from	Bru	ssels	**Brussels** (Luxb.) dep.	†6 26	9 25	12 45	4 0	6 5	7 30	2 3	7 50	...	...	...	...	...	...	...	...	...	...	
0 3	0 25	0 20	Waremael, Berg. ...	...	...	...	...	...	...	2 11	7 58	...	...	**Strassburg (78** ... dep	8 54	...	...	...	...	...	11 45	
0 35	0 25	0 24	Schaffen	...	...	...	...	...	...	2 16	8 3	...	...	**Saarbrücken**	10 0	...	...	...	...	...	2 0	
0 70	0 55	0 35	Groenendael, (Buffet) ...	...	...	...	...	...	...	2 24	8 11	...	...	**Berth-Imlingen**	10 42	...	...	...	...	...	2 24	
1 10	0 80	0 55	La Hulpe	...	...	...	...	6 24	...	2 34	8 21	From	Metz.	**Metz (74)** ..... arr	12 8	...	...	...	...	a.m.	4 34	
1 45	1 10	0 70	Rixensart	...	...	...	...	6 31	...	2 42	8 29	...	...	,, ... dep	12 16	...	...	...	...	11 52	5 57	
1 80	1 35	90	**Ottignies (103)** ... arr	6 53	9 55	1 12	4 30	6 40	...	2 51	8 40	...	...	...	...	...	...	...	...	...	...	
...	...	...	,, (Buffet) ..dep	6 59	10 0	1 16	4 34	6 45	...	...	8 45	2 70	1 80	1 20	**Diedenhofen** ..... arr	12 55	...	...	12 45	...	6 48	
2 15	1 60	1 10	Mont-St.-Guibert	7 8	10 10	...	4 43	6 55	...	...	8 55	3 10	2 7	60	,, (Thionville) dep	12 57	...	...	12 55	...	6 54	
2 50	1 90	1 25	Chastre	7 16	10 18	...	4 51	7 3	...	9 3	...	...	...	...	...	...	...	...	...	...	...	
2 90	2 15	1 45	Tembloux **(86,100)** ..	7 25	10 28	1 38	5 1	7 13	...	9 13	4 40	3 0	1 90	**Stettenburg (74)** ...	...	...	...	1 36	...	7 35	
3 25	2 45	1 60	St.-Denis-Boves	7 36	10 49	...	5 13	7 24	...	9 25	5 30	3 50	2 30	**Luxemburg** ...arr	1 37	...	...	1 55	...	7 55	
3 61	2 70	1 80	Rhisnes	7 42	10 46	...	5 20	7 30	...	9 31												
3 95	2 95	2 0	**Namur (96)** ..... arr.	7 53	10 55	1 59	5 30	7 41	8 40	9 46												
...	...	...	,, (Buffet) ...dep.	8 3	11 20	2 9	5 48	8 0	8 50	...	...	...	...		a.m.	a.m.	...	a.m.	p.m.	p.m.	p.m.	
4 70	3 50	2 35	Sauvenières	8 21	11 38	...	6 6	8 16	...	...	...	...	...	**Luxemburg** ...dep	1 42	5 28	...	9 15	2 55	5 10	8 40	
5 40	4 50	2 70	Assesses	8 38	11 55	2 38	6 20	8 32	...	...	...	...	...	Bertrange (Buffet)	...	5 41	...	9 24	...	6 19	8 50	
5 75	4 80	2 90	Natoye	8 48	12 13	...	6 28	8 40	...	...	...	...	...	Mamer	...	5 49	...	9 30	3 10	6 25	8 56	
6 10	4 60	3 5	Ciney **(97)**	8 57	12 10	2 55	6 40	8 52	...	...	...	...	...	Cappellen	...	5 56	...	9 35	3 15	6 30	9 2	
6 85	5 15	3 40	Haversin	9 12	12 32	3 10	6 55	9 7	...	...	...	...	...	Settingen **(100)**	2 7	6 6	...	9 43	3 23	6 39	9 11	
7 55	5 65	3 80	Aye (Marche)	9 25	a.m.	...	7 8	9 20	...	...	...	...	...	Sterpenich, Belg. Custm.	2 19	6 18	...	9 55	3 34	6 50	9 23	
7 55	5 65	3 80	**Marloie, (Buffet) 107**	9 35	6 10	3 28	7 18	9 27	...	...	From	Marlo	rloie	Autel (Branch)	...	6 29	...	10 3	3 42	6 58	9 32	
7 90	5 95	4 05	Jemelle	9 54	6 23	3 38	7 39	9 35	10 10	...	0 70	0 55	0 35	**Arlon (71)** ..... arr.	2 33	6 41	...	10 10	3 49	7 6	9 40	
8 30	6 20	4 15	Forrières	10 0	6 29	...	7 35	...	...	...	1 10	0 80	0 55	,, (Buffet) ...dep.	2 40	7 10	...	10 25	3 57	7 15	...	
8 65	6 50	4 0	Grupont	10 9	6 39	3 51	7 44	...	...	...	1 45	1 10	0 70	Fouches	...	7 22	...	...	4 9	7 27	...	
9 35	7 0	4 70	Poix	10 28	6 57	4 7	8 3	...	10 37	...	2 15	1 60	1 10	Habay	...	7 30	...	10 43	4 17	7 35	...	
10 45	7 85	5 20	**Libramont (107)** ...	10 51	7 23	4 29	8 26	...	...	...	2 50	1 90	1 25	Marbehan	...	7 42	...	10 53	4 28	7 47	...	
11 15	8 35	5 60	Longlier	11 4	7 37	4 41	8 39	...	11 7	...	3 25	2 45	1 60	Longlier	...	8 7	...	11 15	4 53	8 12	...	
11 50	8 85	5 75	Lavaux	11 18	7 51	...	8 53	...	...	...	4 30	3 25	2 15	Libramont	...	8 22	...	11 29	5 8	8 30	...	
12 25	9 70	6 10	Marbehan **(101)**	11 29	8 4	5 2	9 4	...	...	...	5 5	3 80	2 50	Grupont	...	8 57	...	12 2	5 43	9 5	...	
12 60	9 15	6 30	Habay	11 46	8 15	5 13	9 15	...	...	...	5 40	4 5	2 70	Forrières	...	9 5	a.m.	...	5 52	9 13	...	
12 95	9 70	6 5	Fouches	11 48	8 23	...	9 23	1,2 3			5 70	4 40	2 90	Jemelle	4 11	9 15	6 0	12 20	6 0	9 25	...	
13 70	10 25	6 85	**Arlon (71,105)** ... arr.	12 0	8 35	5 30	9 45	a.m.	11 57	...	6 10	4 60	3 5	**Marloie (Buffet)**	...	9 21	6 12	12 34	6 14	9 35	...	
...	...	...	,, (Buffet) ...dep.	12 10	8 45	5 45	...	5 10	12 5	...	6 10	4 60	3 5	Aye (Marche)	...	9 38	6 18	...	6 20	...	...	
14 5	10 55	7 0	Autel (Branch)	12 18	8 54	5 53	...	5 18	...	...	6 85	5 15	3 40	Haversin	...	9 53	6 34	12 51	6 35	p.m.	...	
14 40	10 80	7 20	Sterpenich, Belg. Custm.	12 26	9 3	6 1	...	5 26	12 22	...												
1	2	3	4	5	6	7	8		10	11	12	13	14	15	1	17	18	19	20	21	22	23

Extra between Brussels to Namur, 11.5 a.m. and 2.2 p.m. and vice versa at 7.0 p.m.

Jemelle to Namur, 7.0 p.m.

Extra, Brussels to Ottignies 5.55, 8.55 a.m. Ottignies to Brussels 4.40, 6.57, 11.5 a.m. and 9.5 p.m.

* Local Train from Brussels Nord to Brussels Quartier Leopold (Luxemburg Station)—See page 90.

Ex.: Namur to Marloie 4.35 a.m.

...	...	...	Bettingen,(100) Cust.	12 37	9 15	8 19	...	5 35	12 34	...	...
...	...	...	Capellen ......(Gov. D.	12 45	9 23	8 20	...	5 43	...	...	...
...	...	...	Mamer	12 50	9 29	8 26	...	5 49	...	...	...
...	...	...	Bertrange ....(93	12 56	9 36	8 31	...	5 56	...	...	...
16 30	12 10	8 0	**Luxembourg** (Buf)a	1 5	9 45	8 40	...	6 5	12 58	...	...
				p.m.	a.m.	p.m.		a.m.	a.m.		
Fro'	Lux	emb	**Luxembourg**(75) dp	3 41	11 40	8 23	...	6 50	1 16	...	...
0 90	0 60	0 40	**Bettemburg**............	4 8	12 12	8 42	...	7 11	...	...	...
2 70	1 80	1 20	**Diedenhofen** ...arr	4 40	12 48	9 12	...	7 47	2 1	...	...
...	...	...	,, (Thionville) dep	4 44	12 56	9 19	...	7 54	2 5	...	...
5 30	3 30	2 30	**Metz** (75)..........arr	5 41	1 50	10 14	...	8 46	2 50	...	...
...	...	...	,, ...dep	6 15	...	...	...	...	3 0	...	...
...	...	...	**Bertholmingen**.......	8 26	...	...	...	...	4 33	...	...
...	...	...	**Saarburg** ....arr	8 48	...	...	...	...	4 51	...	...
...	...	...	**Strassburg** (78)... ,,	11 0	...	...	...	...	6 27	...	...
...	...	...	**Bale** (76) ....arr	6 17	...	...	...	...	9 49	...	...
				a.m.					a.m.		
Fro	Stra	sbrg							a.m.		
...	...	...	**Strassburg**..... ...dep	...		...	...	...	8 27	...	...
...	...	...	Stuttgart	...	...	...	...	...	1 36	p.m.	...
49 58	34 90	...	**Munich** (194)......arr	...	...	...	...	...	7 25	...	...
...	...	...	,, ...dep	...	...	...	...	...	8 0	...	...
...	...	...	**Simbach** (194) ...arr	...	...	...	...	...	10 20	...	...
...	...	...	,, ...dep	...	...	...	...	...	11 5	...	...
...	...	...	Linz ....arr	...	...	...	...	...	2 2	a.m.	...
12 55	90 15	...	**Vienna** (210) ....arr	...	...	...	...	...	6 15	a.m.	...

7 55	5 65	3 90	Ciney	...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...
8 30	6 20	4 15	Natoye	...	10 21	7 4	...	7 4	4 55	...
8 30	6 20	4 15	Assesses	...	10 30	7 14	1 36	7 13	5 4	...
9 0	6 75	4 50	Nannines......................	...	10 44	7 29	...	7 27	5 19	...
9 70	7 30	4 85	**Namur** (96) ......arr.	5 18	11 0	7 45	1 52	7 42	5 35	a.m.
...	...	...	,, (Buffet) ...dep.	5 29	11 20	8 5	2 10	7 58	5 50	5 51
10 10	7 55	5 5	Rhisnes	...	11 30	8 16	...	8 8	6 0	6 3
10 45	7 85	5 20	St.-Denis-Boves	...	11 36	8 22	...	8 14	6 6	6 9
11 15	8 35	5 60	Gembloux	...	11 47	8 34	2 32	8 25	6 17	6 21
11 50	8 65	5 75	Chastre	...	11 55	8 43	...	8 33	6 25	6 28
11 50	8 65	5 75	Mont-St.-Guibert	...	12 2	8 51	...	8 40	6 32	6 35
11 90	8 90	5 95	**Ottignies** (108 ...) ar	...	12 10	8 59	2 53	8 48	6 40	6 43
...	...	...	,, (Buffet) ...dep.	...	12 15	9 3	2 58	8 52	6 45	6 50
12 25	9 20	6 10	Rixensart	...	...	9 12	...	...	6 56	...
12 60	9 40	6 30	La Hulpe	...	...	9 20	...	...	7 4	...
12 95	9 70	6 50	Groenendael (Buffet) ...	...	...	9 29	...	...	7 15	...
13 30	10 0	6 55	Boitsfort......................	...	...	9 37	...	...	7 23	...
13 30	10 0	6 55	Watermael	...	...	9 42	...	...	7 28	...
13 70	10 26	6 85	**Brussels** (Luxb.) ...ar	6 28	12 45	9 50	3 25	9 22	7 35	7 20
from	Bru	ssels	**Brussels** (Midi) ...dep	7 42	...	...	...	...	8 27	...
...	...	...	Lille	10 18	...	...	...	...	10 55	...
...	...	...	Calais	1 20	p.m.	...	...	...	1 30	...
...	...	...	Dover	3 45	...	...	...	...	4 15	...
63 25	46 75	...	**London** (Ch. Cr.) arr	5 45	...	...	p.m.	...	6 10	...
from	Bru	ssels	**Brussels** (Nord)...dep	7 20	...	...	4 59	...	...	...
...	...	...	Ostend .... ,,	10 0	...	...	8 0	...	...	...
...	...	...	Dover...................... ,,	3 45	...	...	1 55	...	...	...
58 20	41 25	...	**London** ....arr	5 40	...	...	3 45	Can	non	St.
				p.m.			a.m.			

Extra—Brussels to La Hulpe 7.37, 10.30 a.m., 1.0, 4.30, 5.35, 5.40 p.m., vice versa, 8.15, 11.10 a.m., 1.40, 5.10, 6.12, 10.20 p.m.

LIEGE and MARLOIE (Ligne de l'Ourthe.)—Chemins de fer de l'Etat.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
From	m L	iege.	**Liege** (90)..........dep	5 14	...	7 24	10 18	1 29	3 35	5 25	8 40
0 35	0 25	0 20	Angleur	5 23	...	7 33	10 27	1 38	3 43	5 33	8 49
0 70	0 55	0 35	Tilff	5 34	...	7 41	10 38	1 49	3 54	5 44	9 0
1 10	0 80	0 55	Esneux...........................	5 44	...	7 51	10 48	1 59	4 4	5 54	9 10
1 45	1 10	0 70	Poulseur	5 51	...	8 1	10 55	2 6	4 11	6 1	9 17
1 80	1 35	0 90	Comblain-au-Pont	5 59	...	8 9	11 3	2 14	4 19	6 9	9 25
1 80	1 35	0 90	Comblain-la-Tour	6 6	a.m.	8 16	11 10	2 21	4 26	6 16	9 33
2 15	1 60	1 10	Hamoir	6 13	5 20	8 28	11 23	2 33	4 40	6 28	9 40
2 90	2 15	1 45	Bomal	...	5 30	8 39	11 33	2 43	4 51	6 38	
3 25	2 45	1 60	Barvaux	...	5 36	8 45	11 39	2 49	4 57	6 44	...
3 60	2 70	1 80	Melreux	...	5 48	8 59	11 51	3 1	5 10	6 56	...
4 30	3 25	2 15	Marche	...	6 3	9 15	12 5	3 15	5 25	7 10	...
4 70	3 50	2 35	**Marloie** (Buff.) 106a	...	6 8	9 20	12 10	3 20	5 30	7 15	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.				a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Fr.	Mar	loie.	**Marloie** (Buffet)...dep	...	...	6 11	9 35	12 35	3 40	6 11	9 42
0 35	0 25	0 20	Marche...........................	...	...	6 17	9 41	12 41	3 46	6 17	9 48
1 16	0 80	0 55	Melreux	...	...	6 32	9 58	12 56	4 1	6 32	10 3
1 45	1 10	0 70	Barvaux	...	...	6 45	10 11	1 9	4 14	6 45	10 16
1 80	1 35	0 90	Bomal	a.m.	a.m.	6 51	10 17	1 15	4 20	6 51	10 22
2 15	1 60	1 10	Hamoir	4 54	6 29	7 5	10 32	1 30	4 34	7 5	10 32
2 50	1 90	1 25	Comblain-la-Tour	5 2	6 37	7 13	10 40	1 38	4 42	7 11	
2 90	2 15	1 45	Comblain-au-Pont	5 9	6 44	7 20	10 47	1 45	4 49	7 20	...
3 25	2 45	1 60	Poulseur	5 18	6 52	7 28	10 55	1 53	4 57	7 28	...
3 60	2 70	1 80	Esneux...........................	5 25	6 59	7 35	11 2	2 0	5 4	7 35	...
3 95	2 95	2 0	Tilff	5 35	7 9	7 45	11 12	2 10	5 17	7 45	...
4 30	3 25	2 15	Angleur	5 46	7 20	7 57	11 25	2 21	5 26	7 57	...
4 70	3 50	2 35	**Liege** (106).........arr	5 53	7 26	8 4	11 32	2 28	5 33	8 4	...

Extra.—Marloie to Hamoir, 7.25 p.m.

BASTOGNE and LIBRAMONT.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3				
fr. c.	fr. c.	fr. c.	(106)	a.m.	a.m.	p.m.	p.m.				
Fr.	Lib'	m'nt	**Libramont** dep.	8 22	11 35	5 10	8 30	...	...	...	...
0 35	0 25	0 20	Bernimont..............	8 35	11 47	5 20	8 42	...	...	...	...
0 70	0 55	0 35	Widemont'..............	8 46	11 57	5 27	8 52	...	...	...	...
1 45	1 10	0 70	Morhet.....................	9 5	12 15	5 42	9 10	...	...	...	...
1 45	1 10	0 70	Sibret	9 16	12 25	5 50	9 20	...	...	...	...
2 15	1 60	1 10	**Bastogne** ......arr	9 27	12 35	6 0	9 30	...	...	...	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3					
fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.					
Fr.	Bas'	ogne	**Bastogne**......dep	6 [illegible]	9 50	3 10	7 10	...	...	...	...	...
0 35	0 25	0 20	Sibret	6 21	10 1	3 26	7 21	...	...	...	...	...
0 70	0 55	0 35	Morhet.....................	6 33	10 9	3 38	7 29	...	...	...	...	...
1 45	1 10	0 70	Widemont	6 53	10 24	3 59	7 44	...	...	...	...	...
1 45	1 10	0 70	Bernimont	7 5	10 31	4 10	7 51	...	...	...	...	...
2 15	1 60	1 10	**Libramont** ......arr	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	...	...

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ROTTERDAM to LIEGE, VENLO, and MAASTRICHT.

E. M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	g. c.	g. c.	g. c.		a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Rotterdam** .....dep	11 55	5 45	7 33	8 37	10 32	1 0	2 50	6 40	8 25	10 25	
—	—	—	—	**Rotterdam** (Beurs)	12 5	5 55	7 43	8 47	10 42	1 12	3 0	6 50	8 35	10 35	
—	—	—	—	**Barendrecht**	12 25	6 10	6 2	...	...	1 32	...	7 10	8 54	10 53	
From Dordrecht				**Dordrecht (104)**....	12 43	6 23	8 23	9 0	11 7	1 55	3 30	7 29	9 14	11 10	
—	—	—	—	**Zwaluwe**		6 43	8 48	...	...	2 27	3 53	7 57	9 38	...	
—	—	—	—	**Zevenbergen (104)a**	1 12	6 56	9 2	...	...	...	4 6	8 3	9 53	...	
34½	2 25	1 65	1 0	**Breda** .....arr	p.m.	7 0	9 17	9 31	11 40	2 55	4 18	8 25	10 4	...	p.m.
—	—	—	—	,, (111) .....dep	12 25	7 5	10 0	9 38	11 47	3 2	4 25	5 ⁹47	10 9	...	⁹ a.m.
48	3 10	2 20	1 40	**Tilburg (100)** ...arr	12 51	7 29	10 26	10 0	12 10	3 35	4 51	6 18	10 36	...	...
—	—	—	—	,, ...dep	12 57	7 32	10 29	10 1	12 11	3 40	4 54	6 21	10 39	...	...
—	—	—	—	**Oisterwijk**	1 10	7 45	10 42	...	...	3 57	5 7	6 34	10 52	...	...
59½	3 80	2 75	1 75	**Boxtel (119)**..... arr	1 21	7 56	10 53	10 18	12 28	4 11	5 18	6 45	11 3	p.m.	
From Utrecht				**Utrecht (110)**ar		7 5		9 ⁹5	11 45	1 40	⁹3 49	...	...	9 10	
—	—	—	—	,, Maliebaan dp				9 4	11 43	1 41	3 48	...	...	9 8	
5	0 40	0 35	0 20	**Houten**		7 18		...	12 3	2 8	...	...	...	9 28	
7½	0 60	0 50	0 30	**Schalkwijk**		7 26		...	...	2 18	...	...	...	9 35	
11	0 90	0 70	0 45	**Kuilenburg**		7 37		9 31	12 15	2 36	4 17	...	...	9 46	
16½	1 30	1 0	0 65	**Geldermalsen**		7 48		9 40	12 25	2 50	4 27	...	...	9 57	
21½	1 75	1 40	0 90	**Zalt Bommel**		8 6		...	12 41	3 11	4 43	...	...	10 16	
27	2 5	1 65	1 0	**Hedel**		8 19		...	...	3 24	...	...	1,2,3	10 27	
30	2 40	1 90	1 20	**'sHertogenb'sch**	a.m.	8 30	noon	10	2 12 56	3 36	5 6	p.m.	p.m.	10 37	
—	—	—	—	,, (Bois le Duc) d	6 0	8 35	12 0	10 5	1 1	3 44	5 1	6 20	8 35	10 42	
34	2 60	2 5	1 30	**Vught**	6 8	8 47	12 12	...	...	3 55	...	6 29	8 47	10 52	
38	3 0	2 40	1 50	**Boxtel** .....arr	6 19	8 58	12 25	10 18	1 16	4 8	5 15	6 40	9 0	11 2	
—	—	—	—	**Boxtel**....(119)...dep		8 1	12 ⁹33	10 23	1 30	4 25	5 23	8 10	...	11 8	
43½	3 50	2 80	1 75	**Sest**		8 13		...	1 45	4 41	5 38	8 32	...	11 22	
48½	4 0	3 20	2 0	**Eindhoven** .....arr		8 24	12 54	10 43	2 0	4 56	5 50	8 53	...	11 34	
From Helmond				**Eindhoven** .....dep		8 36		10 53	...	...	6 5	p.m.	...	...	
6½	0 50	0 40	0 25	**Valkenswaard**		8 56		11 7	...	...	6 26	...	...	...	
12½	0 95	0 75	0 50	**Achel** (Am. time) ab		9 9	a.m.	11 18	...	...	6 37	...	...	...	
—	—	—	—	,, (Brs. time) dep		9 23	6 30	11 28	1, 2, 3	...	6 57	...	...	...	
16½	1 24	0 99	0 65	**Neerpelt**		9 34	6 44	11 37	p.m.	...	7 7	...	...	...	
23	1 62	1 27	0 84	**Wijchmaelbeerloo** ..		9 51	7 7	11 50	2 25	...	7 26	...	...	...	
33	2 28	1 75	1 14	**Zonhoven**	1, 2, 3	10 16	7 40	...	2 55	...	7 51	...	...	...	
37½	2 51	1 94	1 28	**Hasselt (98, 105)**ar	a.m.	10 26	7 52	12 13	3 5	...	8 0	...	...	...	
—	—	—	—	,, ...dep	6 30	10 33	8 20	12 22	3 47	...	8 15	...	...	...	
47½	3 13	2 41	1 59	**Bilsen**	6 50	10 57	8 54	12 43	4 16	...	8 39	...	...	...	
53	3 27	2 46	1 62	**Hoeselt**	6 57	11 2	...	...	4 22	...	8 44	...	...	...	
58½	3 37	2 50	1 66	**Tongeren**	7 13	11 20	9 15	12 59	4 39	...	9 1	...	...	...	
59	3 51	2 69	1 78	**Glons**	7 28	11 34	...	1 10	4 54	...	9 14	...	...	...	
62½	3 79	2 88	1 92	**Liers (109)**	7 46	11 51	...	1 25	5 11	...	9 31	...	...	...	
69	3 88	2 98	1 97	**Milmort**	7 53	11 58	1 & 2	...	5 17	...	9 37	...	...	...	
76½	4 7	3 18	2 0	**Herstal**	8 2	12 7	...	...	5 27	...	9 47	...	...	...	
78½	4 17	3 16	2 0	**Liege (Guill)90, 107**	8 27	12 32	p.m.	2 0	5 52	p.m.	10 12	...	...	...	
—	5 75	4 55	2 85	**Eindhoven** dep	8 31	11 45	12 56	10 46	...	5 5	5 57	8 55	...	...	
—	6 15	4 90	3 5	**Nuenen-Tongelré**	8 39	11 54	...	...	...	5 14	...	9 5	...	...	
—	6 60	5 25	3 30	**Helmond**	8 51	12 9	...	...	...	5 31	6 14	9 20	...	...	
—	6 95	5 50	3 45	**Deurne**	9	12 32	...	...	...	5 46	6 26	9 46	...	...	
—	7 50	6 0	3 75	**Horst-Sevenum** ..	9 30	1 1	...	...	...	6 20	6 52	10 23	...	...	
—	8 10	6 45	4 5	**Venlo (109)** ..... ar	9 45	1 18	1 50	11 40	...	6 42	7 7	10 45	a.m.	...	
—	...	...	...	**Venlo 119, 153**d	10 ⁴0	2 2	...	...	...	...	7 27	...	5 45	...	
—	9 70	6 90	4 80	**Reuver**	10 18	2 23	...	...	...	...	7 45	...	6 3	...	
—	9 85	7 40	4 80	**Roermond 106**	10 28	2 34	...	...	...	...	7 55	...	6 23	...	
—	9 65	7 70	4 80	**Maasbracht**	10 48	2 56	...	...	...	...	8 16	...	6 33	...	
—	9 96	7 90	4 95	**Echt**	10 57	3 6	...	...	...	...	8 25	...	6 43	...	
—	10 15	8 10	5 5	**Susteren**	11 4	3 15	...	...	...	...	8 33	...	6 50	...	
—	10 80	8 35	5 20	**Sittard**	11 14	3 27	...	...	...	...	8 45	...	7 0	...	
—	10 90	8 70	5 40	**Beek-Elsloo (105)**	11 29	3 45	...	...	...	...	9 0	...	7 15	...	
—	11 60	9 25	5 75	**Maastricht 98a**	11 50	4 12	...	...	...	...	9 20	...	7 46	...	

‡ Express 1, 2, 3.

VENLO and HALTERN.—Cöln-Mindener Eisenbahn. All 1, 2, 3, 4 Classes.

108, 118, 153)	a.m.	a.m.	p.m.	p.m.				
enlo (Amst. Tl.)	5 36	9 30	2 21	7 15	...	...	...	7 15
enlo (Local Tl.)	...	...	...	...	...	...	7 0	10 34
rasselen	6 11	9 53	2 56	7 48	...	...	5 40	10 19
oldern (120).....	6 42	10 9	3 14	8 10	**Haltern (119)** p	...	8 0	1 5
ssum	7 2	10 20	3 25	8 22	Dorsten	...	8 24	1 31
enzelen	7 28	10 37	3 42	8 39	Schermbeck	...	8 35	1 45
esel (112-4-9)a.m.	7 48	10 56	4 0	8 56	**Wesel** .....arr	a.m.	8 50	2 10
esel .....dep	5 55	11 1	4 6	9 3	**Wesel** .....dep	6 13	9 13	2 30
hermbeck	6 26	11 28	4 33	9 30	Menzelen	6 43	9 34	2 49
rsten	6 39	11 40	4 46	9 41	Issum	7 7	9 50	3 2
altern (118)arr	7 10	12 1	5 11	10 6	Feldern	7 32	10 6	3 13
SNABRÜCK arr	9 38	...	1 58	7 45	Ijraelen	8 1	10 24	3 39
BREMEN ... ,,	...	...	4 41	11 0	Venlo (Local Tl.)	...	...	...
HAMBURG ... ,,	...	...	7 6	...	Venlo (Amst. Tl.)	8 16	10 39	3 44

HAMBURG ...dep	...	...	7 15	12 35
BREMEN ,, ,,	...	7 0	10 34	2 46
OSNABRÜCK ,, ,,	5 40	10 19	1 58	4 38
	a.m.	p.m.	p.m.	p.m.
Haltern (119) p	8 0	1 5	4 25	6 45
Dorsten	8 24	1 31	4 47	7 11
Schermbeck	8 35	1 45	5 0	7 25
Wesel .....arr	a.m.	8 50	2 13	5 28
Wesel .....dep	6 13	9 13	2 30	5 36
Menzelen	6 43	9 34	2 49	5 56
Issum	7 7	9 50	3 2	6 12
Feldern	7 32	10 6	3 13	6 23
Ijraelen	8 1	10 24	3 39	6 37
Venlo (Local Tl.)	...	...	...	...
Venlo (Amst. Tl.)	8 16	10 39	3 44	6 49

OBERLAUCHRINGEN and WEIZEN.

E. M.	Stations.	a.m.	p.m.	p.m.
Dist.	**Oberlauchringen**dep	8 25	12 10	7 12
2½	Horbelm (122)	8 33	12 20	7 20
...	Oberlingen	8 50	12 39	7 37
...	Unteringen	...	...	...
...	Eberdingen	...	...	...
6½	Stühlingen	9	1 2	7 50
11	Weizen	9 16	1 10	8 6

	Stations.	a.m.	a.m.	p.m.
	Weizen ..... dep	6 40	10 30	5 50
	Stühlingen	6 49	10 42	5 59
	Eberdingen	6 58	10 58	6 8
	Unteringen	...	...	...
	Oberlingen	7 8	11 3	6 18
	Horbelm	7 25	11 20	6 35
	Oberlauchringen ar	7 33	11 28	6 43

Extra.—Rotterdam to Zevenbergen, 9.10 a.m. Rotterdam to Dordrecht, 8.35 a.m., 5.14, 6.30 p.m.

Extra.—Boxtel to Eindhoven, 9.10 and 11.10 a.m.

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MAASTRICHT, and LIEGE to UTRECHT and ROTTERDAM.

Dis. From	1 cl. g.	2 cl. g.	2 cl. s.	3 cl. g.	3 cl. s.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
									a.m.		p.m.	p.m.	p.m.
0	0	70	0	55	0	35	Maastricht dep	...	...	7 15	...	1 10	...	...	8 40	5 5	...
8	0	70	0	55	0	35	Beek-Elsloo	...	...	7 34	...	1 36	...	...	9 1	5 25	...
13	1	10	0	90	0	55	Sittard	...	...	7 49	...	1 55	...	...	9 16	5 40	...
18	1	40	1	15	0	70	Susteren	...	...	7 59	...	2 8	...	...	9 26	5 50	...
23	1	65	1	30	0	80	Echt	...	...	8 7	...	2 18	...	...	9 34	5 58	...
24	1	95	1	85	0	95	Maasbracht	...	...	8 16	...	2 30	...	...	9 43	6 7	...
25	2	30	1	85	1	15	Roermo'd 108	...	...	8 28	Ex.	2 51	...	...	9 57	6 22	...
30	2	90	2	25	1	45	Reuver	...	...	8 45	1 & 2	3 12	...	...	10 14	6 34	...
42	3	50	2	80	1	75	Venlo .....arr	...	a.m.	a.m.	9 5	noon	3 35	...	10 35	7 0	...
							Venlo .....dep	...	10 0	6 0	9 15	12 2	4 4	1 50		7 22	
51	4	5	3	25	2	5	Horst-Sevenaum ..	...	...	5 24	9 31	...	Ex.	2 23		7 38	
62	4	95	3	55	2	50	Deurne	...	10 46	7 3	9 50	...	1 & 2	3 0		8 2	
67	5	40	4	35	2	70	Helmond	...	11 1	7 31	10 1	12 42	4 45	3 30		8 14	
73	5	95	4	70	2	95	Boxmeer-Tongelré	...	11 16	7 50	...	...	...	3 50		8 33	
73	6	10	4	85	3	0	Eindhoven arr	...	11 25	8 0	10 15	12 56	4 59	4 0		8 35	

Verom	Liege.	Liege (107) Guill. dep	...	...	6 0	9 50	*1 37	*5 12	...	...	8 14	...
0	0 40	Herstal	...	...	6 28	10 16	...	5 41	...	...	8 40	...
5	0 75	Milmorte	...	...	6 40	10 28	...	5 53	...	...	8 52	...
25	0 90	Liers (109)	...	...	6 48	10 40	2 16	6 4	...	...	9 1	...
11	1 50	Glons	...	...	6 59	10 54	2 27	6 15	...	...	9 13	...
16	2 0	Tongeren	...	...	7 13	11 15	2 39	6 30	...	...	9 30	...
22	2 50	Hosselt	...	...	7 34	11 38	...	6 51	...	...	9 51	...
21	2 50	Bilsen	...	...	7 29	11 34	2 52	6 46	...	...	9 46	...
31	3 60	Hasselt .....arr	...	...	7 52	12 1	3 11	7 10	...	...	10 6	...
		.. (105)...dep	...	...	8 8	12 20	3 18	7 42	...	...		
35	4 0	Zonhoven	...	...	8 18	12 50	...	7 52	...	...		
42	5 30	Wijchmaal Beverloo...	...	...	8 43	1 45	3 42	8 15	...	...		
46	6 30	Neerpelt	...	...	9 0	...	3 57	8 34	...	...		
56	6 80	Achel	...	...	9 13	...	4 10	8 44	...	...		
61	7 76	Valkenswaard arr.	1,2,3	1,2,3	9 24	...	4 21	8 54	1,2,3	...	1,2,3	1,2,3	...
62	8 85	Eindhoven ..... arr	a.m.	a.m.	9 55	...	4 47	9 18	a.m.	...	p.m.	p.m.	...
		Eindhoven .....dep	7 30	5 50	10 29	12 59	*5 4	8 40	8 24	...	4 20	11 40	...
68	6 60	5 28	2 30	Best	7 47	6 5	10 36	...	...	8 55	...	4 41	11 58	...
86	7 5	5 65	3 55	Boxtel (119).....arr	8 0	6 17	10 47	1 19	5 25	9 7	9 0	1,2,3	5 5	12 12	...

Verom	Boxtel.			Boxtel.....dep	11 10	6 24	8 7	11 *0	5 34	*5 52	9 15	1 39	11 20	4 36	...
19	1 40	1 10	0 70	Vught	11 23	...	8 21	...	...	7 6	9 28	...	11 36	4 47	...
30	1 60	1 30	0 80	s'Hertogen- ar	11 30	6 40	8 28	11 14	5 46	7 12	9 35	1 44	11 45	4 55	...
				bosch .....dp		6 44	8 34	11 19	5 52	7 17		1 49			...
28	1 85	1 55	1 0	Hedel		6 55	8 46	...	...	7 28	...	2 0	...	...	...
38	2 25	1 80	1 10	Zalt-Bommel		7 5	8 56	...	6 7	7 37	...	2 9	...	...	...
344	2 70	2 20	1 35	Geldermalsen		7 24	9 15	11 45	6 21	7 54	...	2 26	...	...	...
39	3 10	2 50	1 55	Kattenburg		7 36	9 30	...	6 31	8 5	...	2 37	...	...	...
42	3 40	2 70	1 70	Schalkwijk		7 47	9 41	...	...	8 16	...	2 48	...	...	...
45	3 80	2 85	1 80	Houten		7 53	9 48	...	...	8 23	...	2 55	Ex.	...	...
				Utrecht (Maliab)		8 15	10 8	12 20	7 0	8 42	1,2,3	3 15	1 & 2	...	...
49	4 0	3 20	2 0	Utrecht (1849) a		8 13	10 8	12 20	7 0	8 42	a.m.	3 15	p.m.	p.m.	...

329	7 20	6 0	3 75	Boxtel (119).....dep	...	6 32	11 7	1 24	6 47	9 12	9 5	...	5 32	12 30	...
333	7 60	6 25	3 95	Oisgerwijk	...	6 45	11 21	...	6 59	9 24	9 17	...	...	12 45	...
111	7 80	6 35	3 95	Tilburg .....arr	...	6 56	11 33	1 42	7 9	9 34	9 27	...	5 50	12 57	...
				.....dep	1,2,3	6 59	11 38	1 42	7 14	9 38	9 31	...	5 53	1 1	...
111	9 0	7 20	4 50	Breda	a.m.	7 29	12 12	2 6	7 45	10 10	6 1 & 2		6 16	1 48	...
				.....dep	6 15	7 34	12 16	2 11	7 25	10 14	10 23	p.m.	6 24	2 28	...
				Zevenbergen dep		7 40	...	...	8 36	10 17	10 40	3 58	...	...	...
				Zwaluwe	6 41	7 51	12 38	...	8 47	10 29	10 50	5 36	...	3 51	...
120	10 45	8 40	5 25	Dordrecht	7 7	8 19	1 5	2 47	9 22	10 55	11 15	6 3	7 1	3 18	...
126	...	...	...	Barendrecht	7 25	8 33	1 23	...	9 40	...	...	6 16	...	3 33	...
133	...	...	...	Rotterdam (Beurs) arr	7 42	8 51	1 40	3 10	9 58	11 18	11 38	6 30	7 25	3 50	...
140	11 60	9 25	5 15	Rotterdam .....arr	7 52	9 2	1 50	3 20	10 8	11 28	11 48	6 40	7 35	4 0	...

ROTTERDAM & UTRECHT, by Dordrecht and Gouda.

Stations.	1—4 cl.	1—4 cl.	1—4 cl.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
HAARLEM dep	4 30	...	...	7 40	12 45	4 10	6 10	7 18	9 40	...	...	...	...
LEIDEN	...	8 1	11 0	8 10	1 45	4 40	6 50	7 48	10 10	...	...	...	...
Woerden	...	8 33	11 41	8 40	2 15	5 10	7 20	8 18	10 41	...	...	...	...
Utrecht (110)	...	8 57	12 5	9 0	2 37	5 33	7 43	8 41	11 5	...	...	...	...
Amersfoort	...	9 40	12 49	9 52	3 18	6 16	8 26	9 24	11 48	...	...	...	...
Apeldoorn	...	10 0	1 9	10 12	3 38	6 36	8 46	9 44	12 8	...	...	...	...
ARNHEIM	...	10 30	1 50	10 42	4 8	7 6	9 16	10 14	12 38	...	...	...	...
ARNHEIM dep	4 30	...	...	7 40	12 45	4 10	6 10	7 18	9 40	...	...	...	...
ZEVENAAR	5 37	...	...	8 47	1 52	5 17	7 27	8 25	10 47	...	...	...	...
Culemborg	5 56	...	...	9 6	2 11	5 36	7 46	8 44	11 6	...	...	...	...
Tiel	6 20	...	...	9 30	2 35	6 0	8 10	9 8	11 30	...	...	...	...
Geldermalsen	6 38	...	...	9 48	2 53	6 18	8 28	9 26	11 48	...	...	...	...
Gorinchem	7 0	...	...	10 10	3 15	6 40	8 50	9 48	12 10	...	...	...	...
Dordrecht	7 30	12 11	3	10 40	3 45	7 10	9 20	10 18	12 40	...	...	...	...
Barendrecht	7 47	12 28	3 17	10 57	4 2	7 27	9 37	10 35	12 57	...	...	...	...
ROTTERDAM arr	7 58	12 40	3 28	11 8	4 13	7 38	9 48	10 46	1 8	...	...	...	...
Delfshaven	8 5	12 47	3 35	11 15	4 20	7 45	9 55	10 53	1 15	...	...	...	...
Ladingshaven	8 14	12 56	3 44	11 24	4 29	7 54	10 4	11 2	1 24	...	...	...	...
Hofplein	8 16	12 58	3 46	11 26	4 31	7 56	10 6	11 4	1 26	...	...	...	...
Maas	8 17	12 59	3 47	11 27	4 32	7 57	10 7	11 5	1 27	...	...	...	...
ROTTERDAM dep	8 20	1 2	3 50	11 30	4 35	8 0	10 10	11 8	1 30	...	...	...	...
Schiedam	8 30	1 12	4 0	11 40	4 45	8 10	10 20	11 18	1 40	...	...	...	...
Delft	8 50	1 32	4 20	12 0	5 5	8 30	10 40	11 38	2 0	...	...	...	...
Leyden	9 10	1 52	4 40	12 20	5 25	8 50	11 0	11 58	2 20	...	...	...	...
HAARLEM arr	9 38	2 20	5 8	12 48	5 53	9 18	11 28	12 26	2 48	...	...	...	...

LIERS to ANS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Ans (Saait) (90) dep	10 15	4 15	6 30	...
Ans (Limb.)	10 21	5 0	6 36	...
Liers (109) arr	10 35	5 10	6 45	...
LIEGE (Virvegis)	10 45	5 22	6 55	...
ROTTERDAM				

ANS to LIERS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
LIEGE (Virvegis) dep	6 22	10 10	p.m.	...
Liers (109) arr	9 0	11 55	2 40	...
Ans (Limb.) (90)	9 13	12 10	3 55	...
Ans (Saait) ..... arr	9 20	12 16	4 0	...

LIERS to ANS.

Stations.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.
	a.m.	p.m.	p.m.	p.m.
ROTTERDAM dep	9 44	2 56	6 40	...
Schiedam	10 4	3 16	7 0	...
Rotterdam (Beurs) dep	10 29	3 30	7 15	...
Barendrecht	10 46	3 47	7 32	...
Dordrecht ..... arr	10 44	3 54	7 39	...

ESSEN and SCHAERBEEK.

Stations.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.
	a.m.	p.m.	p.m.	p.m.
Essen (144) ..... dep	5 53	1 1	5 37	...
Schaikc (118) ..... arr	6 16	1 48	6 0	...
Stations.	1—3 cl.	1—3 cl.	1—3 cl.	1—3 cl.
	a.m.	p.m.	p.m.	p.m.
Schaikc ..... dep	10 30	7 15	...	...
Essen (121) ..... arr	10 44	7 34	7 39	...

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NIEUWESCHANS to HARLINGEN.

R.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	g. c.	g. c.	g. c.	[151		a.m.	a.m.	a. m.	p.m.	p.m.	p.m.
Fr.	Ni	euw	esch.	Nieuweschans dp	...	5 50	7 51	10 55	12 55	5 30	8 50
8	0 60	0 50	0 30	Winschoten	...	6 6	8 11	11 10	1 12	6 4	9 5
11	0 85	0 70	0 45	Scheemda	...	6 16	8 25	11 22	1 24	6 25	9 17
15½	1 25	1 0	0 60	Zuidbroek	...	6 30	8 39	11 33	1 36	6 50	9 28
21	1 55	1 25	0 80	Hoogezand	...	6 41	8 52	11 43	1 47	7 13	9 38
23½	2 35	1 85	1 15	Groningen arr	...	7 8	9 21	12 10	2 15	7 48	10 3
—	...	...	...	... (110) dep	...	7 20	...	12 20	2 50	8 21	...
36½	2 90	2 35	1 45	Zuidhorn	...	7 39	...	12 38	3 26	8 45	...
41½	3 25	2 60	1 65	Grijpskerk.....	...	7 49	...	12 48	3 19	8 53	...
48	3 80	3 5	1 90	Buitenpost.....	...	8 10	...	1 6	4 25	9 22	...
57½	4 55	3 65	2 25	Hardegarijp	...	8 39	...	1 31	5 16	9 52	...
64	5 5	4 5	2 50	Leeuward arr. a.m.		8 58	...	1 46	5 38	10 11	...
—	...	...	...	... (110) dep.		7 18	9 15	...	2 5	6 20	10 19	...
68	5 85	4 45	2 80	Dronrijp		7 39	9 33	...	2 22	6 50	10 40	...
10½	5 85	4 70	2 95	Franeker		7 53	9 47	...	2 31	7 16	10 51	...
1½	6 35	5 10	3 15	Harlingen arr		8 6	10 0	...	2 42	7 30	11 6	...

LEEUWARDEN and GRONINGEN to ZUTPHEN.

R.M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	g.	g.	g.	[110		a.m.	a.m.	a. m.	p.m.	p.m.	p.m.
Fr	Le	euw	ard.	Leeuward...dp		7 13	6 30	9 57	2 45	3 2	7 58
67	0 35	0 25	0 15	Wirdum		...	6 43	10 7	2 55	3 32	8 8
70½	0 65	0 50	0 30	Grouw		...	6 59	10 22	3 10	3 47	8 23
74	0 90	0 70	0 45	Akkrum		7 39	7 14	10 34	3 23	4 2	8 35
80½	1 45	1 15	0 70	Heerenveen...		7 55	8 10	10 55	3 45	4 20	8 55
81½	2 0	1 60	1 0	Wolvega		8 9	8 37	11 14	4 4	...	9 14
95	2 60	2 10	1 30	Steenwyk		8 27	9 10	11 39	4 39	...	9 41
103½	3 30	2 65	1 65	Meppel ...arr.		8 43	9 36	12 0	4 55	...	10 5
				[110		a.m.	a.m.		p.m.		p.m.
Fro	mGr	onin	gen	Groningend		7 18	7 30	...	2 45	...	6 5
10½	0 85	0 65	0 40	Zuidlaren		...	8 4	...	3 15	...	6 39
17½	1 35	1 10	0 70	Assen		7 49	8 36	...	3 33	...	6 52
27½	2 15	1 70	1 10	Beilen		...	8 53	...	3 55	...	9 15
33½	2 85	2 30	1 45	Hooyeveen.....		8 34	9 14	...	4 13	...	9 37
47	3 40	2 75	1 70	Koekange		...	9 36	...	4 35	...	9 59
48	3 85	3 5	1 90	Meppel		8 45	9 52	p.m.	4 49	...	10 13
—	...	...	...	Meppel .....dep		8 51	10 3	12 10	5 9	...	10 18
111½	4 15	3 55	2 15	Dedemsvaart.....		9 9	10 30	12 36	5 32	...	10 36
121½		4 20	2 60	Zwolle(110)a.	a.m.	9 27	11 0	1 0	5 55	p.m.	11 0
—	...	...	...	...dep.		5 54	10 39	...	1 12	6 5	7 56
129½	5 90	4 70	2 95	Wijhe		6 15	9 56	...	1 33	6 23	8 10
133½	6 20	5 0	3 10	Olst		6 28	10 9	a.m.	1 46	6 36	8 23
139½	6 70	5 35	3 35	Deventer		6 46	10 26	11 48	2 5	6 54	8 40
144½	7 10	5 70	3 55	Gorsel ..... [112		7 1	10 41	...	2 22	7 11	8 55
150	7 55	6 0	3 75	Zutphen 111 a		7 12	10 52	12 0	2 35	7 23	9 5

* Fridays only.

EXTRA - Deventer to Zutphen, 6.20 p.m.

† 1, 2, 3 Class.

MÜNSTER and GRONAU.—Westphalische Eisenbahn.

Stations.	2—4	1—4	2—4	Stations	2—4	1—4	2—4
	a.m.	a. m.	p.m.		a.m.	p.m.	p.m.
HAMM .....dep	5 24	10 34	6 18	ARNHEIM.....dep	...	...	...
OSNABRÜCK „	...	...	...	HENGELO..... „	6 38	12 10	5 12
HALTERN [118 „	...	...	...	GRONAU .....arr	7 13	12 48	5 54
Münster (115) dep	7 30	12 37	7 23	Gronau .....dep	7 23	12 56	6 4
Borghorst	8 35	1 25	8 25	Ochtrup	7 45	1 14	6 29
Burgsteinfurt arr	8 46	1 36	8 36	Burgsteinfurt arr.	8 16	1 37	6 59
„ .....dep	8 56	1 42	8 41	„ dep.	8 25	1 38	7 8
Ochtrup	9 30	2 6	9 12	Borghorst	8 43	1 49	7 26
Gronau (109)...arr	9 48	2 23	9 30	Münster (115)...arr	9 45	2 36	8 37
GRONAU .....dep	9 53	2 37	9 38	HALTERN.....	...	...	...
HENGELO.....arr	10 20	3 3	10 3	OSNABRÜCK „ ..	...	...	...
ARNHEIM..... „	...	...	...	HAMM	11 4	3 49	10 38

GRONAU to ALMELO.

Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(109, 110)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Gronau .....dep	...	9 53	...	2 37	...	...	...	9 38
Enschede	6 15	10 7	11 45	2 52	4 30	7 10	9 52	...
Hengelo .....arr	6 28	10 20	12 0	3 3	4 45	7 25	10 3	...
„ (112) dep	6 50	10 42	12 15	3 23	5 30	8 33	10 23	...
Borne	7 5	10 55	12 30	3 35	5 52	8 53	10 33	...
Almelo .....arr	7 21	11 10	12 45	3 48	6 10	9 10	10 45	...

ALMELO to GRONAU.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Almelo .....dep	6 5	9 45	11 30	2 40	4 15	6 55	9 35
Borne	6 30	10 5	11 48	2 57	4 42	7 13	9 51
Hengelo .....arr	6 38	10 15	11 58	3 5	4 53	7 23	9 59
„ (112).dep	6 38	10 37	12 10	3 18	5 12	8 28	10 20
Enschedé ...arr	6 50	10 52	12 23	3 30	5 25	8 46	10 33
Gronau (110).arr	7 13	...	12 48	...	5 54	...	...

UTRECHT to KAMPEN.—Nederlandsche Centraal Spoweg.

Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Kampen .....dep.	6 30	9 4	10 50	12 50	...	5 46	6 0
Mastenbroek	6 41	9 37	11 45	1 30	...	6 32	6 39
Zwolle (111) { ar	6 54	9 37	11 45	1 30	...	6 32	6 39
{ dp	7 8	9 37	11 45	1 30	...	6 32	6 39
Hattem	7 15	...	11 59	...	...	6 46	6 53
Elburg-Epe	7 33	...	12 25	...	...	7 16	7 16
Wezep	7 48	10 10	12 38	1 30	...	7 30	7 30
Hulshorst	8 0	10 38	1 0	1 30	...	7 44	7 58
Harderwijk.....	8 45	10 49	1 55	a.m.	p.m.	8 27	8 37
Nijkerk	9 18	11 6	2 30	5 47	5 47	8 51	8 53
Amersfoort(114)	9 48	...	3 0	7 9	...	9 21	9 23
Soest	9 58	...	3 10	7 19	...	9 31	9 33
De Bilt (113)	10 13	...	3 25	7 34	...	9 46	9 48
Utrecht(113)arr.	10 0	11 33	3 15	7 45	6 23	9 55	9 57

* Saturdays only.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Utrecht ..... dep.	6 30	9 20	10 40	12 40	3 20	5 40	6 30
De Bilt.....	6 43	9 33	10 53	12 53	3 33	5 53	6 43
Soest.....	6 53	9 43	11 3	1 3	3 43	6 3	6 53
Amersfoort (114)	7 3	9 53	11 13	1 13	3 53	6 13	7 3
Nijkerk	7 33	10 23	11 43	1 43	4 23	6 43	7 33
Putten	7 48	10 38	11 58	1 58	4 38	6 58	7 48
Harderwijk.....	8 0	10 50	12 10	2 10	4 50	7 10	8 0
Hulshorst	8 38	11 28	12 48	2 48	5 28	7 48	8 38
Nunspeet.....	8 49	11 39	12 59	2 59	5 39	7 59	8 49
Elburg-Epe	9 3	11 53	1 13	3 13	5 53	8 13	9 3
Wezep	9 28	12 18	1 38	3 38	6 18	8 38	9 28
Hattem	9 43	12 33	1 53	3 53	6 33	8 53	9 43
Zwolle(110) { ar	9 55	12 45	2 5	4 5	6 45	9 5	9 55
{ dp	10 10	12 45	2 5	4 5	6 45	9 5	9 55
Mastenbrook	10 23	12 58	2 18	4 18	6 58	9 18	10 8
Kampen .....arr.	11 20	1 45	3 15	5 15	7 45	9 45	10 35

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	d. c.	d. c.	d. c.			a.m.	a.m.	a. m.	p.m.	p.m.	p.m.
Fro			44	Kampen .....dep.		6 30	9 4	10 50	12 50	...	5 46
				Mastenbrook		6 41	9 37	11 45	1 30	...	6 32
			63	Zwolle (111) { ar		6 54	9 37	11 45	1 30	...	6 32
				{ dp		7 8	9 37	11 45	1 30	...	6 32
				Hattem		7 15	...	11 59	...	...	6 46
				Elburg-Epe		7 33	...	12 25	...	...	7 16
				Wezep		7 48	10 10	12 38	1 30	...	7 30
				Hulshorst		8 0	10 38	1 0	1 30	...	7 44
				Harderwijk.....		8 45	10 49	1 55	a.m.	p.m.	7 58
				Nijkerk		9 18	11 6	2 30	5 47	5 47	8 27
				Amersfoort(114)		9 48	...	3 0	7 9	...	8 51
				Soest		9 58	...	3 10	7 19	...	9 31
				De Bilt (113)		10 13	...	3 25	7 34	...	9 46
				Utrecht(113)arr.		10 0	11 33	3 15	7 45	6 23	9 55

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	d. c.	d. c.	d. c.			a.m.	a.m.	a. m.	p.m.	p.m.	p.m.
			58	Utrecht ..... dep.		6 30	9 20	10 40	12 40	3 20	5 40
			45	De Bilt.....		6 43	9 33	10 53	12 53	3 33	5 53
			33	Soest.....		6 53	9 43	11 3	1 3	3 43	6 3
			193	Amersfoort (114)		7 3	9 53	11 13	1 13	3 53	6 13
			25	Nijkerk		7 33	10 23	11 43	1 43	4 23	6 43
			205	Putten		7 48	10 38	11 58	1 58	4 38	6 58
			243	Harderwijk.....		8 0	10 50	12 10	2 10	4 50	7 10
			38	Hulshorst		8 38	11 28	12 48	2 48	5 28	7 48
			433	Nunspeet.....		8 49	11 39	12 59	2 59	5 39	7 59
			514	Elburg-Epe		9 3	11 53	1 13	3 13	5 53	8 13
				Wezep		9 28	12 18	1 38	3 38	6 18	8 38
				Hattem		9 43	12 33	1 53	3 53	6 33	8 53
				Zwolle(110) { ar		9 55	12 45	2 5	4 5	6 45	9 5
				{ dp		10 10	12 45	2 5	4 5	6 45	9 5
				Mastenbrook		10 23	12 58	2 18	4 18	6 58	9 18
				Kampen .....arr.		11 20	1 45	3 15	5 15	7 45	9 45

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HARLINGEN to NIEUWESCHANS.—Staatsspoorwegen.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Harlingen dep	6 0	8 30	2 0	—	7 5	9 5	
Franeker	6 25	8 43	2 19	—	7 17	9 22	
Drachten	6 43	8 58	2 21	—	7 27	9 36	
Leeuwarden. ar	7 7	9 15	2 40	—	7 50	10 0	
„ (110) dep.	7 20	10 25	2 48	3 15	8 37		
Hardegarijp	7 47	10 57	3 4	3 40	8 53		
Buitenpost.....	8 16	11 47	3 29	4 15	9 18		
Grijpskerk.....	8 32	12 18	3 43	4 35	9 33		
Zuidhorn	8 44	12 42	3 53	4 51	9 43		
Groningen arr	9 5	1 10	4 13	5 15	10 4	a.m.	
„ 110 dep	9 25	2 15	4 18		10 10	7 8	
Hoogezand	9 50	2 39	4 39		10 31	7 33	
Zuidbroek	10 2	2 50	4 50		10 41	7 44	
Scheemda	10 18	3 6	5 5		10 50	7 58	
Winschoten	10 33	3 19	5 15		10 57	8 10	
Nieuwesch ar	10 50	3 35	5 30		11 10	8 25	

Fridays only

ZUTPHEN to GRONINGEN and LEEUWARDEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Zutphen(112)	11 15	7 57	10 0	3 15	6 30	9 15	
Gorssel	...	8 13	...	...	...	9 30	
Deventer	11 33	8 30	10 23	3 38	6 53	9 45	
Olst	...	8 48	10 36	3 54	7 10	10 1	
Wijhe	...	9 2	10 49	4 8	7 24	10 14	
Zwolle .....arr	a.m.	9 25	11 5	4 29	7 44	10 35	
„ (110) dep	6 0	9 35	11 20	4 40	7 56		
Dedemsvaart.....	6 21	9 58	11 43	5 6	8 19		
Meppel....arr.	6 45	10 20	11 58	5 31	8 34		
Meppel dep.	7 0	...	12 5	5 41	8 39		
Koekange	7 17		12 20	5 58	...		
Hoogeveen.....	7 40		12 37	6 19	9 0		
Beilen	8 5		12 56	6 43	...		
Assen	8 29		1 22	7 14	9 35		
Zuidlaren (111	8 49		1 38	7 31	...		
Groningen a	9 13		2 6	8 5	10 5		
Meppel ..dep.	6 53	10 27	12 18	5 46	8 41		
Steenwyk	7 13	10 49	12 31	6 17	8 58		
Wolvega.....	7 37	11 13	12 55	6 47	9 16		
Heerenveen....	8 19	11 36	1 14	7 21	9 34		
Akkrum	8 19	11 32	1 29	7 43	9 51		
Drachten	8 29	12 1	1 38	7 53	...		
Wirdum ....(111	8 49	12 20	1 51	8 13	...		
Leeuwarden	9 0	12 30	2 0	8 25	10 14		

Zutphen to Deventer 2nd and 3rd class.
4.30 p.m. 1, 2, 3 class.

ZUTPHEN and WINTERSWIJK.

Stations.	1,2,3	1,2,3	1,2,3	
(110, 112)	a.m.	p.m.	p.m.	
Zutphen .....dep	11 10	4 25	7 45	
Vorden	11 28	4 43	8 2	
Ruurlo	11 43	4 58	8 18	
Lichtenvoorde-Groenlo	12 2	5 17	8 37	
Winterswijk.....arr	12 14	5 29	8 49	

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Winterswijk ..... dep.	6 10	1 20	5 45
Lichtenvoorde-Groenlo.....	6 25	1 35	6 0
Ruurlo	6 44	1 54	6 19
Vorden	6 56	2 9	6 34
Zutphen..... ...arr	7 14	2 24	6 49

Rotterdam Local Service.—Rotterdam (D.P.) Depart for Rotterdam (Beurs) (journey 7 minutes) 5.45 7.23, 8.27, 9.10, 9.25, 10.32, 11.19, and 11.55 a.m.; 1.0, 2.22, 2.50, 3.55, 5.14, 6.30, 6.50, 8.25, 10.25, and 11.25 p.m. Rotterdam Beurs Dep. for Rotterdam (D.P.) 6.40, 7.25, 7.47, 8.37, 10.10, 10.40 and 11.43 a.m.; 1.15, 1.45, 2.30, 3.15, 3.55, 5.20, 6.25, 7.30, 8.50, 10.3, and 11.21 p.m.

VLISSINGEN (FLUSHING) and BREDA.—London and Germany via Queenborough and Flushing.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.											
LONDON (Holborn V.)d	8 35	8 35	...	...	...	...	...	...	...	...	...	...	...
QUEENBOROUGH „	10 20	10 20	...	...	...	...	...	...	...	...	...	...	...
VLISSINGEN	6 30	6 30	...	...	...	...	...	...	...	...	...	...	...
	a.m.	a.m.											
Vlissingen Haf. .....dep	7 35	8 40	a.m.	p.m.	p.m.	p.m.	7 25						
Vlissingen Sdd. ....dep	7 0		7 34	8 50	12 34	3 30	7 25						
Middelburg	7 10		...	9 51	1 14	3 41	7 37						
Goes	7 47		...	10 27	1 51	4 17	8 13						
Bergen op Zoom	8 28		...	11 8	2 32	4 58	8 54						
Antwerp ..... arr	7 30		8 45	10 11	3 56	4 30	7 37	9 41					
„ ..... dep	9 5			11 58	5 50	6 10	9						
Brussels ..... „	12 56		a.m.		7 26	7 38	11 13						
Roosendaal (1103 dep	7 50	11 49	8 57	10 44	3 30	5 5	8 40						
Breda	8 50	12 16	9 35	10 10	4 10	5 50	9 20						
Breda ..... dep		12 25	9 38	11 47	4 25	5 47	10 9						
Boxtel (1103)		1 21	10 18	12 28	5 18	6 43	11 3						
Amsterdam ..... arr		4 20	1 10	4 20	7 53	9 41	...						
„ ..... dep			11 40	1 50	7 7	...	...						
Venlo ..... „			12 11	4 13	7 34	...	...						
„ ..... dep			9 2	6 42	7 43	...	...						
Dusseldorf ..... arr			...	...	9 36	...	...						
Berlin Pladm. „ „													
„ via Stend. „			...	...	7 43	4 9	...						
Venlo ..... dep			1 16	4 40	10 30	...	...						
Cologne ..... arr			4 30	7 40	1 30	...	...						
Mayence „ „			8 33	9 3	5 34	...	...						
Frankfort A.-M. „			8 39	10 12	7 14	...	...						

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.												
Frankfort-A.-M.dep	10 30	...	...	...	...	...	...	...	...	...	...	...	...
Mayence „ „	11 25	...	...	...	...	...	...	...	...	...	...	...	...
Cologne „ „	6 10	9 35	1 40										
Venlo ..... arr	6 28	11 35	3 43										
Berlin ..... dep	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...
Dusseldorf ..... „	7 27	9 36	...	...	...	...	...	...	...	...	...	...	...
Venlo ..... dep	9 13	11 54	5 30	...	...	...	...	...	...	...	...	...	...
	a.m.												
Amsterdam ..... dep	6 0	9 15	3 0	...	...	...	...	...	...	...	...	...	...
Boxtel ..... arr		6 32	12 44	6 47	...	...	...	...	...	...	...	...	...
Breda ..... „		7 39	1 50	7 54	...	...	...	...	...	...	...	...	...
	a.m.	a.m.	p.m.	p.m.	p.m.								
Breda ..... dep	9 25	6 20	10 7	12 21	2 16	6 30	...	...	...	...	...	...	...
Roosendaal ..... arr	10 10	7 20	10 34	12 48	2 53	6 56	...	...	...	...	...	...	...
Roosendaal ..... dep			6 17	9 15	...	2 30	3 37						
Brussels ..... „			7 23	10 0	...	3 47	7 26	...	...	...	...	...	...
Antwerp ..... arr		a.m.	8 45	7 44	10 46	1	5	7 26	7 57	8 45	...	...	...
Roosendaal ..... dep		9 25	8 10	11 7	1 21	3	7	7 26	7	8	...	...	...
Bergen op Zoom		a.m.	9 18	11 10	2 24	4 43	8	8	9	6	10	50	
Goes		9 18	10	11	2	4	8	8	9	6	10	50	
Middelburg		7 40	9 53	12 41	2 56	5 30	8 43	9	6	10	50		
Vlissingen Sdd. ... arr		7 50	10	12 50	3 5		5 30	8 43	9 15				
Vlissingen Haf.													
Vlissingen ..... dep			6 17	9 15			5 30	8 43	9 15				
Queenborough			7 23	10 0				8	7	8	45		
London (Holborn V.)a			9 25	8 10	11 7	1 21	3	7	7	8	45		

The German connections in this Table are liable to alteration. The approximate times are given.

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Eng Mls	1 cl.	2 cl.	3 cl.	Stations.	1 & 2	1,2,3	1,2,3	1, 2, n'ght	1,2,3	1,2,3
					p.m.					a.m.
...	...	...	...	**160** BERLIN *via* Stend.	10 0	...	...	12 0	...	9 0
					a.m.			a.m.		
...	...	...	...	**159** HANOVER .....dep	2 3	...	...	7 40	...	1 24
...	...	...	...		...	...	...	...	...	...
...	...	...	...	**150** MINDEN ..... "	3 24	...	...	9 40	...	2 52
Dis.	gl. c.	gl. c.	gl. c.		a.m.		a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Rheine (115, 159)** d	5 44	...	...	2 0	...	...
Fro	m 8s	lzb'r	gen.	**Salzbergen (115)**.....	...	...	8 45	2 11	5 10	8 40
9½	0 70	0 55	0 35	Bentheim .....arr	6 6	...	9 11	2 29	5 44	9 4
				.....dep	6 7	...	9 26	2 30	6 14	9 9
...	...	...	...		...	...	...	...	...	...
18½	1 45	1 15	0 75	Oldenzaal .....arr	6 13	...	9 44	2 41	6 40	9 28
				.....dep	6 23	...	10 10	2 56	7 30	9 43
...	...	...	...	**Hengelo** .....arr	6 34	a.m.	10 27	3 9	7 30	10 1
25	2 0	1 60	1 0	**(110)** .....dep	6 35	6 42	10 34	3 14	7 40	...
...	...	...	...			7 11	3	3 35	8 7	...
35	75	2 15	1 40	Goor.....	...	7 24	11 31	3 51	8 28	...
43	3 40	2 70	1 70	Lochem	...	7 52	12 2	4 17	8 55	p.m.
53½	4 25	3 40	2 15	**Zutphen** .....arr	7 20	7 58	12 17	4 30	9 15	2 47
...	...	...	...	**(111)** .....dep	...	8 10	12 32	4 43	9 28	3 0
59	4 60	3 70	2 30	Brummen	...	8 27	12 58	5 0	9 46	3 17
66	5 15	4 10	2 60	De Steeg	...	8 45	1 20	5 18	10 5	3 35
72	5 75	4 60	2 90	**Arnhem (113)** ....arr	...	8 45	1 30	5 25	...	...
...	...	...	...	**113** ARNHEIM .....dep	...	11 5	3 15	7 13	...	...
...	...	...	...	**113** AMSTERDAM ...arr	...	11 25	3 35	7 32	...	...
...	...	...	...	**113** HAGUE..... "	...	11 20	3 20	7 20	...	...
...	...	...	...	**113** ROTTERDAM ... "	...					

Eng Mls	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	Ex.	1,2,3
							a.m.	a.m.	p.m.	
...	...	...	...	**113** ROTTERDAM ...dep	...	...	6 30	10 40	4 30	...
...	...	...	...	**113** HAGUE..... "	...	...	6 25	10 30	4 15	...
...	...	...	...	**113** AMSTERDAM ... "	...	...	7 15	11 28	5 0	...
...	...	...	...	**113** ARNHEIM.....arr	...	...	9 55	2 10	6 40	...
					p.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Dis.	gl. c.	gl. c.	gl. c.							
Fro	m A	rnhe	im.	**Arnhem** .....dep	5 35	6 15	10 0	2 20	6* 50	8 10
73				De Steeg.....	5 54	6 36	10 19	2 39	...	8 29
14½	1 15	0 90	0 55	Brummen	6 14	6 58	10 40	2 59	...	8 51
19½	1 50	1 20	0 75	**Zutphen (112)** ...arr	6 25	7 11	10 51	3 10	7 28	9 3
				.....dep		7 20	11 6	3 42	7 36	9 10
...	...	...	...	Lochem	...	7 56	11 25	4 12	...	9 34
29½	2 35	1 90	1 15	Goor	...	8 27	11 40	4 35	...	9 53
38	3 0	2 40	1 50	**Hengelo (110)**...arr	a.m.	8 58	12 2	5 1	8 23	10 15
47½	3 75	3 0	1 90	.....dep	6 34	9 10	12 7	5 10	8 27	
				Oldenzaal) .....arr	6 52	9 30	12 20	5 25	8 40	...
...	...	...	...	„ (Dutch Cust.) dp	6 54	9 44	12 22	5 32	8 42	...
54½	4 30	3 45	2 15	Bentheim..... arr	7 29	10 26	12 47	6 14	9 7	...
				„ (Ger. Cust. H.) dp	7 39	11 9	1 7	6 34	9 29	...
64½	5 5	4 0	2 55	Rheine ..... arr	8 5	11 40	1 25	7 5	9 49	...
							1 36	...	10 0	...
72	5 75	4 60	2 90							
...	...	...	...		a.m.		p.m.		a.m.	
				158 MINDEN .....arr	11 56	..	5 15	...	12 44	...
					p.m.		p.m.		a.m.	
11 20	8 40	5 60		**158** HANOVER ..... "	1 37	...	7 30	...	2 25	...
					p.m.				a.m.	
14 35	10 80	7 18		**161** BERLIN *via* Stend.	6 45	...	...	...	7 10	...

Extra Trains—Zutphen to Arnhem at 11.5 a.m., 7.40 p.m., and vice versa at 9.0 a.m., 12.55 p.m.

* International Train

ARNHEIM and NYMWEGEN.

	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
Arnhem (112) .....dep	6 0	9 0	12 30	3 45	5 30	8 40	...	...
Elst	6 24	9 21	12 46	4 6	5 44	9 1	...	...
Nymwegen (119) ....arr	6 42	9 36	12 58	4 21	5 55	9 16	...	...

	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
Nymwegen .....dep	7 35	10 0	12 55	4 52	7 18	9 40	...	...
Elst	8 2	10 15	1 11	5 4	7 37	9 56	...	...
Arnhem.....arr	8 25	10 29	1 31	5 17	8 0	10 16	...	...

WESEL and BOCHOLT.

Stations.	1—4	1—4	1—4
(108, 114, 119)	a.m.	p.m.	p.m.
Wesel .....dep	9 10	4 5	9 5
Hamminkeln.....	9 37	4 29	9 30
Dingden	9 37	4 29	9 45
Bocholt.....arr	9 53	4 40	10 0

BOCHOLT and WESEL.

Stations.	1—4	1—4	1—4
	a.m.	no'n	p.m.
Bocholt .....dep	7 0	12 0	6 20
Dingden	7 21	12 12	6 34
Hamminkeln.....	7 36	12 21	6 41
Wesel.....arr	7 56	12 53	7 0

VIERSEN, CREFELD, KEMPEN, SUCHTELN, GREFRATH.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
m pf	m pf	m pf	**(143, 153)**	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
rom	Vier	sen.	**Viersen** ...dep	6 31	8 59	8 43	12 7	2 21	6 52	...	
0 40	0 30	0 20	**Suchteln**	6 40	9 5	8 51	12 16	2 35	7 0	...	
...	...	...	Vorst.....	6 51	...	9 2	12 27	2 46	7 11	...	
...	...	...	St. Tönis	7 2	...	9 13	12 39	2 57	7 22	...	
1 20	0 90	0 60	**Crefeld** Sdb. ar	7 14	...	9 25	12 51	3 9	7 34	...	
			Crefeld Sdb. d	7 20	...	10 42	1 3	3 30	7 48	...	
...	...	...	„ **120** Ndb	7 35	...	10 54	1 15	3 50	8 0	...	
...	...	...	Hüls	7 46	...	11 6	1 26	4 2	8 12	...	
2 0	1 30	0 80	**Kempen(118)**	8 2	...	11 24	1 42	4 20	8 28	...	
...	...	...									
...	...	...	**Kempen** ...dep	8 2	...	11 24	1 42	4 20	8 28	...	
...	...	...	Oedt.....	8 17	...	11 39	1 57	4 35	8 43	...	
...	...	...	Süchteln-Vorst	8 24	...	11 46	2 4	4 42	8 50	...	
...	...	...	**Suchteln** ...arr	8 28	...	11 50	2 8	4 46	8 54	...	
...	...	...									
...	...	...	**Viersen** ...dep	...	...	...	...	...	...	...	
...	...	...	Süchteln.....	...	...	...	...	...	...	...	
...	...	...	Süchteln Vorst....	...	...	...	...	...	...	...	
0 60	0 40	0 25	**Grefrath(118)**	...	...	...	...	...	...	...	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Suchteln...dep	...	6 40	9 7	12 16	2 30	7 0	...
Süchteln-Vorst ...	...	6 45	9 12	12 21	2 35	7 5	...
Oedt	...	6 52	9 19	12 28	2 42	7 12	...
Kempen(118) ...	...	7 8	9 35	12 44	3 14	7 28	...
Kempen...dep	...	7 8	9 35	12 44	3 14	7 28	...
Hüls	...	7 24	9 51	1 0	3 31	7 44	...
Crefeld Ndb. d	...	7 34	10 49	1 17	3 47	8 0	...
„ **(120)** Sdb. a	...	7 39	10 55	1 23	3 53	8 6	...
Crefeld Sdb. dp	...	7 55	11 18	1 34	4 23	8 16	...
St. Tönis	...	8 8	11 32	1 47	4 37	8 30	...
Vorst	...	8 19	11 43	1 58	4 48	8 41	...
Suchteln...dep	6 30	8 34	11 58	2 12	5 3	8 56	...
Viersen.....arr	6 35	8 40	12 4	2 18	5 9	9 2	...
Grefrath...dep	...	...	...	...	...	...	...
Süchteln Vorst...	...	...	...	...	...	...	...
Süchteln	...	...	...	...	...	...	...
Viersen(144)a	...	...	...	...	...	...	...

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ROTTERDAM to GOUDA and THE HAGUE.—Dutch Rhenish Railway.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
gl. c.	gl. c.	gl. c.		a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ro	Gerd	am.	**Rotterdam (108** dep.	6 30	8 0	10 30	...	11 56	...	...	2 30	...	7 15	9 5
1 10	0 85	0 55	**Gouda** ..... arr	7 10	8 19	10 49	...	12 9	...	...	3 10	...	7 54	9 32
...	...	...	,, ... dep	7 56	9 18	11 ...	12 29	...	2 14	...	...	5 27	9 16	10 5
1 20	1 0	0 60	**The Hague (114)** arr	8 45	9 50	11 35	1 0	...	3 0	...	...	6 30	10 10	10 35

gl. c.	gl. c.	gl. c.	Stations.	1, 2, 3	1, 2, 3	1 & 2	2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Tac	Hag	ue.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
1 20	1 0	0 60	**The Hague (114)** dep	6 25	7 50	...	10 10	11 45	...	2 50	...	7 0	9 0	...
...	...	...	**Gouda** ..... arr	7 13	8 17	...	10 48	12 12	...	3 22	...	7 51	9 32	...
...	...	...	,, ... dep	7 53	...	9 22	11 10	12 26	2 17	4 5	6 0	9 19	10 8	...
1 20	1 0	0 60	**Rotterdam (114)** arr	8 35	...	9 40	11 30	12 45	2 55	4 25	6 20	9 55	10 35	...

ROTTERDAM, THE HAGUE, and AMSTERDAM, to UTRECHT, ARNHEM, ZEVENAAR, and EMMERICH.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
gl. c.	gl. c.	gl. c.		p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Fr.	Rott	'dm.	**Rotterdam (112)** dep	7 15	6 30	8 0	8 50	10 30	10 40	...	2 5	3 0	...	4 35	9 3	5
1 20	1 0	0 60	**The Hague (113)** ,,	7 0	6 25	7 56	8 35	10 10	10 30	...	1 55	2 50	...	4 20	9 0	5
2 70	2 ...	1 35	**Utrecht ...(110)** ... arr	8 50	8 7	9 0	9 45	11 25	12 22	...	3 40	4 30	...	5 36	10 25	6
3 75	2 85	1 85	**Amsterdam (113)** dep	7 50	7 15	8 15	9 0	10 40	11 28	12 45	3 0	3 15	4 30	5 0	8 55	6
...	...	...	**Utrecht** ..... arr	8 53	8 10	9 0	9 40	11 20	12 28	1 35	3 42	3 55	5 30	5 39	9 45	6
...	...	...	,, ... dep	9 0	8 17	...	9 50	11 28	12 13	...	...	4 5	...	5 43	...	...
5 60	4 45	2 85	**Arnheim (118)** ...arr	10 26	9 55	...	10 55	12 25	2 10	...	...	5 25	...	6 49	...	...
...	...	...	**118** ARNHEIM ..... dep	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**118** SALZBERGEN ...arr	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**158** HANOVER ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**161** BERLIN ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...
				a.m.									p.m.			
...	...	...	**Arnheim** .....dep	5 40	9 56	...	11 0	12 28	2 15	...	...	5 28	7 0	6 45	...	...
6 30	4 75	3 15	**Zevenaar ...(120)** arr	6 15	10 8	...	...	12 45	2 50	...	...	5 47	7 40	...	...	...
...	...	...	**120** ZEVENAAR .....dep	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**120** CLEVE ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**120** COLOGNE ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...
			Zevenaar .....dep	C 20	10 28	...	...	...	5	7 55	...	...	8 49	7 50	...	...
7 10	5 25	3 55	**Emmerich 114**...arr	7 10	11 13	...	...	11 40	1 27	3 40	...	...	6 18	8 40	7 20	...
...	...	...	**114** EMMERICH ...dep	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**114** OBERHAUSEN ...arr	9 15	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**116** COLOGNE-DEUTZ	...	...	...	...	...	...	...	...	...	...	...	...	...
			BERLIN (Stendal) ,,	...	...	...	...	...	...	...	...	...	...	...	...	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
gl. c.	gl. c.	gl. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	**BERLIN** (Stendal dep	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**117** COLOGNE-DEUTZ ,,	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**114** OBERHAUSEN ,,	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**114** EMMERICH ..... arr	...	...	...	...	...	...	...	...	...	...	...
Fr	Rhe	nish.	**Emmerich**.....dep	...	...	7 30	9 43	12 40	...	4 23	...	5 45	8 10	...
0 90	0 70	0 45	**Zevenaar ...(120)** arr	...	...	7 50	9 55	12 55	...	4 43	...	6 20	8 35	...
...	...	...	**121** COLOGNE-D. Cleve'd	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**121** CLEVE ..... ,,	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**121** ZEVENAAR .....arr	...	...	...	...	...	...	...	...	...	...	...
			Zevenaar .....dep	...	...	...	...	...	...	...	...	...	...	...
1 60	1 20	0 80	**Arnheim** .....arr	...	...	8 10	10 10	1 5	...	5 3	...	6 46	8 35	...
...	...	...	**100** BERLIN .....dep	...	...	8 40	10 30	1 40	...	5 20	...	7 30	8 50	...
...	...	...	**158** HANOVER ..... ,,	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**118** SALZBERGEN ... ,,	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**118** ARNHEIM ..... arr	...	...	...	...	...	...	...	...	...	...	...
...	...	...	**Arnheim** .....dep	...	7	5	8,50	10 36	1 45	...	5 25	...	7 25	8 55
4 50	3 40	2 25	**Utrecht ...(114)**...arr	...	8	28	10 13	11 35	3 20	...	6 25	...	9	9 50
...	...	...	,, ... dep	7 40	8	36	10 19	11 43	3 25	12 25	6 33	...	9 10	9 55
6 20	4 65	3 10	**Amsterdam (114)** arr	8 45	9	25	11 10	12 23	4 20	1 10	7 13	...	10 0	10 35
...	...	...	**Utrecht** .....dep	7 0	8	33	10 17	11 40	3 28	1 10	6 30	...	9 18	...
7 55	5 75	3 75	**The Hague (113)** arr	8 45	9	50	11 35	1 0	5 15	3 0	7 32	...	10 35	...
7 70	5 25	3 55	**Rotterdam 108, 114** 8 35	9	40	11	30	12 45	4 50	2 55	7 20	...	10 30	...

ROTTERDAM to AMSTERDAM, via GOUDA.

gl. c.	gl. c.	gl. c.	(All 1, 2, 3 class.)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			
Fro	Rott	'dm.	**Rotterdam (113)** dep	6 30	8 0	10 30	11 50	3 0	7 15	9 5	...	...	...	...
3 75	2 85	1 85	**Amsterdam ..... (113)** arr	8 45	9 25	11 47	1 10	4 30	9 15	10 40	...	...	...	...

gl. c.	gl. c.	gl. c.	(All 1, 2, 3 class.)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Fro	Am	ster	**Amsterdam** ..... dep	6 30	8 15	10 5	11 25	2 45	3 0	5 0	7 50	8 55	...	...
3 75	2 85	1 85	**Rotterdam** ..... arr	8 25	9 40	11 30	12 45	2 55	4 25	6 20	9 55	10 30	...	...

THE HAGUE to AMSTERDAM, via GOUDA.

c.	gl. c.	gl. c.	(All 1, 2, 3 class.)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	The	Hag.	**The Hague (113)** dep	6 25	7 50	10 10	11 45	2 50	7	0	9	0	...	...
3 10	2 50	1 90	**Amsterdam (113)** arr	8 45	9 25	11 47	1 10	4 30	9	15	10	40	...	...

c.	gl. c.	gl. c.	(All 1, 2, 3 class.)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Fro	Am	ster.	**Amsterdam** .....dep	6 30	8 15	10 5	11 25	2 45	3	0	5	0	7 50	8 55
3 Fr.	2 50	1 50	**The Hague (113)** arr	8 45	9	50	11	35	5	0	6	25	10	10

LEIDEN to UTRECHT, via WOERDEN.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leiden ..... dep	7 0	10 17	3 2	9 15	...	...	...	...	...	...	...	...
Woerden ..... ,,	7 25	10 45	3 53	9 45	...	...	...	...	...	...	...	...
Harmelen ..... ,,	7 35	10 53	4 3	9 56	...	...	...	...	...	...	...	...
Utrecht (110) ... arr	8 0	11 15	4 30	10 20	...	...	...	...	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Utrecht ..... dep	7 0	10 17	3 2	9 15	...	...	...	...	...	...	...	...
Harmelen ..... ,,	7 25	10 45	3 53	9 45	...	...	...	...	...	...	...	...
Woerden ..... ,,	7 35	10 53	4 3	9 56	...	...	...	...	...	...	...	...
Leiden ..... arr	8 0	11 15	4 30	10 20	...	...	...	...	...	...	...	...

DUTCH RHENISH RAILWAY.

Direct traffic with the Harlingen-place Schevelingue almost about an hour before the Batavier Line. Direct Tickets may be had, and through Registration of Luggage taken place, to Schevelingue, and vice versa. Travelers are particularly informed that these Tickets and Through Registration may only be obtained at the

Fro.	Utrecht ..... dep	Leiden ..... arr	Fro.	Leiden ..... dep	Utrecht ..... arr
1 60	1 90	1 45	1 60	1 90	1 45
...	...	0 90	...	...	0 90
0 60	0 40	...	0 60	0 40	...
2 60	2 30	2 35	2 60	2 30	2 35
3 60	3 20	3 10	3 60	3 20	3 10

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AMSTERDAM and ROTTERDAM.—Hollandsche IJzeren Spoorweg.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(113 114)				a.m.	a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Amsterdam .....dep.	...	...	6 40	7 20	...	8 15	8 30	9 50	11 30	12 55	3 0	3 20	4 45	5 35	7 25	9 10	...	...	...	
Haarlem .....arr.	...	...	7 8	7 41	...	8 39	8 58	10 14	11 58	1 16	3 24	3 48	5 6	5 59	7 53	9 34	...	...	...	
.....(p.114) dep.	...	...	...	7 44	...	8 44	9 4	10 19	12 4	1 20	3 29	3 54	5 8	6 4	7 59	9 40	...	...	...	
Leiden.....arr.	...	a.m.	...	8 13	...	9 19	9 55	10 51	12 55	1 49	4 1	4 45	5 36	6 54	8 53	10 12	...	...	...	
,, (113).....dep.	...	7 5	...	8 16	...	9 24	10 1	10 56	1 1	1 53	4 6	4 51	5 39	6 59	8 59	10 17	...	...	...	
Hague .....arr.	a.m.	7 30	...	8 33	a.m.	9 43	10 25	11 15	1 25	2 10	4 25	5 15	5 56	7 23	9 23	10 38	...	...	...	
,, (113).....dep.	6 45	7 35	...	8 36	8 45	9 48	10 32	11 20	1 32	2 14	4 30	5 22	5 55	7 29	9 30	10 41	...	...	...	
Delft .....arr.	7 0	7 54	...	...	9 4	10 1	10 48	...	1 52	...	4 43	5 38	...	7 44	9 50	10 55	...	...	...	
Schiedam .....(113)	7 18	8 12	...	...	9 22	10 17	11 7	...	2 11	...	4 59	5 57	...	8 2	10 10	11 13	...	...	...	
Rotterdam (Delft.P.	7 25	8 19	...	9 2	9 29	10 24	11 14	11 49	2 18	2 40	5 6	6 4	6 24	8 9	10 17	11 20	...	...	...	
(108) ... (Beurs) arr	7 38	8 32	...	9 15	9 40	10 37	11 24	12 0	2 28	2 55	5 19	...	6 33	8 30	10 30	11 31	...	...	...	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(113	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Rotterdam (Beurs) d	6 40	7 25	7 47	8 57	10 10	10 40	11 43	...	1 15	1 45	2 20	3 15	5 20	6 35	7 20	8 50	10 3	...	...	...
,, (Delft P.)	6 50	7 35	8 0	9 15	10 25	10 50	11 55	12 5	1 30	2 5	2 30	3 35	5 30	6 50	7 45	9 5	10 20	...	...	...
Schiedam .....arr.	7 2	7 46	...	9 27	...	11 1	...	12 18	...	2 16	...	3 47	5 42	...	7 57	9 16	10 32	...	...	...
Delft .....arr.	7 21	8 4	...	9 46	...	11 19	...	12 37	...	2 34	...	4 6	6 1	...	8 16	9 33	9 51	...	...	...
Hague .....arr.	7 36	8 15	8 29	9 57	10 51	11 34	12 21	12 48	1 56	2 45	2 59	4 21	6 12	7 16	8 31	9 43	11 2	...	...	...
,, (113) .....dep.	7 42	...	8 34	10 3	10 54	...	12 24	12 54	1 59	...	3	4 24	6 18	7 19	...	9 46	11 7	...	...	...
Leiden.....arr.	8 6	...	8 51	10 27	11 11	...	2 41	1 18	2 23	...	3 33	4 51	6 42	7 36	...	...	11 31	...	...	...
,, ...dep.	8 12	...	8 58	10 33	11 14	...	12 44	1 24	2 19	...	3 38	4 57	6 48	7 39	...	10 12	...	...	...	...
Haarlem .....arr.	a.m.	9 6	a.m.	9 30 11 24	11 43	p.m.	1 13	2 15	2 48	p.m.	4 0	5 48	7 39	8 8	p.m.	10 44	p.m.	...	...	...
,, (114, ... dep.	7 20	9 13	8 56	9 35	11 29	11 46	11 55	1 16	2 21	2 51	4 46	4 5	5 54	7 45	8 11	6 45	10 49	9 23	...	...
Amsterdam .....arr.	7 48	9 41	9 20	9 59	11 53	12 7	12 23	1 37	2 45	3 12	5 14	4 29	6 22	8 9	8 32	7 9	11 13	9 51	...	...

AMSTERDAM to ZUTPHEN and UTRECHT.

Dist. From	1 Cl. gl. c. Amste	2 Cl. gl. c. rd'm	3 Cl. gl. c.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
...	1 45	1 15	0 75	Amsterdam (114 dp	7 20	8 5	8 40	10 35	12 25	2 40	4 45	5 10	8 0	8 30	8 50	10 0	0		
...	...	...	...	Hilversum ..... arr	8 4	8 37	9 12	11 19	12 57	3 24	5 29	5 42	8 44	9 2	9 22	10 44			
...	...	...	...	Hilversum.....dep	8 7	a.m.	9 16	...	1 0	3 31	...	5 45	...	9 7	...	10 49			
...	2 30	1 85	1 15	Amersfoort (110 d	8 39	...	9 47	...	1 29	3 56	...	6 12	...	9 41	...	11 15			
...	...	...	...	Zutphen (112) arr	9 54	...	10 58	...	2 42	...	...	7 20	...	10 57	...	...			
...	...	...	...	Hilversum.....dep	8 10	8 46	9 18	11 22	1 4	3 27	5 33	6 0	8 47	9 28	9 28	10 47			
...	1 80	1 40	0 90	Utrecht (Malieb.) arr	8 30	8 57	9 38	11 39	1 24	3 44	5 53	6 37	9 4	9 48	9 48	11 4			
...	...	...	...	,, (113) (Sta. a	...	9 4	...	11 43	1 41	3 48	...	...	9 8	...	...	...			

Dist. From	1 Cl. gl. c. Utre	2 Cl. gl. c. cht	3 Cl. gl. c.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
...	...	...	...	Utrecht (Staats) dep	...	8 15	...	...	12 20	...	...	3 15	...	7 0	8 42	...	...
...	...	...	...	,, (Malieb.) dep	7 35	8 37	9 25	...	12 25	...	2 45	3 20	5 20	7 5	8 46	9 32	...
...	0 85	0 70	0 45	Hilversum ..... arr	7 55	8 54	9 45	...	12 43	...	3 5	3 37	5 40	7 22	9 3	9 52	...
...	...	...	...	Zutphen (112) dep	...	7 30	8 2	...	...	12 10	...	...	4 25	...	7 7	...	...
...	...	...	...	Amersfoort ...dep	...	8 35	9 24	11 10	...	1 30	2 40	...	5 45	...	8 30	...	...
...	...	...	...	Hilversum .....arr	...	8 57	9 50	11 36	...	1 56	3 6	...	6 11	...	8 56	...	...
...	1 80	1 40	0 90	Hilversum .....dep	7 59	9 0	9 55	11 39	12 45	2 0	3 10	3 40	6 16	7 25	9 0	9 57	...
...	...	...	...	Amsterdam (113, 114	8 43	9 32	10 39	12 21	1 17	2 44	3 42	4 24	7 0	7 57	9 41	10 41	...

1st and 2nd Class Return Tickets to London available 30 days. Through and Return Tickets are issued to the principal Stations in Belgium and to Paris.

HELDER to AMSTERDAM, and HAARLEM.

Dist. From	gl. c. Helde	gl. c. r.	gl. c.	All 1,2,3 Cl.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
26½	2 10	1 65	1 5	Helder.....dep.	6 20	9 11	1 8	...	...	6 45
...	...	...	...	Alkmaar .....arr.	7 28	10 20	2 17	...	...	7 54
...	...	...	...	,, dep.	7 33	10 25	2 22	3 30	7	7 59
36½	2 90	2 30	1 45	Uitgeest .....arr	8	10 54	2 51	3 58	8 28	...
...	...	...	...	Uitgeest .....dep	8	6 11	9	2 56	5 45	8 34
45	3 55	2 80	2 20	Zaandam.....arr	8	36 11	39	3 26	6 15	9 4
...	...	...	...	Amsterdam	8	5 11	58	3 44	6 34	9 21
36½	...	...	...	Uitgeest .....dep	8	12 10	59	3 1	4 3	8 40
47½	3 80	3 5	1 90	Haarlem.....arr.	8	50 11	37	3 38	4 41	9 18
...	...	...	...	,, (114) dep.	8	56 11	55	4 5	4 46	9 23
...	...	...	...	114 AMSTERDAM a	9	20 12	23	4 29	5 14	9 51
...	...	...	...	114 ROTTERDAM a	...	...	...	...	...	...

Dist. From	gl. c. Helde	gl. c. r.	gl. c.	114 ROTTERDAM d	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	...	114 AMSTERDAM d	6 40	9 35	1 0	4 20	7 53	...
...	...	...	...	Haarlem ... arr.	7 8	9 59	1 24	4 44	8 17	...
...	...	...	...	,, (116) dep	7 13	10 5	1 30	4 50	8 23	...
...	...	...	...	Uitgeest .....arr	7 51	10 43	2 8	5 28	9 0	...
...	...	...	...	Amsterdam dep	7 5	10 5	1 15	4 40	8 17	...
...	...	...	...	Zaandam ..dep	7 24	10 22	1 33	4 59	8 34	...
...	...	...	...	Uitgeest ...arr	7 54	10 49	2 2	5 29	9 3	...
...	...	...	...	Uitgeest .....dep	8	1 10	54	2 13	5 35	9 10
...	...	...	...	Alkmaar.....arr.	8	30 11	23	2 40	6 5	9 35
...	...	...	...	.....dep.	8	35 11	28	...	6 10	9 44
...	...	...	...	Helder .....arr.	9	43 12	36	...	7 18	10 52

Steamboats from Amsterdam to Helder at 8.40 a.m., 11.5 a.m., 5.55 p.m.

Steamboats from Helder to Amsterdam, at 9.13 p.m. and 9.13 p.m. on Sundays only. Utrecht to Amsterdam, 8.40 a.m. and 9.13 p.m. and every evening, 2.16 & 7.35 p.m.

EMMERICH and OBERHAUSEN.—Köln Mindener Eisenbahn.

Stations.	1—4 a.m.	1—4 a.m.	1—3 a.m.	1—4 a.m.	1—3 a.m.	1—4 p.m.
122 ROTTERDAM dp	...	...	8 50	10 30	3 0	4 35
113 AMSTERDAM ,,	...	...	9 0	10 40	3 15	5 0
113 EMMERICH ...arr	...	...	11 40	1 27	6 18	7 20
Emmerich (113) d.	4 50	7 25	12 0	1 37	6 38	7 35
Empel	5 7	7 43	12 15	1 54	...	7 52
Wesel (108, 112-9)	5 40	8 23	12 39	2 33	7 17	8 29
Dinslaken	5 57	8 48	...	2 55	7 33	...
Sterkrade (118)	6 12	9 5	...	3 13	7 46	...
Oberhausen 116 a	6 20	9 15	1 5	3 22	7 54	9 2
,, DEUTZ ..... ,,	...	11 35	2 43	5 40	...	...
,, COLOGNE ..... ,,	...	7 50	...	2 40	...	9 30

Stations.	1—4 a.m.	1—3 a.m.	1—5 a.m.	1—3 p.m.	1—4 p.m.	1—6 p.m.
COLOGNE.....dep	...	7 0	9 30	1 45	...	8 0
DEUTZ ..... ,,	...	6 0	...	1 35	...	...
Oberhausen ... ,,	7 20	8 32	10 53	3 17	6 25	9 40
Sterkrade (118)	7 30	...	11 2	...	6 33	9 49
Dinslaken	7 46	...	11 17	...	6 48	10 5
Wesel	8 15	9 2	11 42	3 45	7 15	10 28
Empel	8 51	...	12 16	4 8	7 51	11 2
Emmerich (113) a	9 10	9 37	12 30	4 22	8 5	11 18
EMMELICH...dep	9 43	9 43	12 40	4 32	8 10	...
AMSTERDAM arr	12 23	12 23	4 18	7 13	10 35	...
ROTTERDAM ,,	12 45	12 45	4 50	7 30	...	...

Oberhausen to Sterkrade 8.50, 10.30 a.m., 12.15, 6.25 p.m.

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HOLZMINDEN, ALTENBEKEN, WARBURG and RHEINE to EMDEN.—Westphalische Eisenbahn.

Stations.	1 & 3	1—4	1—4	1, 2, 3	1—4	1—4	Cl.	Cl.	Cl.	4	Cl.	Stations.	1—4	1—3	1, 2, 3	1—4	2—4	1—3
					Die													
		a.m.	a.m.	p.m.	p.m.		m.	m.	m.	m.	pf.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
KREIENSEN dep	...	9 30	7 45	1 34	...	...						Emden .....dep	...	11 37	3 30	6 55	...	...
Holzminden	...	9 51	9 19	2 55	...	6 23	...	...	...	...	...	Leer	...	12 26	4 19	7 44	...	...
Höxter.....[163	...	10 38	9 34	3 7	...	6 53	...	...	...	...	...	BREMEN ....dep	...	...	...	...	...	...
Godelheim	...	10 53	9 44	...	...	6 46	...	...	...	...	...	Leer (151)....dep	12 36	1 0	5 40	...	10 10	5 43
Ottbergen (116	...	11 58	10 2	3 22	...	6 58	8 0	1 90	0 90	...	...	Papenburg ..... ar	...	1 0	6 23	10 24	11 4	6 6
Brakel	...	12 11	10 18	3 37	...	7 13	8 30	2 0	1 0	0 40	...	Aschendorf	...	...	6 34	10 43	...	6 20
Driburg .....[144	...	12 29	10 38	3 56	...	7 31	8 45	2 20	1 20	0 50	...	Lathen	...	...	7 4	11 22	...	6 54
Altenbeken arr	...	12 48	10 51	4 10	...	7 46	9 0	2 40	1 40	1 0	...	Meppen	...	...	7 20	11 38	...	7 34
LEIPSIC ... ,,	...	10 50	...	2 17	...	...	p.m.	...	...	...	...	Lingen .....[118	...	...	7 57	12 20	...	8 25
CASSEL ... ,,	...	3 25	...	8 17	...	...	6 30	...	...	...	...	Salzbergen arr	...	...	8 26	1 4	...	...
Warburg 146 d	...	7 8	...	3 38	...	6 53	...	...	...	...	...	ROTTERDAM dep	...	...	...	...	...	...
Bonenburg	...	7 21	...	3 47	...	7 10	...	...	...	...	...	AMSTERDAM ,,	...	...	...	...	...	...
Willebadessen	...	7 37	...	4 3	...	7 27	...	...	...	...	...	ARNHEIM ,,	...	...	...	...	...	...
Bake	...	7 40	...	4 6	...	7 47	...	...	...	...	...	Salzbergen dep	...	...	...	...	...	...
Paderborn	...	7 53	11 7	4 18	4 15	p.m.	11 58	8 50	5 70	3 80	...	Rheine .....dep	...	a.m.	8 58	1 16	...	8 49
Schloss Neuhaus	...	8 14	11 30	4 38	4 35	8 22	...	...	...	...	...	Emeden	...	...	7 10	9 18	...	9 10
Lippstadt.....	...	8 42	11 56	5 4	5 0	8 50	...	...	...	...	...	Greven	...	...	7 36	9 55	1—3	9 25
Salzkotten.....	...	8 58	12 11	5 14	5 10	9 5	...	...	...	...	...	Münster ..... arr	...	...	7 55	10 15	p.m.	9 44
Soest (153)...arr	...	9 11	12 25	5 25	5 21	9 19	...	...	...	...	...	,, (116)...dep	4 31	...	8 17	10 40	12 45	10 17
SOEST ..... dep	5 16	9 46	1 19	5 44	...	...	12 50	9 30	6 30	3 90	...	Dremmenfurt	5 20	...	8 52	11 4	1 23	10 38
HASSELDORN ...	7 57	9 58	1 33	5 56	...	...	...	...	...	...	...	Hamm .....(116	6 2	...	9 20	11 36	1 53	...
DEUTZ ..... ,,	8 19	12 28	5 46	9 16	...	...	...	...	...	...	...	Salzbergen arr	6 7	...	9 25	11 41	1 58	...
Soest..... dep	6 9	9 47	1 9	5 40	...	9 47	...	...	...	...	...	ROTTERDAM dep	6 25	...	9 20	11 86	4 13	...
Welver (115)	7 3	10 26	1 49	6 18	1—4	10 26	...	...	...	...	...	AMSTERDAM ,,	6 25	...	9 20	11 86	4 13	...
Hamm (116)...dep	6 43	10 54	...	6 39	10 54	...	150	20 70	14 60	9 80	0	ARNHEIM ,,	6 25	...	9 20	11 86	4 13	...
Münster	7 8	11 36	...	7 3	11 36	...	160	21 60	15 60	10 30	0	Salzbergen dep	6 44	...	9 44	11 40	4 37	...
Greven	7 33	12 11	...	7 28	12 11	...	164	22 60	16 30	10 80	0	Gronau	7 0	...	10 0	12 55	5 5	...
Emeden	7 48	1 12	...	7 45	1 12	...	172	23 30	16 70	11 10	0	Enschede.....	7 48	...	10 55	...	5 56	...
Rheine .....dep	7 58	1 31	...	8 5	1 31	...	180	24 3	17 40	11 60	0	Salzkotten	8 35	...	11 40	1 14	6 51	...
Rheine (118) dep	7 16	1 38	...	8 16	1 38	...	190	26 0	18 60	12 50	0	Paderborn	8 53	...	11 58	1 26	7 3	...
Salzbergen arr	7 36	1 49	...	8 26	1 49	...	194	26 30	18 90	12 50	0	Altenbeken arr	9 39	...	...	...	7 45	...
ARNHEIM ..... arr	1 30	...	...	...	...	...	205	27 40	19 60	13 10	0	,, (144) dep	...	...	9 8	...	8 32	...
AMSTERDAM ,,	5 18	...	...	...	...	...	207	28 10	20 0	13 30	0	Bake	9 22	...	9 47	...	8 46	...
ROTTERDAM ,,	...	...	...	...	...	...	214	29 10	20 90	13 90	0	Bonenburg	9 47	...	7 40	...	9 37	...
Salzbergen dep	7 20	1 50	...	8 37	...	...	...	...	...	...	...	Warburg146ar	10 4	...	7 57	...	9 54	...
Hengen	7 39	2 27	...	8 56	...	...	...	...	...	...	...	CASSEL ... ,, ar	2 1	...	...	3 2	9 35	...
Lingen	8 25	3 14	...	9 44	...	...	...	...	...	...	...	LEIPSIC ... ,,	...	...	...	9 10	4 44	...
Aschendorf	9 11	4 0	...	10 27	...	...	...	...	...	...	...	Altenbeken dep	11 45	...	...	1 24	7 58	...
Papenburg	9 33	4 22	...	10 49	...	...	...	...	...	...	...	Driburg	12 0	...	...	1 36	8 14	...
Leer	9 46	4 35	...	11 2	...	...	...	...	...	...	...	Brakel	12 16	...	...	...	8 32	...
BREMEN ..... ,,	9 44	5 0	...	11 0	...	...	...	...	...	...	...	Ottbergen (116	12 34	...	...	...	8 46	...
Leer (151) ...dep	9 46	4 55	...	11 4	...	...	...	...	...	...	...	Godelheim	12 52	...	...	...	9 37	...
Emden ..... ,,	10 4	5 13	...	11 20	...	...	...	...	...	...	...	Höxter	12 52	...	...	2 10	9 37	...
												Holzminden ar	1 5	...	...	2 19	9 52	...
												KREIENSEN ... ,,	3 36	...	...	3 16	2 16	...

Distance—Hamm to Munster, 11.61 m. 7.4 p.m.

* Charge Trains for Pyrmont.

WELVER and DORTMUND.

Stations.	1—4	1—4	1—4	1—3
	a.m.	a.m.	p.m.	p.m.
Welver (115) .....dep	6 34	10 15	1 34	5 57
Unna-Königsborn	7 4	10 41	2 4	6 24
Wickede-Asseln	7 16	10 52	2 16	6 34
Brakel	7 23	10 59	2 23	6 40
Dortmund.....arr	7 39	11 8	2 37	6 48
CREFELD (122) ... ,,	9 48	1 18	5 34	8 58
COLOGNE (120)... ,,	11 17	2 34	7 34	10 20

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
COLOGNE .....dep	...	6 10	9 25	2 42
CREFELD ..... ,,	5 40	7 25	10 33	6 6
	a.m.	a.m.	p.m.	p.m.
Dortmund .....dep	6 10	10 8	3 3	7 7
Brakel	6 20	10 17	3 13	7 14
Wickede-Asseln	6 32	10 27	3 23	7 24
Unna-Königsborn.....	6 42	10 44	3 35	7 34
Welwer	9 12	11 13	4 6	8 4

MINDEN, HAMM, OBERHAUSEN, DUSSELDORF, DEUTZ, and COLOGNE. Köln, Mindener, Elsenbahn.

Stations.	1 & 2	1—4	1—4	1—4	1—4	1—3	1—4	1 & 2	1—4
	p.m.		p.m.		nght	a.m.	a.m.	p.m.	
BERLIN (Sten.)dep	10 0		7 0	...	12 0	9 0	5 0	12 30	...
HANOVER ..... "	2 3		1 2	...	7 40	1 24	12 24	4 14	...
BERLIN ..... "	7 45		3 30	...	11 0	...	...	8 45	...
DRESDEN ..... "	6 10		11 20	...	6 10	4 35	10 45	8 25	...
LEIPSIC ..... "	8 45		4 50	...	10 0	7 5	4 15	11 0	...
MAGDEBURG... "	11 10		8 30	...	1 20	10 0	7 30	12 0	...
BRUNSWICK ... "	12 41		9 30	...	6 0	10 26	10 26	1 58	...
MINDEN .....arr.	3 8		2 48	...	9 20	2 36	2 13	5 15	...
	a.m.		a. m.	a.m.	a. m.	p. m.	p.m.	p. m.	p.m.
Minden ‡ (159)...dep.	3 13		3 40	6 30	9 29	2 41	3 0	5 20	6 55
Ports .....[167]	...		3 50	6 40	9 38	...	3 11		7 6
Rehme(Bad Oyenhaus.)	...		4 6	6 56	9 52	2 57	3 28		7 25
Lohne (159)	...		4 18	7 8	10 2	3 5	3 39		7 39
Herford	...		4 35	7 25	10 16	3 18	3 57		7 58
Bielefeld	3 56		5 3	7 50	10 41	3 37	4 24	6 1	8 30
Brackwede.....	...		5 13	8 1	10 48	...	4 34		8 41
Gütersloh	...		5 33	8 21	11 7	...	4 53		9 5
Rheda	...		5 48	8 34	11 18	...	5 7		9 21
Oelde	...		6 5	8 57	11 34	...	5 24		9 40
Beckum	...		6 20	9 5	11 47	...	5 39		9 58
Ahlen	...		6 36	9 21	12 2	...	5 55		10 16
Hamm (115).....	5 0		6 58	9 42	12 23	4 41	6 20	6 57	10 44
Camen.....	...	a.m.	7 20	10 3	12 41	...	6 42		11 9
Dortmund (109) ...	5 29	5 45	7 51	10 33	1 23	5 10	7 31	7 25	11 35
Castrop	...	6 8	8 16	10 57	1 49	...	7 55		
Herne (109).....	...	6 19	8 28	11 9	2 2	...	8 8		
Wanne (118)	...	6 28	8 39	11 19	2 12	5 37	8 26		
Gelsenkirchen (121)...	...	6 39	8 50	11 30	2 24	...	8 37		
Alten-Essen (119) ...	6 9	6 52	9 3	11 43	2 38	5 53	8 52	1—4	
Oberhausen (p. 114 dep.	6 14	9 23	7 14	9 23	12 4	6 0	7 9	p.m.	8 10
Duisburg (119).....	6 25	7 24	9 28	12 10	3 30	6 10	9 24	1 11	8 12
Calcum	6 35	7 38	9 42	12 23	3 45	6 20	9 38	1 21	8 21
Dusseldorf 140arr.	7 3	8 5	10 23	1 4	4 26	6 48	10 19	1 48	8 46
" .....dep.	7 7	8 33	10 30	1 11	4 32	6 52	10 26	1 51	8 48
Benrath	...	8 51	10 46	1 27	4 48	...	10 43	...	...
Langenfeld.....	...	9 5	11 0	1 40	5 2	...	10 58	...	...
Kuppersteg	...	9 18	11 12	1 52	5 14	...	11 11	...	p.m.
Mulheim	...	9 35	11 27	2 7	5 30	...	11 28	2 29	2 34
Deutz (116)	...	9 45	11 35	2 15	5 40	...	...	...	2 43
Cologne (91,97) arr	7 50	...	...	...	...	7 35	11 42	2 40	9 30
COLOGNE .....dep.	8 30	11 40	1 25	...	6 8	7 45	...	2 57	10 30
AIX-LA-CHAP. arr.	9 55	1 12	3 22	...	8 7	9 40	...	4 42	12 2
BRUSSELS	2 5	5 30	9 24	...	...	...	...	9 35	4 28
OSTEND	5 30	7 51	...	...	...	...	...	...	9 57
PARIS	7 40	4 45	...	...	...	...	...	...	9 45
LONDON	...	3 45	...	...	...	...	...	...	5 45

Extra.—Wanne to Alten-Essen, 5.36 a.m., 10.9 p.m. Wanne to Oberhausen 7.19 p.m.

‡ Change Car for Amsterdam & Rotterdam. Trains 1, 6, 7, 8, 9 arrive at the Central Station, Cologne; all the others at Deutz.

OTTBERGEN and NORTHEIM.

Stations.	1—4	1—4			Stations.	1—4	1—4		
	a.m.	p.m.				a.m.	p.m.		
Ottbergen (115) .....dep	6	12 36	...	...	**Northeim** .....dep	8 20	5 0	...	...
Volkmarsen	6 11	12 46	...	...	Uslar	9	5 50	...	...
Carlshafen (146).....	6 31	1 19	...	...	Carlshafen.....	9 22	6 25	...	...
Uslar	7 4	1 54	...	...	Wehrden	9 44	6 45	...	...
Northeim (149,150) arr	7 49	2 41	...	...	**Ottbergen** .....arr	9 54	6 53	...	...

SIEGEN and BETZDORF.

Stations.	1—4	1—4	1—4		Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.			a.m.	p.m.	p.m.	p.m.
Siegen (140).....dep.	5 0	8 5	1 23	6 35	**Betzdorf (117)** .....dep.	7 22	2 53	8 38	11 16
Niederschelden	5 12	8 18	1 36	6 48	Kirchen.....	7 39	3 9	8 55	11 32
Kirchen.....	5 25	8 32	1 50	7 3	Niederschelden	7 51	3 22	9 7	11 45
Betzdorf (page 116) arr.	5 32	8 40	1 57	7 10	**Siegen 141** .....arr.	8 0	3 32	9 30	11 45

DEUTZ, (COLOGNE.) SIEGBURG, BETZDORF, WETZLAR, and GIESSEN.

E.M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Dis.	m.pf	m.pf	m.pf	m.pf		a.m.	a.m.	a. m.	p.m.	p.m.	p.m.	p.m.
—	Fr om		Deut z.		**Deutz** (COLOGNE) 90, 96, 116 d	...	6 15	11 45	3 10	6 15	8 40	...
8	1 10	0 80	0 60	0 40	Wahn	...	6 35	12 3	3 27	6 35	8 59	...
...	1 70	1 30	0 90	0 50	**Troisdorf (124)**.....	...	6 49	12 15	3 39	6 53	9 11	...
15	2 00	1 50	1 00	0 60	**Siegburg (124)**.....	...	6 58	12 24	3 48	7 1	9 19	...
19	2 50	1 90	1 30	0 80	Hennef (169)	...	7 10	12 35	4 0	7 13	9 30	...
26½	3 50	2 60	1 80	1 10	Eitorf	...	7 34	12 55	4 20	7 34	9 51	...
36	4 80	3 60	2 40	1 40	Schladern	...	8 2	1 20	...	8 0	10 18	...
40	5 20	3 90	2 60	1 60	Au.....	...	8 15	1 31	...	8 12	10 31	...
44½	5 80	4 40	2 90	1 70	Wissen.....	...	8 29	1 43	...	8 25	10 45	...
51½	6 70	5 00	3 40	2 00	**Betzdorf** (page 116)..... arr	...	8 47	2 1	...	8 42	11 4	...
...	...	...	...	...	" .....dep.	...	8 51	2 4	...	8 46		...
56	7 20	5 40	3 60	2 10	Herdorf	...	9 8	2 19	...	9 1		...
63	8 10	6 10	4 10	2 40	Burbach	...	9 36	2 43	...	9 25		...
73	9 60	7 20	4 80	2 80	Haiger	a.m.	10 10	3 9	...	9 57		...
77	10 00	7 50	5 00	3 00	**Dillenburg**	6 40	10 24	3 23	...	10 9	...	...
81	10 50	7 90	5 30	3 10	Herborn	6 50	10 34	3 33	...	10 21	1,2,3	1—3
88½	11 60	8 70	5 80	3 40	Ehringshausen	7 11	10 56	3 55	a.m.	10 43	p.m.	p.m.
95	12 40	9 30	6 20	3 60	**Wetzlar (130)**.....	7 27	11 13	4 10	9 22	11 0	8 19	12 44
103½	13 30	10 00	6 70	3 90	**Giessen (130-1)** .....arr.	7 50	11 33	4 27	9 40	11 20	8 36	1 1
144	18 50	13 90	9 30	...	FRANKFURT .....arr.	8 25	9 40	1 35	6 32	...	5 0	...
139	18 00	13 40	9 00	...	CASSEL ..... "	11 28	...	3 28	8 30	12 40	5 20	11 28
342	44 20	33 20	22 30	...	LEIPSIC ..... "	1 44	...	9 10	4 44	...	1 48	...

4th Class by all Trains, including Express, on this line at half Third Class Fare.

COLOGNE, DEUTZ, DUSSELDORF, ELBERFELD, BARMEN, HAMM, and MINDEN.

Dis.	1 Cl. m.	pf	2 Cl. m.	pf	3 Cl. m.	pf	Stations.	1—2	1—2	1—2	1—2	1—2	1—2	1—2	1—2	1—2	1—2	1—2
								a.m.	a.m.	p.m.	a.m.	p.m.						a.m.
—	—	—	—	—	—	—	LONDON ..... dep.	7 40	7 40	—	—	8 20						7 46
—	—	—	—	—	—	—	PARIS ..... ,,	3 50	3 50	—	6 0	9 10						—
—	—	—	—	—	—	—	OSTEND ..... ,,	6 4	6 4	—	—	2 50						2 0
—	—	—	—	—	—	—	BRUSSELS ..... ,,	11 0	11 0	—	—	6 15						5 25
—	—	—	—	—	—	—	AIX-LA-CHAP. ,,	3 30	3 58	—	6 47	9 12	10 16	—	—	—	—	9 53
—	—	—	—	—	—	—	COLOGNE ..... arr.	5 30	5 30	—	8 5	11 14	11 34	—	—	—	—	11 15
							(90, 98)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From			Deutz.				**Cologne** (Central) dep	...	7 0	...	9 30	...	1 45	...	5 50	...	10 30	11 40
—	—	—	—	—	—	—	**Deutz**	6 0	...	8 5	...	12 40	...	1 55	6 2	...	10 41	...
2½	0 40		0 30		0 20		**Mülheim**	6 9	...	8 16	...	12 51	1 56	1 45	6 9	...	10 41	...
5½	1 20		0 90		0 60		**Küppersteg**	6 25	...	8 32	...	1 7	...	...	6 20	...	10 56	...
12¼	1 70		1 30		0 90		**Langenfeld**	6 36	...	8 45	...	1 20	...	...	6 31	...	11 9	...
17½	2 40		1 80		1 20		**Benrath**	6 52	...	9	...	1 35	...	...	6 50	...	11 23	...
22¼	2 90		2 40		1 60		**Düsseldorf** ..... arr.	7 8	7 40	9 16	10 8	1 51	2 20	...	7 7	8 41	11 36	12 20
							,, dep.	7 13	7 43	9 22	10 10	1 58	2 25	...	7 15	8 44	11 50	12 25
31¼	4 00		3 00		2 00		**Calcum**	7 31	...	9 42	...	2 17	...	...	7 35	...	12 9	...
39½	5 20		3 80		2 60		**Duisburg (119)**	7 56	8 13	10 11	...	2 42	3 4	1, 2, 3	8 5	9 15	12 31	12 56
44	5 70		4 20		2 90		**Oberhausen** ..... arr	8 11	8 24	10 26	10 46	2 56	3 18	a.m.	8 18	9 26	12 44	1 8
							,, dep.	8 24	8 26	11 2	10 48	3 34		10 55	8 26	9 28	12 45	1 11
51	6 10		4 60		3 10		Alten-Essen	8 57	8 41	11 27	...	3 57	...	11 11	8 54	9 45	1 6	...
56½	6 76		5 10		3 40		Gelsukirchen	9 9	...	11 41	...	4 8	...	11 27	9 10	...	1 19	...
60	7 20		5 40		3 70		Wanne (118)	9 19	...	11 53	...	4 18	...	11 32	9 23	...	1 44	1 37
—	7 60		5 70		3 90		Herne (109)	9 28	...	12 4	...	4 28	1—4		9 34	...	1 51	
65¼	8 10		6 10		4 10		Castrop	9 46	...	12 18	...	4 40	a.m.		9 48	...	2 7	
74	8 19		6 10		4 10		**Dortmund (p. 181)** ...	10 12	9 25	12 53	11 44	5 11	5 55		10 15	10 33	2 39	
84	9 40		7 10		4 80		Camen	10 36	...	1 23	...	5 40	6 27		...	...	3 6	
92½	9 80		7 10		4 80		**Hamm**	11 10	10 1	1 55	12 15	6 15	7 5		...	11 9	3 32	
100¼	10 10		7 90		5 30		Ahlen	11 29	...	2 15	...	6 32	7 26		...	...	3 51	
107	11 30		8 50		5 70		Beckum	11 44	...	2 32	...	6 47	7 46		...	...	4 8	
113	12 00		9 00		6 10		Oelde	11 59	...	2 49	...	7 2	8 3		...	...	4 23	
118½	12 80		9 60		6 50		Rheda	12 15	...	3 7	...	7 18	8 23		...	...	4 40	
124	13 50		10 10		6 80		Gütersloh	12 32	...	3 26	...	7 36	8 43		...	...	4 57	
132½	14 60		10 90		7 40		Brackwede	12 51	...	3 52	...	7 58	9 8		...	...	5 80	
138	14 90		11 20		7 50		**Bielefeld**	1 24	11 13	4 6	1 18	8 9	9 35		...	12 17	5 34	
144½	15 60		12 00		8 10		Herford	1 47	11 29	4 29	...	8 30	9 50		...	...	5 57	
150½	16 90		12 70		8 50		Lohne	2 6	11 43	4 48	...	8 45	10 13		...	...	6 15	
157½	17 30		13 00		8 70		Rehme (B. Oeynhausen)	2 19	11 52	5 0	...	8 57	10 27		...	...	6 27	
160	18 10		13 60		9 10		Porta ..... [167	2 36	...	5 16	...	9 12	10 46		...	...	6 44	
163½	18 60		13 90		9 40		**Minden (158)** ..... arr.	2 45	12 12	5 25	2 2	9 21	10 55		...	1 4	6 55	
—	—	—	—	—	—	—	MINDEN .. .. dep.	3 0	12 20	5 40	2 22	9 30	...		1 12	...	7 20	
—	26 30		19 70		13 20		HANOVER ..... arr.	4 50	1 37	7 30	3 36	11 15	...		2 36	...	9 7	
—	46 80		35 0		23 50		BERLIN *via* Stendal	12 30	6 45	...	7 45	8 30	...		7 10	...	4 9	
—	30 40		22 90		15 20		BRUNSWICK ..... ,,	7 40	3 35	10 20	7 40	...	...		7 30	...	11 13	
—	35 10		26 40		17 60		MAGDEBURG ..... ,,	9 50	4 53	...	7 0	7 20	...		5 38	...	1 38	
—	44 30		33 30		22 20		LEIPSIC ..... ,,	...	9 28	...	9 30	11 0	...		8 30	...	5 45	
—	58 40		40 10		26 80		DRESDEN ..... ,,	...	12 10	...	12 10	2 39	...		11 14	...	8 1	
—	—	—	—	—	—	—	BERLIN *via* Brunsw.	...	9 0	...	...	1 25	...		1 25	...	6 40	

Trains 2, 4, 6, 9, 11 depart from Central Station, Cologne. All the others from Deutz.

Extra.—Alten-Essen to Wanne, 6 13 a.m.

Return Tickets at a fare and a half, available for two or three days between nearly all Stations. 4th class by all slow trains at half the 3rd class fare. This line passes through most beautiful scenery.

GIESSEN and DEUTZ (COLOGNE).—Kœln Giessener Eisenbahn.

Stations.	1—4	1—4	1—4	1—4	1—4	1—3	1—4
	p.m.		p.m.	a.m.	a.m.	p.m.	p.m.
LEIPZIG ..... dep.	10 30	...	10 50	...	7 40	...	...
CASSEL ..... ,,	5 35	...	5 35	8 0	1 0	4 19	...
FRANKFORT ..... ,,	6 21	...	8 17	9 47	2 30	...	7 15
	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.
Giessen (130) ..... dep.	8 18	6 41	10 0	12 0	4 43	7 6	9 5
Wetzlar (139)	8 40	7 0	10 20	12 20	5 6	7 21	9 27
Ehringshausen	...	7 16	...	12 38	5 22	...	9 45
Herborn	...	7 39	...	1 5	5 49	...	10 13
Dillenburg	...	7 52	...	1 24	6 7	...	10 30
Haiger	...	8 4	...	1 39	6 22	...	...
Burbach	...	8 36	...	2 9	6 56	...	...
Herdorf	a.m.	8 56	...	2 29	7 16	...	...
Betzdorf (page 116)	8 58	9 8	...	2 44	7 30	...	...
Wissen	8 53	9 25	...	3 2	7 48	...	...
Au	8 4	9 35	...	3 14	7 59	...	...
Schladern	6 17	9 46	a.m.	3 26	8 11	...	...
Etorf	6 45	10 15	11 45	3 55	8 39	...	...
Hennef	7 3	10 31	12 4	4 13	8 56	...	...
Siegburg	7 15	11 43	12 17	4 27	9 8	...	...
Troisdorf (124)	7 25	11 52	12 23	4 40	9 18	...	...
Wahn	7 37	11 3	12 45	4 53	9 31	...	...
Deutz (Cologne) (91, 97) arr.	7 55	11 20	1 5	5 16	9 50	...	...

RUHRORT and OBERHAUSEN.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Oberhausen ..... dep.	6 58	8 35	11 20	11 25	1 30	3 30	6 24	7 35	9 10	9 24	9 44	11 47	12 —
Ruhrort ..... arr.	7 55	10 5	1 43	2 40	5 30	7 35	9 10	—	—	—	—	—	—
Duisburg (119) ..... arr.	8 15	10 28	1 2	3 0	5 53	7 46	9 19	9	10	10	10	12	12

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RUHRORT and STERKRADE.

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1–4	1–4	1–4		Stations.	1–4	1–4	1–4	
Dis.	m. pf	m pf	m. pf		a.m	a.m.	p.m.			a.m.	a.m.	p.m.	
F	rom	Ruh	rort.	**Ruhrort(144)** d	6 45	9 50	5 20	...	**Sterkrade** dp	7 50	12 25	6 45	...
3½	0 50	0 40	0 30	Neumühl	6 56	10 2	5 32	...	Neumühl	8 10	12 40	7 15	...
6½	0 90	0 70	0 50	**Sterkrade 114**	7 4	10 10	5 40	...	**Ruhrort** ... arr	8 25	12 50	7 35	...

STERKRADE and DORTMUND.

OBERHA'SEN d	...	8 50	10 30	...	8 25	All 1 & 4 Class.	a.m.	a.m.	a.m.	p.m.	p.m.		
WESEL ..... ,,	...	8 23	...	...	7 17	**Dortmu'd** dep	...	9 25	...	3 30	7 50	...	
		a.m.	a.m.		a.m.	Castrop	...	10 33	...	4 8	8 46	...	
Sterkr'e (114) d	...	9 7	10 44	...	8 34	Herne	...	10 51	...	4 19	9 5	...	
Bottrop	...	9 26	11 2	...	8 57	Wanne	5 45	11 0	10 10	5 9	9 13	...	
Horst	...	9 36	11 11	...	9 7	Schalke	6 7	...	10 21	5 19	...	...	
Schalke ...(109)	a.m.	9 47	11 21	p.m.	9 17	Horst	6 23	...	10 31	5 29	...	...	
Wanne	6 45	9 58	11 37	5 30	9 27	Bottrop	6 38	...	10 41	5 37	...	...	
Hernel(109,110)	6 56	...	11 46	5 44	...	**Sterkrade.** arr	7 4	...	11 0	5 52	...	...	
Castrop ..... ,,	7 8	...	11 57	5 59	...	WESEL ... ,,	8 3	...	11 34	7 5	...	...	
Dortm'nd (115	7 47	...	12 36	6 50	...	OBERHAUSEN,.	7 19	...	11 15	6 4	...	...	

WANNE, BREMEN, & HAMBURG.—Cœln Mindener Eisenbahn.

Stations.				1–4	1–4	1–3	1–4	1–4	1–4	1 & 2													
				a.m.	a.m.	p.m.	p.m.	p.m.	a.m.														
Wanne (117) ...dep	...	...	...	6 39	11 35	12 4	4 31	9 32	1 39	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Recklinghausen	...	...	...	6 58	11 52	12 22	4 52	9 52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Haltern (108) .. arr	...	...	...	7 18	12 10	12 42	5 13	10 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
EMMERICH.....dep	...	...	...	4 50	7 25	7 25	1 37	7 35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
WESEL ..... ,,	...	...	...	5 55	11 11	11	4 6	9 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Haltern .....dep	...	...	...	7 19	12 11	12 45	5 16	10 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dülmen (109)	...	...	...	7 42	12 30	1 10	5 41	10 34	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Appelhülsen	...	...	...	7 59	...	1 29	6 4	10 53	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Münster (110,115) a	...	...	...	8 24	1 0	1 52	6 29	11 18	2 53	...	...	...	...	...	...	...	...	...	...	...	...	...	...
RHEINE ..... ,,	...	...	...	1 30	...	6 45	8 6		7 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
EMDEN ..... ,,	...	...	a.m.	5 31	...	..	11 30	...	10 43	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Münster † .....dep	...	...	5 50	8 27	1 5	2 2	6 34	...	2 55	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Westbevern	...	...	6 6	8 42	...	2 20	6 49	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kattenvenne	...	...	6 23	8 58	...	2 40	7 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lengerich	...	...	6 38	9 11	...	2 56	7 18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hasbergen ...(145)...	...	...	6 56	9 25	...	3 14	7 32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Osnabrück (151-8)	...	...	7 10	9 38	1 58	3 27	7 45	...	3 53	...	...	...	...	...	...	...	...	...	...	...	...	...	...
MINDEN ..... ,,	...	...	...	5 36	5 15	11 10	12 44	...	7 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ROTTERDAM ...dep	...	...	...	2 & 3	...	1 30	...	...	4 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
RHEINE ..... ,,	...	...	...	a.m.	7 49	1 5	...	...	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Osnabrück .....dep	...	...	7 18	10 38	2 18	3 37	7 50	...	3 59	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vehrte	...	...	7 40	11 14	...	3 58	8 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bohmte	...	...	7 58	11 59	...	4 21	8 28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lemförde	...	...	a.m.	8 16	12 45	...	4 39	8 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Diepholz	...	...	5 3	8 45	1 20	3 17	5 9	9 12	...	4 55	...	...	...	...	...	...	...	...	...	...	...	...	...
Drebber	...	...	5 22	8 57		...	5 23	9 24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Barnstorf	...	...	5 42	9 8	...	...	5 36	9 36	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Twistringen	...	...	6 15	9 2	...	...	5 59	9 56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bassum	...	...	6 37	9 43	...	...	6 15	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Syke	...	...	7 0	9 57	...	...	6 32	10 24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kirchweyhe	...	...	7 28	10 9	...	...	6 47	10 37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hemelingen ..... [103	...	2 & 3	7 53	10 23	...	4 30	7 10	10 50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bremen 148, 151.	...	...	8 11	10 34	2 & 3	4 41	7 15	11 ...	2 & 3	6 1	...	...	...	...	...	...	...	...	...	...	...	...	...
GEESTEMUNDEarr	...	...	...	1 56	p.m.	6 42	12 0	...	p.m.	8 34	...	...	...	...	...	...	...	...	...	...	...	...	...
Bremen .....dep	...	...	10 52	2 31	4 56	7 45	...	...	6 11	6 6	...	...	...	...	...	...	...	...	...	...	...	...	...
Oberneuland	...	...	11 12	2 57	...	8 3	...	...	7 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ottersberg	...	...	11 40	4 8	...	8 29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rotenburg	...	...	12 17	5 4	5 41	9 2	...	...	...	6 51	...	...	...	...	...	...	...	...	...	...	...	...	...
Lauenbrück	...	...	12 47		...	9 29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Buchholz (165).....	1 & 2	1–4	1 32	...	6 24	10 8	...	...	7 37	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Harburg (156).. arr	a.m.	a. m.	2 4	p.m.	6 48	10 33	p.m.	...	8 2	1–3	...	9 54	1–4	...	...	...	...	...	...	...	...	...	...
HANOVER ...dep	3 30	7 54	...	11 45	...	...	5 3	...	...	p.m.	...	...	p.m.	...	...	...	...	...	...	...	...	...	...
Harburg .....dep	6 48	12 24	2 9	8 22	6 51	10 42	8 50	...	8 5	5 21	...	9 57	3 38	...	...	...	...	...	...	...	...	...	...
Hamburg (164-8)a	7 3	12 42	2 25	8 40	7 6	11 0	9 5	...	8 20	5 35	...	10 15	3 55	...	...	...	...	...	...	...	...	...	...
HAMBURG .....dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
KIEL ..... arr	11 8	5 9	...	...	12 15	...	12 15	...	...	9 15	...	5 8	...	...	...	...	...	...	...	...	...	...	...

KEMPEN and VENLO.

Stations.	1–4	1–3	1–3	1–3	Stations.	1–3	1–4	1–3	1–3	1–3
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.
Kempen (112) dep	7 56	11 15	1 22	3 14	**Venlo** Dutch Time d	5 46	9 51	11 50	2 0	4 25
Grefrath	8 6	11 25	1 32	3 24	**Venlo** Rh .. (153)	5 51	9 56	11 55	2 5	4 30
Lobberich	8 17	11 36	1 43	3 35	Kaldenkirchen	6 8	10 15	12 23	2 31	4 47
Kaldenkirchen	8 33	11 40	1 49	3 50	Lobberich	6 18	10 24	...	2 40	5 6
Venlo S. Time arr	8 38	11 45	1 54	3 55	Grefrath	6 29	10 33	...	2 49	5 16
Venlo Dutch (108)	8 28	11 35	1 44	3 45	**Kempen** ..... arr	6 39	10 43	12 45	2 59	5 16

† Changes Stations for Hamm, Altenbeken, and Pyrmont.

NEUSS and DUREN.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–4	1–3	1–3	1–3	Stations.	1–3	1–3	1–3	1–4	1–3
Dis.	m. pf	m. pf	m. pf		a.m.	a.m.	a.m.	p.m.		p.m.	p.m.			
—	Fro m	N eu	ss	**Neuss (120,140)** d	6 21	7 15	10 53	2 36	TREVES ..... ,,	...	...	...	7 48	2 40
5½	0 80	0 60	0 40	Cap Wevelinghem ...	6 36	8 10	11 8	2 46	AIX-LA-CHAP. ,,	3 50	6 56	9 12	2 14	5 41
8	1 20	0 90	0 60	Grevenbroich	6 45	8 19	11 19	2 55	**Duren** .....dep	5 37	8 7	10 20	3 6	7 45
12½	1 90	1 40	1 0	Harff	6 55	8 31	11 31	3 7	Elsdorf	5 58	8 29	10 43	3 27	8 8
16½	2 30	1 70	1 20	Bedburg	7 2	8 38	11 40	3 15	Bedburg	6 8	8 39	10 54	3 37	8 18
21	2 80	2 10	1 40	Elsdorf	7 13	8 49	11 51	3 26	Harff	6 15	8 47	11 2	3 45	8 26
30½	4 0	3 0	2 0	**Duren (120,122)** a	7 35	9 11	12 14	3 49	Grevenbroich	6 29	9 0	11 19	3 58	8 39
...	6 30	4 70	3 20	AIX-LA-CHAP. ,,	8 53	9 55	1 12	4 42	Cap Wevelinghem ...	6 37	9	9 11 28	4 7	8 48
...	...	...	...	TREVES ..... ,,	1 43	...	...	8 54	**Neuss** .....arr	6 50	9	22 11 41	4 20	9 1

HAMBURG, BREMEN, and WANNE.—Cœln Mindener Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4	1—4	1—3	1 & 2	1—4	1—4	1 & 2	1—4	1—4
m.	pf	m.	pf	m.	pf		a.m.	a.m.	a.m.	a.m.	p.m.		
...	...	...	KIEL ....dep	...	...	...	7 15	7 15	11 12	11 12	6 55	...	...
...	...	...	HAMBURG ....arr	...	...	...	...	...	...	...	...	...	...
Fro'	Ham	burg	**Hamburg (164-8)**d	p.m.	...	...	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
6 90	0 70	0 50	HARBURG (153) arr	1 45	...	...	7 15	11 40	12 20	3 45	4 0	11 0	7 55
15 60	11 70	7 90	HANNOVER ... „	2 0	...	...	7 33	11 56	12 35	4 5	4 18	11 15	8 13
1 6	6 80	**Ex.**	**Harburg**.....dep	...	...	...	11 44	3 47	...	9 22	...	...	...
...	...	...	**Buchholz (165)**.....	...	...	...	7 36	...	12 38	...	4 23	11 18	8 18
6 80	5 70	3 40	Lasenbrück	a.m.	...	...	8 12	...	1 2	...	5 19	11 44	8 53
6 80	6 10	4 10	Rotenburg.....	5 44	...	...	8 49	...	...	...	5 39	...	9 28
9 20	6 90	4 60	Ottersburg.....	6 32	...	...	9 13	...	1 47	...	6 9	12 24	9 55
10 10	7 60	5 10	Obernenland	7 28	...	...	9 37	...	...	p.m.	6 34	...	10 21
...	...	...	**Bremen** .....arr	7 45	1—4	10 11	9 56	...	4 2	6 56	...	10 43	...
...	...	...	GEESTEMUNDE dep	a.m.	8 10	p.m.	...	2—3	2 30	4 31	7 11	1 5	10 57
11 46	8 50	**Ex.**	**Bremen** .....dep	7 0	10 34	2 47	2 40	...	...	...	7 23	1 10	...
10 56	7 90	5 30	Hemelingen.....	7 10	10 45	3 4	...	...	...	...	7 34	...	...
11 20	8 40	5 60	Kirchweyhe.....	7 23	10 59	3 31	...	...	...	...	7 49	...	...
11 90	8 90	6 0	Syke	7 37	11 13	4 9	...	...	...	...	8 3	...	...
12 70	9 50	6 40	Bassum	7 53	11 29	4 38	...	...	...	...	8 19	...	...
13 46	10 10	6 70	Twistringen.....	8 7	11 43	5 5	...	...	...	...	8 34	...	...
14 40	10 80	7 20	Barnstorf	2 & 3	8 23	12 0	5 36	...	...	...	8 50	...	...
...	...	...	Drebber	a.m.	8 34	12 11	5 55	...	...	...	9 1	...	...
15 60	11 70	7 80	Diepholz	9 0	8 50	12 25	6 15	3 54	...	...	9 15	2 29	...
16 90	12 70	8 50	Leenförde	5 39	9 13	12 46	...	...	...	...	9 25	...	...
17 90	13 40	9 0	Bohmte	6 6	9 31	1 3	...	...	...	...	9 52	...	...
18 80	14 20	9 50	Vehrte.....	6 44	9 53	1 24	...	...	...	...	10 13	...	...
19 80	14 90	9 90	**Osnabrück (151)**arr	7 8	10 9	1 38	...	4 50	...	...	10 28	3 27	...
...	...	...	RHEINE ..... „	...	1 18	...	...	8 0	1—4	...	...	5 36	...
...	...	...	ROTTERDAM ... „	1—4	7 20	...	...	...	p.m.	...	11 20	...	...
...	...	...	MINDEN .....dep	a.m.	4 30	9 40	...	2 52	2 52	...	8 55	...	...
21 30	16 50	**Ex.**	**Osnabrück** .....dep	5 40	10 19	1 58	...	4 55	7 15	...	3 32	...	...
20 56	15 40	10 30	Hasbergen.....	5 55	10 33	2 12	...	...	7 31	...	...	...	...
21 30	16 0	10 70	Lengerich	6 12	10 49	2 29	...	...	7 46	...	...	...	...
22 0	16 50	11 0	Kattenvenne	6 24	11 0	2 41	...	...	7 57	...	...	...	...
22 90	17 20	11 50	Westbevern	6 40	11 17	3 0	...	...	8 14	...	...	...	...
23 80	17 90	11 90	**Münster (115)** ...arr	6 54	11 32	3 17	...	5 44	8 29	...	4 20	...	...
...	...	...	EMDEN .....dep	...	5 20	8 55	...	...	...	...	...	...	...
...	...	...	RHEINE ..... „	...	8 58	1 45	...	...	...	...	...	...	...
26 80	19 90	**Ex.**	**Münster** .....dep	5 59	11 42	3 24	...	5 47	8 34	...	4 21	...	...
25 20	18 80	12 60	Appelhülsen.....	7 20	12 7	3 48	...	...	8 55	...	...	...	...
26 20	19 70	13 10	Dülmen	7 39	12 29	4 4	...	6 20	9 11	...	4 50	...	...
27 20	20 40	13 60	**Haltern (108)**...arr	7 55	12 45	4 20	...	6 35	9 26	...	5 3	...	...
30 46	22 80	15 20	WESEL ..... „	8 59	2 13	5 28	...	7 53	...	...	8 59	...	...
33 20	24 90	16 60	EMMERICH ..... „	9 37	4 22	8 5	...	11 18	...	...	9 37	...	...
30 60	22 70	**Ex.**	**Haltern** .....dep	7 57	12 47	4 23	...	6 37	9 27	...	5 4	...	...
28 40	21 30	14 20	Recklinghausen	8 19	1 13	4 51	...	7 1	9 51	...	5 24	...	...
29 20	21 90	14 60	**Wanne (110)**.... arr	8 32	1 26	5 4	...	7 17	10 4	...	5 34	...	...

BOXTEL and WESEL.—Nordbrabantsch-Deutsche Eisenbahn.

Stations.	1—3	1—3	2—3	1—3	1—3	2 & 3	1—3	2 & 3	1—3	2 & 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.
Boxtel (109) ...dep	...	8 15	11 22	...	...	...	...	6 45	11 45	5 53
Vechel	...	9 3	11 29	...	...	...	...	7 22	12 19	6 25
Uden	...	9 22	11 38	...	...	...	...	7 38	12 31	6 43
Gennep	...	7 35	11 4	12 18	...	...	...	8 56	1 25	7 24
Goch	...	8 6	11 40	12 42	...	2 22	...	7 20	12 50	7 46
Kranenburg (120).....	...	8 55	...	1 27	...	3 7	...	7 53	1 30	8 38
Xanten	...	9 39	...	2 10	...	3 40	...	8 26	2 10	9 3
Wesel (108).....arr	...	10	...	2 30	...	4	...	8 50	...	...

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Wesel .....dep	6 45	11 45	5 53	7 19	...	...	...	...	...	...
Xanten	7 22	12 19	6 25	7 50	...	...	...	...	...	...
Goch .....arr	8 8	1 1	7 6	8 44	...	...	...	...	...	...
.....	8 58	1 25	7 24	9 25	...	...	...	...	...	...
Gennep	9 25	2 50	7 46	9 25	...	...	...	...	...	...
Uden	10 9	4 11	8 38	...	...	...	...	...	...	...
Vechel	10 19	4 30	8 38	...	...	...	...	...	...	...
Boxtel.....arr	10 40	5 10	9 3	...	...	...	...	...	...	...

Extra—Hamburg to Harburg ... 10.5 a.m., 10.15 p.m.

CLEVE and NYMWEGEN.

1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1—4	1—3	1—3	1,2,	3	1—3	Stations.	1—4	1—3	1—3	1—3	1—
m.	pf	m.	pf	a.m.	a.m.	p.m.	p.m.	p.m.		p.m.		a.m.	a.m.	p.m.	p.m.	p.m.
Fro	m	Cl	eve.	5 44	9 15	12 11	4 13	6	9	8 46	**Nymwegen** ....dep	6 50	10 19	1 3	2 57	6 0
0 90	0 70	0 50	**Cleve (120)** ...dep	6 13	9 30	12 26	4 26	6	24	9 1	Groesbeck	7 8	10 37	...	3 15	6 18
1 40	1 10	0 70	Cranenburg	6 27	9 39	12 36	4 33	6	33	9 10	Cranenburg	7 31	11 3	1 42	3 41	6 37
2 20	1 70	1 10	**Nymwegen 112** arr	6 50	9 48	12 45	4 42	6	43	9 19	**Cleve (120)** .... arr	7 47	11 19	1 56	3 57	6 53

HOCHFELD and DUISBERG.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4	1—4	1—3	1—3	1—3	1—3	1—3	1—3	1—3
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	**Hochfeld (121)** dep	6 50	8 6	9 24	11 13	12 53	3 26	5 6	7 29	8 31	10 35
0 40	0 30	0 20	**Duisberg (117)** arr	6 56	8 12	9 36	11 19	12 59	3 32	5 12	7 35	8 37	10 41

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—4	1—3	1—3	1—3	1—3	1—3	1—3	1—3
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	**Duisberg (144)**dep	6 31	7 48	9 7	10 55	12 35	2 49	4 32	7 14	8 13	10 1
0 40	0 30	0 20	**Hochfeld** .....arr	6 37	7 54	9 13	11 0	12 41	2 55	4 38	7 19	8 19	10 7

DUISBURG and QUAKENBRUCK.

Stations.	a.m.	a.m.	p.m.
Duisburg (119) .....dep	...	8 21	11 31	*3 41
Oberhausen	...	8 32	11 49	4 5
Bottrop	...	8 50	12 18	4 32
Coesfeld.....	...	10 3	2 17	7 22
Burgsteinfurt	a.m	10 46	3 22	8 47
Rheine	*5 46	11 13	4 23	9 43
Furstenau	7 35	12 3	5 42	...
Quakenbruck (151) arr	8 51	12 43	6 41	...

Stations.	a.m	p.m.	p.m.
Quakenbruck .....dep	...	10 38	1 53	8 8
Furstenau	a.m.	11 16	2 51	9 32
Rheine	*5 35	12 3	4 11	11 9
Burgsteinfort	6 31	12 31	5 48	...
Coe feld	8 14	1 13	5 48	...
Bottrop	10 47	2 22	7 29	...
Oberhausen	11 46	2 39	7 55	...
Duisburg (119) ..... arr	12	2 47	8 5	...

Stolberg & Alsdorf.

Stations (122).	2 & 3	2 & 3	2 & 3	2 & 3
	a.m	a.m.	p.m.	p.m.
Stolberg	7 16	11 26	4 46
Hongen ...	7 58	12 38	5 22
Alsdorf	8 9	12 19	5 33

Stations (120)	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	p.m.	p.m.	p.m.
Alsdorf	8 43	1 27	6 12
Hongen ...	8 56	1 40	6 26
Stolberg	9 36	2 20	7 5

* 2 & 3 class.
† 1, 2 & 3 class.
‡ 1, 2, 3 & 4 class.

ZEVENAAR, CLEVE, and COLOGNE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
				a.m.	a.m.	a.m.	p.m.
HAGUE .....dep	...	...	...	6 25	10 10	10 30	2 50
LONDON (v. Harwh	...	...	...	...	7 10	...	...
ROTTERDAM ... ,,	...	...	...	6 30	10 30	10 40	3 0
AMSTERDAM ... ,,	...	...	...	7 15	10 40	11 28	3 15
Zevenaar (113) dp	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Elten	...	6 51	...	10 27	12 57	3 5	5 58
Cleve (119) .....arr	...	7 15	...	10 51	1 27	3 29	6 21
NIJMWEGEN ...dep	...	7 49	...	11 21	1 57	4 2	6 54
Cleve ..... dep	...	6 53	...	10 22	1 6	3 0	5 30
Goch (119)	...	7 54	...	11 26	2 2	4 7	6 59
Weeze	...	8 14	...	11 46	2 18	4 27	7 19
Kevelaer	...	8 25	...	11 57	...	4 38	7 30
Geldern ...(108)....	...	8 34	...	12 7	...	4 47	7 39
Nieukerk	...	8 48	...	12 20	2 44	5 0	7 52
Aldekerk.....	...	9 5	...	12 37	...	5 17	8 9
Kempen (108) ...ar	...	9 15	...	12 47	3 3	5 27	8 19
LONDON(v QUEENB	...	...	...	8 35	8 35	...	...
ROTTERDAM ...dep	...	...	...	5 45	8 27	10 32	...
VENLO	...	5 31	...	9 56	11 55	2 5	4 30
Kempen .....dep	6 44	9 17	11 2	12 51	3 10	5 31	8 21
Crefeld (112, 143)	7 0	9 33	11 18	1 7	3 24	5 47	8 37
,, ...dep	7 5	9 38	11 22	1 14	3 27	5 52	8 42
Oppum (121) ...arr	7 10	9 43	11 27	1 19	3 31	5 57	8 47
,, ...dep	7 17	9 50	11 28	1 21	3 33	6 4	8 54
Osterath ... .dep	7 28	10 1	11 39	1 32	...	6 15	9 5
Neuss (118, 140)a	7 40	10 13	11 51	1 44	3 51	6 27	9 17
OBERCASSEL ...dep	7 25	9 45	...	12 24	...	5 25	8 48
DUSSELDORF ... ,,	7 37	9 58	11 31	1 30	3 39	6 5	9 2
Neuss .....dep	7 46	10 18	11 56	1 49	3 56	6 31	9 22
Dormagen	8 8	10 40	12 19	2 6	...	6 56	9 45
Worringen	8 18	10 51	12 30	...	4 21	7 7	9 55
Longerich	8 28	11 2	12 41	2 23	...	7 18	10 6
Nippes	8 37	11 12	12 51	...	...	7 28	10 15
Cologne (122)...ar	8 42	11 17	12 56	2 34	4 40	7 34	10 20
FRANKFURT ...arr	1 45	5 24	...	8 52	10 12	...	7 14

ROTHE ERDE, AIX-LA-CHAPELLE, MORDRACH & ESCHWEILER-AUE.

Stations.	2—4	2—4	2—4	2—4	2—4
	a.m.	a.m.	p.m.	p.m.	p.m.
Rothe Erde ...dep	7 5	9 45	12 5	3 50	6 50
Aix-la-Chapelle a	...	...	...	...	...
,, ...dep	7 30	10 40	12 30	4 15	7 35
Wurselen .....arr	7 50	11 0	12 50	4 35	7 55
Wurselen .....dep	7 51	11 5	12 51	4 40	8 0
Grevenberg	7 56	11 10	12 56	4 45	8 5
Morsbach ...dep	8 1	11 15	1 1	4 50	8 10
Wurselen	8 5	11 10	1 5	4 45	8 5
Hong-n (160) a	8 33	11 37	1 32	5 12	8 32
ALSDORF ...ar	...	...	...	...	a.m.
Wurselen .....dep	8 30	11 10	1 20	4 40	5 40
Welden	8 36	11 16	1 26	4 46	5 46
Stolberg **(122)** ...arr	8 55	11 35	1 45	5 5	6 5
COLOGNE.....arr	...	...	...	...	...
Stolberg **(74-4)** ...dep	...	11 40	...	5 10	...
Eschweiler-Aue	...	11 50	...	5 20	...
JULICH .....arr	...	...	...	...	...

Stations.	2—4	2—4	2—4	2—4	2—4
	a.m.	a.m.	p.m.	a.m.	p.m.
JULICH .....dep	...	...	...	...	...
Eschweiler-Aue	7 10	...	...	...	6 5
Stolberg .....arr	7 18	...	...	...	6 15
COLOGNE ...dep	...	...	...	...	...
Stolberg .....dep	7 23	10 0	...	2 30	6 20
Welden	7 42	10 19	...	2 49	6 39
Wurselen ..... arr	7 48	10 25	...	2 55	6 45
ALSDORF ...dp	...	a.m.	...	...	...
Hongren .....dep	7 33	9 10	12 33	...	6 10
Wurselen ..... arr	8 0	9 37	1 0	...	6 37
Morsbach ...dep	8 3	...	1 3	...	6 35
Grevenberg	8 8	...	1 8	...	6 40
Wurselen..... arr	8 13	...	1 13	...	6 35
Wurselen .....dep	8 15	9 45	1 15	3 0	6 50
Aix-la-Chapelle a	8 35	10 5	1 35	3 20	7 10
,, ...dep	8 35	10 5	1 35	3 20	7 15
Rothe Erde ...arr	...	...	...	...	...

EXTRA—Wurselen to Aix-la-Chap. 6.30 a.m.

COLOGNE, DÜREN, EUSKIRCHEN & TREVES.

Stations.	1 & 2	1—4	1—3	1—3	1—3	1—3	
		a.m.	a.m.	p.m.	p.m.	p.m.	
Cologne .....dep	...	6 0	9 8	12 16	3 40	8 25	...
Kalscheuren	...	6 15	9 23	12 32	3 55	8 40	...
Kierberg.....	...	6 23	9 31	12 41	4 3	8 48	...
Liblar	...	6 33	9 41	12 51	4 14	8 59	...
Wollerswist	...	6 44	9 51	1 2	4 26	9 10	...
Derkum	...	6 54	10 0	1 12	4 36	9 20	...
Euskirchen ...arr	...	7 4	10 10	1 22	4 46	9 30	...
NEUSS .....dep	a.m.	...	6 21	p.m.	2 30	7 18	...
Duren (118) dep	5 0	...	8 12	1 27	3 59	8 42	...
Zülpich ..... ,,	6 12	...	8 42	2 34	4 29	9 12	...
Euskirchen arr	6 38	...	8 56	3 0	4 43	9 26	...
Euskirchen ...dep		7 9	10 13		4 50	9 35	...
Mechernich	...	7 37	10 39	...	5 18	10 3	...
Call	...	7 59	10 59	...	5 41	10 26	...
Blankenheim	1—3	8 29	11 21	...	6 11	10 56	...
Schmidtheim	a.m.	8 39	...	...	6 21	11 6	...
Jünkerath-Stdtk	5 0	8 55	11 43	...	6 38	11 18	...
Hillesheim.....	5 19	9 6	11 54	...	6 49	...	...
Gerolstein	5 45	9 21	12 7	...	7 4	...	...
Birresborn	6 3	9 32	...	...	7 15	...	...
Mürlenbach	6 15	9 39	12 22	...	7 22	...	...
Kyllburg	6 48	9 55	12 38	...	7 49	...	...
Erdorf.-Bitburg	7 7	10 8	12 47	...	7 52	...	...
Philippsheim	7 25	10 19	12 58	...	8 4	...	...
Speicher	7 34	10 25	1 4	...	8 11	...	...
Ehrang	8 25	10 55	1 30	...	8 41	...	...
DIEDENHOFEN a	...	12 51	4 31	...	...	...	...
METZ .....(125	...	1 50	5 41	...	...	...	...
Treves... (79, 121.	8 47	11 8	1 49	...	8 54	...	...
LUXEMBURG arr	...	...	2 59	...	10 24	...	...
SAARBRUCKEN ,,	...	1 45	4 30	...	11 17	...	...
HAGENAU ,,	...	...	9 38	...	...	...	...
STRASBURG... ,,	...	11 0	...	...	...	...	...

Stations.	1—3	1—3	1—4	1—3	1—3	1—3	1—3
			a.m.	a.m.	p.m.	p.m.	p.m.
STRASBURG dep	...	...	...	...	6 33	...	...
HAGENAU ,, ,,	...	...	...	...	7 16	...	...
SAARBRUCK ,,	...	...	5 37	...	12 25	2 35	...
LUXEMBURG ,,	...	...	6 15	...	1 16	3 19	3 19
			a.m.		p.m.	p.m.	p.m.
Treves.....dep	...	...	7 48	...	2 40	5 27	6 57
METZ .....dep	...	...	5 7	...	11 52	...	...
DIEDENHOFEN,,	...	...	5 55	...	12 51	...	...
Ehrang	...	...	8 3	...	2 55	5 42	7 19
Speicher	...	...	8 35	...	3 25	6 14	8 12
Philippsheim.....	...	...	8 41	...	3 31	6 21	8 21
Erdorf.-Bitburg	...	...	8 55	...	3 45	6 36	8 44
Kyllburg	...	...	9 4	...	3 54	6 65	8 59
Mürlenbach	...	...	9 24	...	4 13	7 7	9 31
Birresborn	...	...	9 31	...	...	7 14	9 43
Gerolstein.....	...	...	9 43	...	4 29	7 27	10 4
Hillesheim.....	a.m.	...	9 57	...	4 43	7 41	10 27
Jünkerath-Stdtk	5 12	...	10 11	...	4 57	7 58	10 45
Schmidtheim	5 31	...	10 30	...	...	8 14	...
Blankenheim	5 39	a.m	10 37	...	5 21	8 22	...
Call	6 7	7 9	11 4	...	5 44	8 50	...
Mechernich	6 22	7 35	11 19	...	5 57	9 5	...
Euskirchen ...arr	6 42	8 0	11 39	a.m.	6 17	9 25	...
Euskirchen dep	6 55	...	1 33	10 43	6 39	9 38	...
Zülpich ..... ,,	7 10	...	1 48	11 21	6 44	10 15	...
Duren(122)...arr	7 40	...	2 18	12 10	7 14	11 5	...
NEUSS .....dep	9 22	...	4 20	p.m.	9 1	...	...
Euskirchen ...dep	6 46	8 16	11 44	3 33	6 21	9 33	...
Derkum	6 55	8 30	11 54	3 33	6 31	9 42	...
Wollerswist	7 4	8 42	12 3	3 49	6 40	9 51	...
Liblar	7 15	8 56	12 14	3 53	6 51	10 2	...
Kierberg.....	7 26	9 13	12 26	4 4	7 2	10 14	...
Kalscheuren	7 34	9 25	12 34	4 13	7 10	10 22	...
Cologne .....arr	7 50	9 55	12 50	4 30	7 25	10 40	...

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COLOGNE, CLEVE, and ZEVENAAR.—Rheinische Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1—4	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3
m.pf	m.pf	m.pf	FRANKFURT ..... dep	10 28	...	...	5 25	8 5	...	10 5	2 0
				a.m	a.m.	a.m.	a.m	p.m.	p.m.	p.m.	p.m.
Frc	Colo	gne.	**Cologne (182)** .....dep	6 10	6 57	9 22	11 42	1 40	2 42	5 30	8 18
0 30	0 30	0 20	Nippes ..... ,,	...	6 58	...	11 43	...	2 43	...	8 21
0 70	0 50	0 30	Longerich ..... ,,	...	7 7	...	11 57	...	2 57	5 43	8 30
1 20	0 90	0 60	Worringen ..... ,,	...	7 17	...	12 7	...	3 7	5 53	8 40
1 70	1 30	0 90	**Dormagen** ..... ,,	6 35	7 27	9 50	12 16	...	3 16	6 0	8 49
2 90	2 20	1 50	**Neuss (124)** ..... arr	6 55	7 50	10 9	12 39	2 20	3 39	6 23	9 13
			DUSSELDORF ..... ,,	7 37	9 0	10 28	1 2	2 40	4 8	6 42	9 38
3 70	2 60	1 80	OBERCASSEL .. ,,	7 15	9	8 12 15	...	...	4 48	6 45	9 45
...	...	...	**Neuss** ..... dep	7 0	8 23	10 14	12 45	2 27	3 44	6 28	9 17
3 68	2 70	1 80	**Osterath** ..... dep	7 13	8 42	...	12 58	...	3 57	6 41	9 30
4 30	3 10	2 10	**Oppum (121)** ..... arr	7 23	8 54	10 33	1 7	2 44	4 6	6 51	9 40
...	...	...	..... dep	7 25	8 59	10 35	1 9	2 45	4 8	6 53	9 42
4 50	3 40	2 30	**Crefeld (121, 144)** ..arr	7 30	9 5	10 39	1 14	2 49	4 13	6 58	9 47
...	...	...	..... dep	7 35	...	10 44	1 20	2 52	4 18	7 3	9 52
5 40	4 10	2 70	**Kempen** ..... arr	7 49	...	10 58	1 34	3 4	4 32	7 17	10 6
5 70	4 30	3 00	**Venlo** ..... ,,	8 33	...	11 43	...	3 50	6 34	9 21	...
22 20	17 60	11 20	**Rotterdam** ..... ,,	1 50	...	4 30	...	7 35	11 26	...	...
23 50	33 80	...	**London** (v. Queenboro)	...	a.m.	...	...	7 55	...	...	...
...	...	...	**Kempen** ..... dep.	7 52	11 33	11 1	...	3 5	6 34	7 21	...
6 60	4 50	3 00	**Aldekerk**	8 3	11 46	...	...	...	6 44	7 32	...
6 80	4 70	3 20	**Nieukerk**	8 9	11 54	...	...	...	6 50	7 38	...
6 90	5 20	3 50	**Geldern**	8 21	12 18	11 23	...	3 27	5 2	7 50	...
7 60	5 70	3 80	**Kevelaer**	8 33	12 36	...	...	...	5 14	8 2	...
8 10	6 10	4 10	**Weeze**	8 43	12 51	...	...	...	5 28	8 12	...
8 70	6 80	4 40	**Goch**	8 52	1 10	11 47	...	3 52	5 37	8 22	...
9 00	7 20	4 80	**Cleve (140)** ..... arr.	9 10	1 33	12 4	...	4 7	5 51	8 41	...
11 80	8 90	5 90	NYMWEGEN ..... ,,	9 51	...	12 48	a.m.	4 45	6 46	9 22	...
...	...	...	**Cleve** ..... dep.	9 15	...	12 9	6 56	4 12	5 56	...	...
11 70	8 80	5 90	**Elten** ..... [122]	9 53	...	12 45	7 36	...	6 34	...	...
12 40	9 20	6 30	**Zevenaar** (Ith. Time)....arr.	10 5	...	12 57	7 50	4 57	6 46	...	...
22 20	17 40	11 20	AMSTERDAM ..... arr	12 23	...	4 20	11 10	7 30	10 30	...	...
22 20	17 40	11 20	ROTTERDAM ..... ,,	12 45	...	4 50	11 30	7 30	10 30	...	...
48 50	33 80	...	LONDON (v. Harwich) a	...	...	6 50	...	...	...	...	...
24 80	19 30	12 30	HAGUE ..... arr	1 0	...	5 15	11 35	7 32	10 35	...	...

DUSSELDORF and ARNHEIM.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Osterath ..... dep	7 57	11 47	2 54	8 14	...	...
Urdingen ..... ,,	...	...	3 0	8 20	...	...
Ruttenscheid ..... ,,	9 13	...	4 16	9 10	...	...
Crefeld ..... ,,	9 33	...	4 36	9 30	...	...
Nieuwerdam ..... arr	...	...	5	10 0	...	...

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Arnheim ..... dep	7 19	...	...	1 19	6 39	...
Duiven ..... ,,	7 41	...	...	...	7 1	7 32
Zevenaar ..... arr	8 13	...	...	1 58	7 32	...
Elten ..... ,,	8 23	...	...	2 12	7 42	...
Cleve ..... ,,	8 53	10	4 12	2 34	8 12	...

RHEYDT, CREFELD, GELSENKIRCHEN, DORTMUND, HORDE.

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4	1—3	1—3	1—3	1—3	1—3	1—3	1—3
Dist.	m.pf	m.pf	m.pf	(140)	a.m.	a.m	a.m.		p.m.	p.m.	p.m.	p.m.	p.m.
	from		Cre	feld. **Rheydt** .....dep	...	...	6 32	9 20	...	12 54	...	5 34	8 20
	...	...	...	M.-Gladbach (Boekel)	...	...	6 44	9 32	...	1 6	...	5 46	8 32
	...	...	...	Neersen-Neuwerk	...	...	6 57	9 44	...	1 17	...	5 57	8 45
	...	...	...	**Crefeld (120)** ...dep	5 40	7 25	10 33	...	2 45	4 6	6 44	9 57	...
11	60	30	20	**Oppum (120)** ..... 3 Cl.	5 46	7 37	10 45	...	2 57	4 18	7 0	10 9	...
98	220	150	100	**Hochfeld (119)**	a.m.	6 9	8 12	11 9	...	3 22	4 43	7 25	10 33
14	280	210	130	Speldorf-Broich (124)	4 15	6 24	8 18	11 24	...	3 37	4 59	7 40	10 49
16	270	210	140	Mülheim-on-Ruhr 145	4 27	6 37	8 24	11 30	...	3 45	5 5	7 45	10 54
23	380	270	180	**Essen**	5 5	6 54	8 47	11 53	...	4 6	5 29	8 8	11 17
28	400	300	200	**Kray** .....arr	5 19	7 3	8 56	12 2	p.m.	4 15	5 38	8 17	11 26
...	...	...	...	**Kray** ..... dep	...	7 12	8 59	12 9	2 12	4 22	5 43	8 21	11 29
...	430	320	220	**Gelsenkirch 116** ...	...	7 22	9 9	12 19	2 22	4 32	5 53	8 32	11 39
28	430	320	220	**Wattenscheid**	5 30	7 10	9	2 12	9	4 22	5 45	8 24	11 33
33	480	370	240	Bochum	...	7 26	9 19	12 25	...	4 38	6 1	8 40	11 48
37	540	410	270	Langendreer	...	7 38	9 31	12 37	...	4 50	6 13	8 52	...
44	640	490	320	**Dortmund (115)** ..	...	7 58	9 51	12 57	...	5 10	6 33	9 12	...
47	680	510	340	**Horde (144)**	...	...	...	...	...	...	...	...	...

NIEDERNHAUSEN and WIESBADEN.

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Niedernhausen ..... dep	5 50	9 15	11 10	2 55	4 36	8 50	...	...	...	...	...	...
Erbenheim ..... ,,	6	9 26	11 21	4 19	8 15	...	...	...	...	...	...	...
Igstadt ..... ,,	6 12	9 38	11 33	4 31	8 27	...	...	...	...	...	...	...
Auring-Medenbach ..... ,,	6 17	9 49	11 44	4 34	8 34	...	...	...	...	...	...	...
Niederneisen ..... arr	6 34	9 49	11 44	4 34	8 34	...	...	...	...	...	...	...
Wiesbaden ..... ,,	6 53	10 16	12 6	4 47	9 1	...	...	...	...	...	...	...
Erbenheim ..... dep	6 37	10 5	2 55	4 36	8 50	...	...	...	...	...	...	...
Igstadt ..... ,,	6 53	10 16	2 36	4 47	9 1	...	...	...	...	...	...	...
Auring-Medenbach ..... ,,	7	10 26	2 46	4 57	9 11	...	...	...	...	...	...	...
Niederneisen ..... arr	7 17	10 35	2 55	5 6	9 20	...	...	...	...	...	...	...

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4	1—3	1—3	1—3	1—3	1—3	1—3	1—3
Dist	m.pf	m.pf	m.pf		a.m.	a.m.	a.m.	p.m.	p.m.		p.m.	p.m.	
2	Frm.	Fort	m.pf	**Horde** .....dep	...	...	...	...	...	...	...	...	...
2	1 10	0 8	0 60	**Dortmund (115)** ...	...	...	7 40	11 14	1 1	3 20	...	6 53	8 31
2	1 20	0 8	0 60	Langendreer	a.m.	...	7 59	11 33	1 38	3 40	...	7 11	8 51
13	1 60	1 20	0 80	**Bochum**	5 32	a.m.	8 10	11 44	1 48	3 51	...	7 22	9 2
14	2 10	1 60	1 10	**Wattenscheid**	5 45	7 0	8 23	11 54	2 2	4 4	p.m.	7 33	9 15
...	...	...	...	**Gelsenkirch** dep	5 39	6 48	8 16	11 49	1 50	3 55	5 17	7 24	9 5
...	...	...	...	**Kray** .....arr	5 49	6 58	8 26	11 59	2 0	4 5	5 27	7 34	9 15
...	2 5	1 90	1 30	**Kray** .....dep	5 52	7 18	8 30	12 1	2 9	4 11	...	7 39	9 22
21	2 80	2 20	1 50	**Essen**	6 1	7 30	8 39	12 10	2 19	4 21	...	7 48	9 31
24	3 00	2 30	1 90	Mülheim-on-Ruhr	6 22	...	9 0	12 31	2 40	4 42	...	8 7	9 52
28	3 40	2 70	2 20	Speldorf-Broich (124)	6 39	...	9 8	12 38	2 49	4 51	...	8 14	10 1
30	4 40	3 30	2 80	Hochfeld	6 42	...	9 18	12 48	2 59	5 2	...	8 24	10 12
45	6 20	4 70	3 10	**Oppum**	7 8	...	9 43	1 13	3 25	5 29	...	8 47	10 37
47	6 40	4 90	3 20	**Crefeld** ..... arr	7 13	...	9 48	1 18	3 30	5 34	...	8 52	10 42
...	...	...	...	Neersen-Neuwerk	7 49	...	10 46	2 56	...	7 1	...	9 50	...
...	...	...	...	M.-Gladbach (Boekel)	8 0	...	10 57	3 7	...	7 12	...	10 1	...
...	...	...	...	**Rheydt (141)** ...arr	8 11	...	11 8	3 18	...	7 23	...	10 12	...

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VERVIERS to COLOGNE and SIEGBURG &c.—Rheinische Eisenbahn.

E.M	1 Cl.	2 Cl	1 Cl.	Stations.	1 & 2	3 & 3	1 Cl	1, 2, 3	1—	1 & 2		1, 2, 3	1, 2, 3	1, 2 3	1 & 2	1, 2, 3	1 & 2
½s	m pf	m. pf	m. pf														
				BRUSSELS...(90) dep	11 0						6 11				9 37	10 40	2 45	1 47	5 25
					a. m.			a. m.	a. m.	a. m.	a. m.				p. m.	p. m.	p. m.	p. m.	p. m.
				Verviers Rhen. T (96)	2 15		5 39			7 45	9 9				1 0	3 35	4 25	6 22	8 40
				Herbesthal Belg Time	2 38		5 56			8 13	9 28		a.m.		1 21	4 3	4 46	6 50	9 1
12½				Eupen ...dep.				6 50	8 10				10 5		1 15	3 40	4 45	6 40	9 6
				Herbesthal ...arr		a. m.		7 3	8 23				10 20		1 30	3 55	5 0	6 55	9 18
12½				Herbesthal (90) dep.	3 14	7 6	6 14		8 33	9 44					1 37	4 19	5 6	7 4	9 20
12				Astenet		7 21			8 43						1 47	4 29		7 14	
19				Aix-la-Chapelle arr.	3 44	7 51	6 42	a.m.	9 0	10 11			p.m.		2 9	4 52	5 36	7 37	9 49
				,, ...dep	3 50		6 47	8 56	9 12	10 16			12 11		2 14		5 41	7 46	9 53
25½				Stolberg (120)	4 4			7 12	9 27				12 42		2 30		5 56	8 3	10 6
27				Eschweiler (144)	4 12			7 19	9 36				12 50		2 36		6 2	8 10	10 11
32				Langerwehe				7 29	9 44						2 47		6 13	8 22	
37½				Düren (118,120) arr	4 32		7 21	7 43	10 2	10 50					3 1		6 26	8 37	10 31
				,, ...dep.	4 37		7 23	7 46	10 5	10 52					3 4		6 28	8 40	10 33
44				Buir				8 2	10 21						3 20		6 42	8 57	
51				Horrem	5 2			8 18	10 38						3 36		6 58	9 14	
53½				Konigsdorf		1— 4		8 29	10 49						3 46			9 25	
62				Cologne (120) arr	5 30	a.m.	8 5	8 54	11 14	11 34			p.m.		4 10		7 23	9 50	11 15
				,, (Pantaleon) dep		7 20			11 49				2 39				8 0		
				Kalscheuren		7 30			12 0				2 48				8 10		
				Bruhl		7 39			12 9	1, 2, 3	1, 2, 3	1—4	2 57				8 19		1, 2, 3
F	rom	Colo	gne		1 & 2	a. m.	1	Cl.	a. m.		noon	a.m	p.m.	p.m.	1 & 2	p.m.	1, 2, 3	p. m.	a.m.
7	0 80	0 60	0 40	Cologne	6 8	7 35	9 0		9 15		12 0	11 0	1 15	2 45	5 0	6 0	8 5	10 25	12 2
	1 0	0 80	0 60	Kalscheuren		7 40			9 30				1 35				8 20	10 40	
9½	1 20	0 80	0 60	Bruhl		7 51			9 41		12 20	11 20	1 50	3 6		6 21	8 31	10 49	1 22
12½	1 60	1 10	0 80	Sochtem		8 0			9 50				2 1	3 15			8 40	10 58	
16½	2 0	1 40	1 0	Roisdorf		8 11			10 1			11 37	2 15	3 26			8 51	11 9	
21	2 80	1 75	1 30	Bonn arr	6 46	8 21	9 40		10 11		12 42	11 47	2 26	3 36	5 40	6 45	9 1	11 19	12 47
				,, ...(124)...dep	6 48	8 26	9 41		10 14		12 45	11 52		3 41	5 43	6 47	9 6	...	12 52
25	3 0	2 10	1 50	Godesberg	6 57	8 36	...		10 23		12 54	12 1	...	3 51	5 52	6 56	9 17	...	1 2
26	3 25	2 25	1 60	Mehlem (Konigswint)	...	8 41	...		10 34		1 0	12 6	...	3 57	5 57	7 1	9 22	a.m.	1 8
29	3 75	2 60	1 90	Rolandseck	...	8 49	...		10 42		1 8	12 13	...	4 5	6 3	7 9	9 30	5 10	1 17
33	4 20	2 90	2 10	Remagen B. Nuenahr	7 13	9 0	10	8	10 54		1 18	...	...	4 16	6 13	7 21	9 42	5 28	1 30
35	4 70	3 10	2 40	Sinzig	...	9 8	...		11 2		1 25	...	...	4 24	...	7 29	9 50	5 40	1 37
39	5 10	3 40	2 60	Nieder Breisig	...	9 18	...		11 12		...	...	...	4 34	...	7 39	10 0	5 56	...
41	5 0	3 60	2 70	Brohl	...	9 25	...		11 19		1 38	...	...	4 41	...	7 47	10 8	6 7	1 50
46	6 0	4 0	3 0	Andernach (112)	7 38	9 37	...		11 32		1 49	...	...	4 54	6 40	8 1	10 21	6 27	2 2
48	6 20	4 25	3 10	Neuwied	7 44	9 44	10	37	11 42		1 55	...	...	5 1	6 47	8 8	10 31	6 38	2 12
52	6 60	4 60	3 30	Urmitz	...	9 52	...		11 49		...	...	...	5 8	...	8 16	10 39	6 50	...
56	7 30	5 25	3 70	Coblence (124) arr.	8 0	10 5	10	53	12 2	p.m.	2 11	...	a.m.	5 22	7 3	8 29	10 52	7 12	2 33
F	rom	Cobl	ence																
60½	...	...	...	Coblence.....dep.	8 8	10 16	11	9	1 27	3 9	...	...	5 54	5 43	7 11	...	...	2 & 3	...
...	1 20	0 90	0 60	Horchem	8 18	10 26	...		1 37	3 19	...	2 & 3	6 4	5 53	...	...	...	2 & 3	...
				Niederlahnstein	8 22	10 30	11	20	1 42	3 23	...	a.m.	6 8	5 57	7 22	...	...	p.m.	...
F	rom	Colo	gne	Coblence.....dep.	8 5	10 11	10	58	12 9	...	2 16	5 56	3 17	5 39	7 8	...	...	7 18	2 28
60	7 80	5 60	3 90	Capellen (Stolzenfels)	...	10 26	...		12 24	...	...	6 13	3 37	5 58	...	...	...	7 35	...
69	9 0	6 50	4 50	Boppard	8 32	10 47	11	26	12 47	...	2 44	6 54	4 15	6 13	7 35	...	...	8 16	3 8
78	10 10	7 40	5 10	St. Goar	8 51	11 8	...		1 8	...	3 3	7 35	...	6 31	...	...	...	8 53	3 28
82	10 70	7 80	5 40	Oberwesel	9 0	11 20	...		1 20	...	3 14	7 54	...	6 43	...	...	...	9 11	...
86½	11 10	8 10	5 60	Bacharach	9 10	11 33	...		1 32	...	3 24	8 13	...	6 53	...	...	...	9 21	3 48
93	12 0	9 0	6 0	Bingerbruck Bingen (125, 126)	9 29	11 57	12	9	1 57	...	3 44	8 50	...	7 18	8 18	...	...	10 8	4 9
...	...	...	...	BINGERBRUCK...dep.	9 42	12 24	12	15	2 2	...	3 47	9 49	...	7 21	8 21	...	...	...	4 19
...	14 90	10 90	7 10	MAYENCE ...arr.	10 25	1 35	12	52	3 10	...	4 27	10 23	...	8 32	9 1	...	...	...	5 36

HABENHAUSEN and WIEBELSBACH.

S.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	m pf	m pf	m. pf.	(126	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Fro'	Babe	nha'	sen	Habenhausen dep.	4 55	7 32	9 25	4 4	6 55	9 40
2½	0 50	0 30	0 20	Langstadt	5 3	7 40	9 33	4 14	7 3	9 48
4½	0 65	0 45	0 30	Kl Umstadt	5 10	7 47	9 40	4 23	7 10	9 56
6½	1 0	0 65	0 45	Gr. Umstadt	5 18	7 55	9 51	4 33	7 18	10 6
9½	1 30	0 85	0 55	Wiebelsbach (123	5 25	8 2	9 58	4 40	7 25	10 13

	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
(123)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Wiebelsbach dep.	6 5	8 15	10 50	5 10	9 40	
Gr. Umstadt	6 13	8 23	10 58	5 18	9 48	
Kl Umstadt	6 21	8 31	11 6	5 26	9 56	
Langstadt	6 28	8 38	11 13	5 33	10 3	
Habenhausen arr.	6 35	8 45	11 20	5 40	10 10	

ARMSHEIM and FLONHEIM.

	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
a. pf	m. pf	m. pf		a.m.	a.m.	p.m.	p.m.	p.m.
Fro'	Arm	heim	Armsheim (121) dep	6 0	8 0	12 25	2 10	7 30
0 50	0 30	0 20	Bornheim	6 9	8 9	12 34	2 19	7 39
0 50	0 35	0 25	Flonheim arr	6 15	8 15	12 40	2 25	7 35

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Flonheim dep	6 50	9 30	1 20	3 40	8 55
Bornheim	6 57	9 29	1 27	3 53	9 2
Armsheim arr	7 5	9 41	1 35	3 5	5 10

ANDERNACH and NIEDERMENDIG.

m pf	m. pf	m. pf	All 1, 2, & 3 Class.	a.m.	a.m.	p.m	p.m.
Fro'	And'	nach	Andernach (123) dep	7 41	11 51	3 1	7 26
0 80	0 60	0 40	Kruft	8 7	12 30	3 31	7 59
1 20	0 90	0 60	Niedermendig arr	8 16	12 41	3 42	8 3

All 1, 2, & 3 Class.	a.m.	a.m.	p.m.	p.m.
Niedermendig dep	5 26	10 48	1 36	5 41
Kruft	5 38	11 0	1 57	5 57
Andernach arr	6 6	11 25	2 36	6 26

* Mann Boudoir Sleeping Cars by this Train.

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RINGERBRUCK to COLOGNE and VERVIERS.

L.M.	1 Cl		2 Cl.		3 Cl.			1,2,3	2 & 3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	1—4			1 & 2	1, 2,3	1 & 2	1, 2,
Mls	m.	pf	m.	pf	m.	pf		p. m.				a.m.	a.m.			a.m.			p.m.	p.m.	p.m	p.m
—	—	—	—	—	—	—	MAYENCE ....dep.	11 25	—	—	—	6 30	8 51	—	—	11 14	—		2 55	4 0	6 0	8
—	—	—	—	—	—	—	RINGERBRUCK ...arr.	12 33	—	—	—	7 31	9 27	—	—	12 28	—		3 36	5 3	6 39	9
							(126)	a. m.	a. m			a. m.	a.m.			p. m.	p. m.	p. m	p. m.	p. m.	p. m	p. m
Pro	Bin	gerb	ruck				Ringerbruck (Bingen)	12 47	4 48			7 24	9 40			12 36			3 39	5 8	6 42	9 1
8	1 0	0 75	0 50				Bacharach	1 6	5 26			7 44	9 59			1 0				5 32	6 59	9 3
12½	1 5	1 25	0 75				Oberwesel		5 45			7 54	10 9			1 11				5 42	7 7	9 4
15½	2 0	1 50	1 0				St. Goar	1 26	6 5			8 5	10 20			1 22			4 8	5 52	7 16	9 5
19½	3 20	2 50	1 60				Boppard	1 50	6 45			8 27	10 40			1 43			4 28	6 13	7 34	10 1
25	4 30	3 40	2 20				Cappellen (Stolz'nf'ls)		7 25							2 9				6 34		10 3
29½	5 0	3 70	2 50				Coblence (126)....arr.	2 21	7 45			8 55	11 8			2 22			4 55	6 41	8 1	10 4
Fro	Ober	lahn	stei.													a.m.						
—	0 2	0 20	0 10				Niederl-hnstein	—	—	—	—	8 39	10 49	—	—	11 39	2 6	—	3 47	6 19	7 47	10 1
—	0 39	0 25	0 20				Horchheim	—	—	—	—	8 43	—	—	—	11 44	2 11	—	3 53	6 24	—	10 1
—	1 29	0 90	0 60				Coblence.....arr.	—	—	—	—	8 55	11 0	—	—	11 54	2 21	—	4 3	6 33	7 58	10 2
										a. m.	a.m.			no'n								2 &
Pro	Bin	gerb	ruck				Coblence .....dep	2 23	—	5 48	7 15	9 0	11 14	12 0	—	2 28	—		5 0	6 52	8 6	10 5
—	1 60	4 25	2 90				Urmitz	—	—	6 1	—	—	—	12 13	—	2 41	—		—	7 5	—	11 1
4½	3 20	4 50	3 0				Vettelied	2 37	—	6 6	7 30	9 19	11 31	12 18	—	2 46	—		5 16	7 10	8 21	11 3
9½	3 30	4 70	3 10				Andernach	3 5	—	6 13	7 36	9 26	11 38	12 26	—	2 59	—		5 23	7 17	8 27	11 4
13½	4 60	5 30	3 40				Brohl	3 18	—	6 35	—	9 37	—	12 39	—	3 12	—		—	7 38	—	12 1
16	7 10	5 40	3 60				Nieder Breisig	—	—	6 30	—	—	—	12 44	—	3 17	—		—	7 33	—	—
20½	7 30	5 70	3 80				Sinzig	3 34	—	6 40	—	9 51	—	12 55	—	3 28	—		—	7 44	—	12 3
61	7 60	5 90	3 90				Remagen B. Nuenahr	3 44	—	6 48	8 2	9 59	12 0	1 2	p.m.	3 36	—		5 46	7 52	8 49	12 4
65	8 40	6 40	4 20				Rolandseck	3 57	—	7 1	8 13	10 10	—	1 15	10 15	3 49	—		5 56	8 3	8 59	12 5
68½	8 60	6 70	4 40				Mehlem (Konigswint'r)	4 6	—	7 10	8 22	10 18	12 15	1 24	10 23	3 57	—		6 5	8 12	—	—
70	8 90	6 75	4 50				Godesberg	4 12	1—4	7 16	8 27	10 23	12 20	1 30	10 29	4 3	1, 2, 3		6 11	8 18	9 9	—
74½	9 80	7 20	4 80				Bonn ..... arr	4 22	a.m.	7 26	8 36	10 33	12 29	1 40	10 38	4 13	a. m.		6 20	8 28	9 18	—
—	—	—	—	—	—	—	,, (124).....dep	4 27	6 25	7 31	8 38	10 37	12 31	1 43	10 40	4 30	6 0		6 23	8 25	9 21	—
79	—	—	—	—	—	—	Roisdorf	—	6 40	7 42	—	10 48	—	1 54	—	4 41	—		—	8 46	—	—
82½	10 40	7 90	5 20				Sechtem	—	6 54	7 51	—	—	—	2 3	—	4 51	—		—	8 55	—	—
85	10 80	8 20	5 30				Bruhl	4 50	7 8	8 1	—	11 3	—	2 13	11 2	5 1	6 22		6 47	9 5	—	—
89½	11 25	8 50	5 70				Kalscheuren	—	7 21	8 15	—	—	—	—	—	5 10	6 30		—	9 14	—	—
95	12 0	9 0	6 0				Cologne ... (160) arr	5 15	7 50	8 25	9 20	11 22	1 10	2 37	11 22	5 25	6 45		7 10	9 30	10 0	—
							Pruhl	—	7 7	8 10	—	11 34	—	—	—	5 10	—		—	9 15	—	—
							Kalscheuren	—	7 21	8 20	—	11 44	—	—	—	5 20	—		—	9 25	—	—
							Cologne (Panta'n)	—	7 39	8 30	—	11 54	—	—	—	5 30	—	1, 2, 3	9 38	9	—	—
	From		Cologne							1—4	1 & 2	1, 2, 3				p. m.	p. m.				p m.	
8	1 20	0 90	0 50				Konigsdorf	—	7 21	—	—	—	1 49	—	3 21	6 33	1, 2, 3		8 11	—	—	—
11	1 60	1 20	0 70				Horrem	—	7 29	—	—	12 3	1 57	—	3 29	6 41			8 19	—	10 54	—
14½	2 40	1 80	1 20				Buir	—	7 46	—	—	—	2 14	—	—	6 58	+		8 35	—	—	—
24½	3 30	2 40	1 60				Duren (144)..... arr	6 28	8 0	9 13	—	12 28	2 28	—	3 52	7 12	—		8 48	—	11 18	—
—	4 20	Ex.	—	—	—	—	,, ... dep.	6 30	8 3	9 15	—	12 30	2 31	—	3 55	7 19	—		8 51	—	11 20	—
30	4 0	2 0	2 0				Langerwehe	—	8 18	—	—	—	2 46	—	4 10	7 34	—		9 6	—	—	—
35	4 60	3 50	2 30				Eschweiler	6 49	8 30	9 35	—	12 52	2 58	—	4 21	7 45	—		9 17	—	11 44	—
37	4 80	3 60	2 40				Stolberg .....(144	6 55	8 37	9 41	3 & 3	12 58	3 6	—	4 27	7 52	—		9 24	—	—	—
43	6 0	4 50	3 0				Aix-la-Chapelle arr.	7 9	8 53	9 55	a.m.	1 12	3 27	—	4 43	8 7	—		9 40	—	12 2	—
—	7 50	Ex.	—	—	—	—	,, ... dep	7 14	8 58	9 59	11 50	1 17	3 37	—	4 47	8 13	—		—	—	12 7	—
50	7 0	5 50	3 40				Astenet	7 34	9 20	—	12 30	—	3 49	—	5 9	8 34	1, 2, 3		—	—	—	—
53	7 50	5 80	3 50				Herbesthal (90) arr.	7 44	9 30	10 33	12 45	1 43	3 59	—	5 19	8 44	a. m.		—	—	12 39	—
							Herbesthal ...dep.	7 47	9 40	10 35	—	2 0	4 6	—	5 25	8 47	6 15		—	—	—	—
56	—	—	—	—	—	—	Eupen .....arr.	8 2	9 55	10 50	—	2 15	4 20	—	5 40	8 59	6 30		—	—	—	—
—	—	—	—	—	—	—	Herbesthal(Blg.Time	7 41	9 28	10 20	—	1 40	3 58	—	5 18	8 50	—		—	—	12 38	—
62	11 90	8 60	Exp.				Verviers ...(p. 90) arr	8 3	9 56	10 41	—	2 3	4 26	—	5 46	9 18	—		—	—	1 1	—
—	21 0	15 40	—	—	—	—	BRUSSELS	11 50	2 46	2 5	—	5 30	9 24	—	—	—	—		—	—	4 28	—

DARMSTADT, WIEBELSBACH, and ERBACH.

E. M	1 Cl		2 Cl		3 Cl.		Stations.	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	m.	pf	m.	pf	m.	pf	(126,127,127)	a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
Pro'	Dar	m'ts	dt				Darmstadt .....dep	6 58	9 37	3 30	8 35	...	Erbach .....dep	4 35	9 12	4 15	7 22	...
2	0 50		0 30		0 20		Rosenhöhe	7 7	9 46	3 47	8 44	...	Michelstadt	4 44	9 20	4 23	7 30	...
5½	0 80		0 55		0 35		Nieder Ramstadt	7 39	9 57	3 54	8 55	...	Zell	4 55	9 28	4 31	7 38	...
7½	1 50		0 75		0 45		Ober Ramstadt	7 39	10 8	4 5	9 6	...	König	4 59	9 34	4 37	7 44	...
10	1 40		0 95		0 65		Zeilhardt	7 38	10 17	4 14	9 15	...	Mümling Grumbach	5 7	9 42	4 45	7 52	...
12	1 60		1 10		0 70		Reinheim	7 46	10 24	4 23	9 22	...	Höchst	5 15	9 49	4 52	7 59	...
15	2 0		1 35		0 85		Lengfeld	7 57	10 34	4 33	9 32	...	Wiebelsbach...arr	5 27	10 1	5 4	8 11	...
17½	2 25		1 50		1 0		Wiebelsbach...arr	8 4	10 40	4 39	9 38	...	,, (122)...dep	5 29	10 2	5 6	8 13	...
							,, (122)...dep	8 5	10 42	4 43	9 40	...	Lengfeld	5 38	10 9	5 13	8 20	...
21	2 75		1 85		1 20		Höchst	8 16	10 54	4 55	9 52	...	Reinheim	5 53	10 23	5 28	8 35	...
23½	3 0		2 0		1 30		Mümling Grumbach	8 23	11 0	5 0	9 58	...	Zeilhard	6 1	10 31	5 31	8 38	...
24½	3 30		2 20		1 40		König	8 32	11 8	5 7	10 6	...	Ober Ramstadt...	6 13	10 41	5 42	8 48	...
26	3 45		2 30		1 50		Zell	8 38	11 14	5 13	10 12	...	Nieder Ramstadt	6 20	10 47	5 49	8 54	...
29	3 80		2 50		1 60		Michelstadt	8 47	11 23	5 21	10 20	...	Rosenhöhe (126)	6 33	10 57	5 59	9 4	...
31	4 10		2 75		1 75		Erbach	8 54	11 30	5 29	10 28	...	Darmstadt .....arr	6 40	11 4	6 6	9 11	...

* Mann Boudoir Sleeping Cars by this Train.

DIEDENHOFEN, TREVES, EHRANG, COBLENZ (Moselle Line).

Stations.	1—3	1—3	1—3	1—3	3 & 3	1—3
(24)		a.m.	a.m.	p.m.		p.m.
Diedenhofen d	...	5 58	10 1	12 51	...	6 53
Cerck	...	6 22	10 26	1 17	...	7 21
Hunchringen	...	6 52	11 2	1 53	p.m.	7 54
Karthaus	...	7 22	11 34	2 25	5 7	8 23
Treves	...	7 34	11 47	2 38	5 20	9 23
Ehrang	arr	7 45	11 56			
	dep	7 43	11 57	2 45	5 38	9 32
Pallmohr	...	8 16	12 33		6 30	10 7
Cochem	a.m.	8 35	12 53	3 36	7 10	10 30
Cochem	6 19	9 8	1 46	4 11	8 14	...
Moselkern	6 46	...	2 6	4 31	8 47	...
Lubern	7 12	...	2 32	4 56	9 37	...
Coblenz	7 40	10 8	3 0	5 23	10 13	...

Stations.	1—3	1—3	1—3	1—3	1—3
(Stadt Bhf.)			a.m.	a.m.	p.m.
Coblenz ....dep	...	...	8 14	11 20	4 54
Cobern	...	...	8 43	...	5 19
Moselkern	...	a.m.	9 10	...	5 42
Cochem	...	5 10	9 37	12 28	6 5
Uerzig(Bernca'tel)	...	6 0	10 17	12 54	6 39
Bahnrohr	...	6 26	10 38	...	6 57
Ehrang ....arr	...	...	11 8	1 36	...
,, ...dep	a.m.	7 9	11 9	1 37	7 27
Treves	6 9	7 30	11 21	1 56	7 38
Karthaus	6 30	...	11 33	2 31	7 58
Winchringen	6 51	...	12 1	3 25	8 19
Sierck	7 23	...	12 27	3 49	8 51
Diedenhofen	7 49	...	12 51	4 31	9 13

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
FRANKFORT ....dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
WIESBADEN ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NIEDERLAHNSTEIN ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ems ,,	7 30	10 38	1 16	4 29	6 53	7 45	9 30	10 47	12 30	1 10	3 0	4 29	5 23	6 30	7 46	9 30	10 38	11 45	12 30
Niederlahnstein ....dep	7 57	10 47	1 26	4 39	7 3	7 55	9 40	10 57	12 40	1 20	3 10	4 39	5 33	6 40	7 56	9 40	10 48	11 55	12 40
Ehrenbreitstein ....arr	8 9	10 55	1 34	4 47	7 11	8 3	9 48	11 5	12 48	1 28	3 18	4 47	5 41	6 48	8 4	9 48	10 56	12 3	12 48
Ehrenbreitstein ....dep	...	10 57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coblence (Rhine) ....arr	8 12	10 58	1 37	4 50	7 15	8 6	9 51	11 8	12 51	1 31	3 21	4 50	5 44	6 51	8 7	9 51	10 59	12 6	12 51
Extra—Dortmund to Dortmund, 5.54 a.m.																			
Valendar ,,	8 21	...	1 46	4 59	7 24	8 15	10 0	11 17	1 0	1 40	3 30	4 59	5 53	7 0	8 16	10 0	11 8	12 15	1 0
Rondorf ,,	...	...	1 53	5 6	7 31	8 22	10 7	11 24	1 7	1 47	3 37	5 6	6 0	7 7	8 23	10 7	11 15	12 22	1 7
Rogers ,, (R. Bank)	8 40	11 15	2 12	5 25	7 50	8 41	10 26	11 43	1 26	2 6	3 56	5 25	6 19	7 26	8 42	10 26	11 34	12 41	1 26
Lausedorf ,,	...	...	2 52	6 51	8 50	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Honnebgen ,,	...	...	3 16	7 16	9 16	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ukel ,,	8 59	11 39	3 18	7 18	9 18	9 0	10 45	12 2	1 45	2 25	4 15	5 44	6 38	7 45	9 1	10 45	11 53	1 0	1 45
Linz ,,	...	...	3 30	7 30	9 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Honnigen ,,	9 11	11 51	3 51	7 51	9 51	9 12	10 57	12 14	1 57	2 37	4 27	5 56	6 50	7 57	9 13	10 57	12 5	1 12	1 57
Neuwied ,,	...	...	4 0	8 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Engers ,,	9 22	12 2	4 11	8 11	10 11	9 23	11 8	12 25	2 8	2 48	4 38	6 7	7 1	8 8	9 24	11 8	12 16	1 23	2 8
Bendorf ,,	...	...	4 17	8 17	10 17	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vallendar ,,	9 34	12 14	4 23	8 23	10 23	9 35	11 20	12 37	2 20	3 0	4 50	6 19	7 13	8 20	9 36	11 20	12 28	1 35	2 20
Ehrenbreitstein 129 ar	9 54	12 34	4 43	8 43	10 43	9 55	11 40	12 57	2 40	3 20	5 10	6 39	7 33	8 40	9 56	11 40	12 48	1 55	2 40
Ehrenbreitstein ....dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coblence (Rhine) ....arr	9 58	12 38	4 47	8 47	10 47	9 59	11 44	1 1	2 44	3 24	5 14	6 43	7 37	8 44	10 0	11 44	12 52	1 59	2 44
Niederlahnstein ....(124)	10 13	12 53	5 2	9 2	11 2	10 14	11 59	1 16	2 59	3 39	5 29	6 58	7 52	8 59	10 15	11 59	1 7	2 14	2 59
Ems ,,	10 41	11 55	...	9 30	11 30	10 42	12 27	1 44	3 27	4 7	5 57	7 26	8 20	9 27	10 43	12 27	1 35	2 42	3 27
NIEDERLAHNSTEIN dep	8 30	11 27	...	9 0	11 0	10 11	11 55	1 12	2 55	3 35	5 25	6 54	7 48	8 55	10 11	11 55	1 3	2 10	2 55
WIESBADEN ,,	11 13	2 26	...	11 43	1 43	11 55	2 39	4 56	6 39	7 19	9 9	10 38	11 32	12 39	1 55	3 39	4 47	5 54	6 39
FRANKFORT ,,	12 0	3 33	...	12 30	2 30	12 39	3 23	5 39	7 19	8 0	9 50	11 19	12 13	1 20	2 36	4 20	5 28	6 35	7 19

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
Rheydt (640) ....dep	6 32	9 20	12 54	5 34	8 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...
M.-Gladbach (Bockel) ,,	6 44	9 31	1 C	5 46	8 32	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Crefeld ....dep	6 35	9 35	12 48	5 36	8 26	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Schlebusch ,,	6 56	9 43	1 16	5 56	8 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Leverkusen ,,	7 2	9 51	1 24	6 4	8 53	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neuss (631) ....arr	7 21	10 6	1 41	6 21	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
COLOGNE ,,	7 44	10 17	2 21	7 34	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
COLOGNE ....dep	6 10	8 25	1 40	5 20	8 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neuss ,,	6 40	8 55	2 10	5 50	8 43	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Schlebahn ,,	7 41	10 36	3 36	6 53	9 43	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neresen-Nouwerk ,,	7 49	10 40	3 40	6 56	9 51	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Viersen ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
M.-Gladbach (Bockel) ....arr	8 0	10 57	3 57	7 16	10 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rheydt ,,	8 10	11 7	4 7	7 26	10 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
COLOGNE ....dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neuss ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Schlebahn ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neresen-Nouwerk ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Viersen ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
M.-Gladbach (Bockel) ....arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rheydt ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

RHEYDT and NEUSS.

TREVES, SAARBRUCKEN, FORBACH, MUNSTER, and METZ.

				1—4	1—3	1—3	1—2	1—3	1 & 3	1—3			
					a.m.	a.m.	a.m.	a.m.	p.m.	noon			
Cologne ..... dep.	...	...	...	...	...	6 0	9 8	9 8	...	12 0			
Ehrang ..... arr	...	...	...	...	7 2	11 9	1 37	1 37	4 21	8 57			
Treves (120) ..... dep	...	...	...	...	7 30	11 21	2 12	1 48	4 38	9 3			
Ehrang (Saar) ..... arr	...	...	...	...	7 39	11 30	2 21	1 56	4 53	...			
Metz ..... dep	...	...	...	...	...	...	...	...	...	...			
Luxemburg ..... ,,	...	...	...	...	6 15	10 9	1 18	...	3 19	8 5			
Brussels ..... ,,	...	...	...	...	...	...	...	...	...	...			
Karthaus ..... dep	...	...	...	...	7 42	11 37	2 24	...	5 8	9 14			
Beurig-Saarburg	...	2 & 3	...	a.m.	8 6	12 0	2 49	1—3	5 42	9 37			
Merzig	...	a.m.	...	5 0	8 42	12 36	3 24	p.m.	6 42	10 11			
Saarlouis	...	10 19	...	5 31	9 10	1 3	3 50	6 14	7 16	10 37			
Saarbrücken (79) ..	...	11 20	...	6 19	9 50	1 45	4 30	7 9	8 0	11 17			
For Metz ..... dep.	...	...	1 & 2	...	...	...	...	...	...	2 & 3			
For The Pfalz ,,	3 Cl.	1—3	a.m.	...	...	...	...	1—3	1—3	p.m.			
Forbach (19) ..dep	a.m.	a.m.	6 28	7 55	10 58	1—9	3 57	p.m.	7 57	10 16			
Saarbrücken ...dep.	4 0	6 0	6 43	8 15	11 25	1 55	4 37	4 53	8 18	10 35			
Salzbach	...	6 16	...	8 31	11 41	2 14	...	5 13	8 37	10 51			
Friedrichsthal	...	6 24	...	8 39	11 49	2 24	...	5 23	8 47	10 57			
Neunkirchen 138 a	4 52	6 38	7 7	8 53	12 3	2 41	5 1	5 40	9 4	11 13			
Ludwigshafen arr	10 45	...	9 41	...	6 6	2 & 3	10 22	10 22	...	...			
Neunkirchen ...dep	5 3	...	7 9	...	12 7	2 48	5 4	6 5	9 36	...			
Ottweiler	5 17	...	7 17	...	12 17	3 3	5 13	6 24	9 50	...			
St. Wendel	5 47	...	7 28	...	12 32	3 23	5 27	6 53	10 10	...			
Türkismühle	6 22	...	...	...	12 54	...	5 48	7 26	...	...			
Sierkenfeld	6 35	...	7 52	...	...	...	5 57	7 38	...	10 50			
Heimbach	6 45	...	...	...	1 12	...	6 5	8 15	...	10 80			
Kronweiler	6 57	...	...	...	1 22	...	6 15	8 36	...	11 50			
Oberstein	7 15	2 & 3	8 14	...	1 35	...	6 28	8 58	...	...			
Fischbach	7 31	a.m.	...	...	1 46	...	6 39	9 16	...	12 30			
Kirn	7 55	5 27	8 31	...	1 58	...	6 50	9 32	...	17 90			
Monzingen	8 19	5 55	...	...	2 17	...	7 7	...	...	...			
Sobernheim	8 29	6 9	...	...	2 24	...	7 14	...	...	...			
Stauderheim	6 57	6 22	8 51	2 & 3	2 30	...	7 20	9 & 3	2 & 3	...			
Waldböckelheim	9 5	6 34	...	a.m.	2 37	...	7 28	p.m.	p.m.	...			
Münster-a-S. (378)	9 31	7 2	9 10	11 6	2 57	2 & 3	7 45	5 54	8 21	2 & 3			
Alsace R'y arr. from						p.m.				a.m.			
Creuznach (Town)	9 49	7 39	9 18	11 21	3 8	4 27	7 56	6 9	8 36	5 12			
Langenlonsheim		7 49	...	11 36	3 18	4 41	8 4	6 22	8 50	5 56			
Bingerbrück 129	10 19	8 5	9 34	11 53	3 28	4 57	8 14	6 37	9 6	6 18			
Cologne ..... arr	...	1 10	1 10	5 25	7 10	9 30	...	10 0	5 15	11 22			
Mayence ..... ,,	12 52	10 25	10 25	12 52	4 27	...	9 1	8 32	5 34	7 35			
Frankfort (Hess.) ..	1 45	11 36	11 36	1 45	5 24	...	10 9	10 9	7 16	8 31			
Berlin via Bebra ,,	...	12 13	12 13	...	7 45	...	10 30	10 30	...	...			

BINGERBRUCK—K. Saarbrücken und Rhein-Nahe Eisenbahn.

Berlin via Bebra	...	...	...	8 55	8 0	...	10 0	...	11 0
Frankfort (Hess.)	5 25	2 45	10 20	8 5	...	10 5	1 50	5 0	...
Mayence	6 30	4 0	11 23	8 51	...	11 14	2 55	6 0	...
Cologne (Rhenische)	...	12 0	7 12	2 6	8	9 0	12 0	12 0	2 45
Stations.	2 & 3	1, 2, 3	2 & 3	1 & 2		1, 2, 3	2 & 3	1, 2, 3	1, 2, 3
For Alsace R'y d	a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p. m.	p.m.
Bingerbrück d	7 29	5 7	4 17	9 34	...	12 54	3 49	6 48	7 22
Langenlonsheim	7 46	5 22	4 33	...	...	1 5	4 6	...	7 39
Creuznach ...	7 59	5 35	4 49	9 50	...	1 17	4 19	7 7	7 54
For Alsace R'y d									
Münster (378) ..	8 12	5 48	5 4	10 0	...	1 27	...	7 17	8 7
Waldböckelheim			5 36	...	...	1 42	...	7 28	...
Stauderheim	...	...	5 36	10 17	...	1 49	...	7 35	...
Sobernheim	...	...	5 45	...	...	1 55	...	7 41	...
Monzingen	...	...	5 55	...	...	2 5	...	...	...
Kirn	...	...	6 24	10 36	...	2 18	...	...	...
Fischbach	...	...	6 40	...	...	2 30	...	8 9	...
Oberstein	...	...	7 10	10 56	...	2 45	...	8 25	...
Kronweiler	...	...	7 26	...	...	2 56	...	...	...
Heimbach	...	...	7 39	...	...	3 4	...	8 41	...
Birkenfeld	1—4	1—4	7 52	11 15	2 - 4	3 12	...	8 49	...
Türkismühle	a.m.	a.m.	8 7	...	p.m.	3 22	...	8 58	...
St. Wendel	4 15	6 5	8 35	11 38	12 32	3 42	...	9 17	...
Ottweiler	4 32	6 21	8 50	11 48	12 55	3 54	...	9 28	...
Neunkirchen	4 42	6 30	9 1	11 55	1 13	4 2	2 & 3	9 35	1—3
Ludwigsh. dep			6 20	8 44	1—3	...	p.m.	5 35	p.m
Neunkirchen	4 47	6 57	9 13	11 58	1 33	4 5	5 16	9 39	6 17
Friedrichsthal ...	5 3	7 14	9 30	...	1 43	4 21	...	...	6 33
Salzbach	5 10	7 22	9 36	...	1 56	4 28	...	...	6 40
Saarbrücken (79)	5 34	7 37	9 50	12 22	2 13	4 43	6 10	10 3	6 54
Saarbrücken'a	6 0	...	10 0	12 28	...	4 54	...	10 9	7 15
Forbach 79 arr.	6 13	...	10 14	12 38	...	5 6	...	10 80	7 38
Metz ..... arr	8 5	2 & 3	12 20	1 51		6 58	...	9 28	p.m.
Saarbrucbdep	5 27	8 0	11 49	12 25	2 35	4 50	...	7 3	10 25
Saarlouis	6 2	8 55	12 46	1 49	3 19	5 45	...	7 43	11 21
Merzig	6 34	9 38	...	1 10	3 48	...	...	8 8	11 54
Beurig-Saarburg ..	6 57	10 34	...	1 41	4 35	...	...	8 46	...
Karthaus ...ar	7 17	11 22	...	...	...	...	...	...	...
Brussels ...arr	...	...	...	...	...	...	...	...	...
Luxemb'g	9 14	...	...	...	...	...	...	...	...
Metz	...	...	...	...	...	...	...	...	...
Karthaus dep	7 22	11 34	...	2 1	5 7	...	...	9 12	...
Treves (120) ar	7 30	11 43	...	2 10	5 16	...	...	9 21	...
Ehrang ...arr	7 42	11 56	...	2 47	4 2	...	...	...	...
Cologne ...arr	1 10	7 10	...	...	10 0	...	...	...	...

MARTHAUS and WASSERBILLIG.

Dist.	All 1,2,3 Class.	a.m.	a.m.	p.m.	p.m.	p.m.
...	Marthaus (125) .....dep	5 9	7 43	2 3	5 8	9 18
...	Irel ..... ,,	...	7 50	...	5 18	9 25
4½	Wasserbillig ..... arr	5 19	7 56	2 12	5 27	9 30
		a.m.	a.m.	p.m.	p.m.	p.m.
...	Wasserbillig .....dep	7 6	11 2	2 12	4 43	8 58
...	Irel ..... ,,	7 12	11 8	...	4 53	9 4
4½	Marthaus ..... arr	7 15	11 14	2 27	5 0	9 10

SAARGEMUND and SAARBRUCKEN.

Stations.	1—4	1—4	1—3	1—3	1—3	1—3
Strassburg dep	...	5 53	...	1 10	4 60	...
Hagenau ,,	...	...	...	...	...	...
(76)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Saargemund dp	7 10	10 9	12 40	3 56	6 1	9 10
Hanweiler	7 15	10 14	12 45	4 0	6 7	9 15
Klein Blittersdorf ...	7 27	10 26	12 57	4 10	6 19	9 27
Saarbrückenarr	7 53	10 52	1 23	4 33	6 45	9 53

Stations.	1—4	1,2,3	1—3	1—3	1,2,3	1—3
(79, 125)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Saarbrückendp	6 24	8 35	11 47	2 0	5 13	6 17
Klein Blittersdorf	6 51	9 2	12 14	2 27	5 40	8 44
Hanweiler, Hilchin.	...	9 13	12 25	2 38	5 51	8 55
Saargemündarr	7 5	9 18	12 30	2 43	5 56	9 0
Hagenau ,,	...	...	...	...	...	...
Strassburg ,,	12 25	...	5 55	...	11 20	...

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BINGEN, MAYENCE, WORMS, FRANKFORT, DARMSTADT, and ASCHAFFENBURG.—Hessische Ludwigsbahn.

...	...	...	COLOGNE dep	12	2	...	6	8	9	0	7	25	9	15	12	0	...	2	45	5	0	...
...	...	...	CREUZNACH	...		5	42	9	18	11	21	...		...	3	8	...	6	9	7	55	...
1 cl	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1 & 2	1	CL	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	...
mpf	mpf	mpf		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	...
Fro'	Bin	gen	Bingen 125 d	4 24	6 31	9 48	12 19	12 33	2	9	3 54	4 53	7 30	8 29	...	...	...	...
0	50	0	30 40 Gaulsheim	...	6 38	...	...	12 40	2	16	...	5	0	7 37	...	...	...	...
0	75	0	50 0 35 Gau-Algesheim	4 46	6 48	...	...	12 50	2	26	...	5	10	7 47	...	...	...	...
1	0	0	65 0 45 Ingelheim	4 54	6 56	10	3	...	12 57	2	33	...	5	17	7 54	...	...	...
1	40	0	95 0 60 Heidesheim.....	5 3	7 5	...	...	...	1 6	2	41	...	5	26	8 3	...	...	...
1	85	1	25 0 80 Budenheim	5 13	7 14	...	...	...	1 15	2	50	...	5	35	8 12	...	...	...
2	20	1	45 0 95 Mombach [127	5 22	7 23	...	...	...	1 23	2	58	...	5	43	8 20	...	...	...
2	50	1	65 1 10 Mayence arr	5 34	7 35	10	25	12	52	1	35	3	10	4 27	5	55	8	32	9	1	...	...

1 cl.	2 cl.	3 cl.		1,2,3	1 & 2	1,2,3	1,2,3	1	CL	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3
			[127	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
F M	aye	nce.	Mayence dep.	6 8	7 45	8 15	10	43	1	0	2	0	4 32	6 0	7 5	9 12	...	...
0	80	0	55 0 35 Bischof-heim...	6 20	...	8 28	10	51	...	...	2	13	...	...	7 17	9 24	...	...
1	15	0	75 0 50 Rüsselsheim ...	6 27	...	8 35	11	1	...	...	2	20	4	49	7 24	9 32	...	...
1	40	0	95 0 60 Raunheim	6 34	...	8 42	...	...	...	...	2	27	...	...	7 31	...	...	...
2	0	1	35 0 85 Kelsterbach ...	6 48	...	8 54	11	16	...	...	2	40	...	...	7 44	9 50	...	...
2	25	1	50 1 0	schwanheim ..	6 55	...	9	1	...	...	2	47	...	...	7 51	...	...	...
2	95	1	95 1 30	Frankfort ar	7 14	8 31	9	21	11	36	1	45	3	6	5	24	6	47	8	10	10	12	...

1 cl.	2 cl.	3 cl.		1,2,3	1,2,3	1,2,3	1 & 2	1,	3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2
			[127	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.
fr M	aye	nce.	Mayence dep.	6 17	9	0	11	12	1	7	1	20	3	20	6	15	8	45	9	45	...	...
0	50	0	35 0 25 Laubenheim ...	6 27	...	...	11	22	...	...	1	32	3	30	6	25	9	55	...	...	...	...
0	75	0	50 0 35 Bodenheim.....	6 34	9	12	11	29	...	...	1	41	3	37	6	32	9	2	...	...	...	...
1	0	0	65 0 45 Nackenheim ...	6 41	...	...	11	36	...	...	1	50	3	44	6	39	9	9	...	...	...	...
1	40	0	95 0 60 Nierstein.....	6 53	9	24	11	45	...	...	2	1	3	53	6	48	9	17	...	...	...	...
1	55	1	5 0 65 Oppenheim.....	6 56	9	10	11	51	1	28	2	11	3	59	6	54	9	23	10	8	...	...
2	20	1	45 0 95 Guntersblum ...	7 7	9	40	12	2	...	...	2	25	4	10	7	6	9	34	...	...	...	...
2	40	1	60 1 5	Alsheim	7 13	9	46	12	8	...	...	2	33	4	16	7	11	9	40	...	...	...
2	60	1	70 1 15	Mettenheim.....	7 19	...	...	12	14	...	...	2	41	4	22	7	17	...	...	...	...	...
2	90	1	95 2 15	Osthofen.....	7 29	9	56	12	22	1	48	2	51	4	32	7	26	9	51	10	28	...
3	60	2	40 1 55	Worms ...arr	7 49	10	6	12	34	1	58	3	5	4	42	7	38	10	3	10	38	...
...	...	...	...	(127) dep	7 44	10	8	12	37	2	0	...	...	4	45	7	43	10	5	10	42	...
5	40	3	60 2 30	LUDWIGSHAF.	8 24	10	43	1	16	2	27	...	...	5	25	8	22	10	40	11	19	...

1 cl.	2 cl.	3 cl.		1,2,3	1,2,3	1 & 2	1,2,3	1	2,3	1,2,3	1,2,3	1 & 2
			[127	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
fr M	aye	nce.	Mayence dep.	6 0	7 57	10	37	11	40	1 45	4 40	7 35	9 18	...	...	...
0	80	0	55 0 35 Bischofsheim ...	6 12	8 9	...	...	11	53	1 58	4 53	7 48	...	...	...	...
1	45	1	0 0 65 Nauheim	...	8 20	...	...	12	4	2 9	5	5	8	0	...	...	...	...
1	70	1	15 0 75 Gross-Gerau	6 26	8 28	...	...	12	11	2 15	5	12	8	7	9	41	...	...
2	25	1	50 1 0	Wolfterstadt ...	...	8 40	...	...	12	24	2 30	5	24	8	20	...	...	...
2	80	1	90 1 30	Darmstadt ar	6 45	8 50	11	15	12	35	2 40	5	35	8	41	9	59	...	...
...	...	...	...	[123, d	6 55	9	0	11	22	...	3	5	5	45	8	42	10	10	...	...
3	60	2	40 1 55	Mensel	...	9	38	...	...	...	3	25	6	2	8	53	...	...	...	...
4	25	2	85 1 95	Dieburg	7 17	9	50	...	...	...	3	35	6	16	9	5	10	33	...	...	...	...
4	60	3	5 1 95	Altheim	...	...	9	57	...	...	3	43	6	24	9	12	...	...	...	...	...	...
5	15	3	40 2 20	Babenh'sen [128	7 31	10	7	11	55	...	3	58	6	34	9	22	10	47	...	...	...	...
5	80	3	85 2 45	Stockstadt a. M.	...	10	14	...	...	...	4	8	6	47	9	34	...	...	...	...	...	...
6	25	4	15 2 70	Aschaffenb.	7 49	10	28	12	12	...	4	15	6	57	9	43	11	4	...	...	...	...

see page 128.

[128	1,2,3 a.m.	1,2,3 a.m.	1 & 2 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1 & 2 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	...
Frankfort dp	5 25	6 55	8	5 10	6	2	0	3 45	5	0	6 55	8 45	10 20	...
Schwanheim ...	...	7 14	...	...	10	25	...	3 4	...	...	7 14	...	...	...
Kelsterbach ...	...	7 20	...	...	10	31	...	3 10	...	...	7 20	...	10 40	...
Raunheim	...	7 30	...	...	10	40	...	3 20	...	...	7 30	...	...	...
Rüssel-heim ...	5 55	7 37	...	...	10	47	...	3 27	...	...	7 37	...	10 55	...
Bischofsheim...	6 2	7 44	...	...	10	54	...	3 34	...	...	7 44	...	...	...
Mayence arr	6 13	7 56	8	46	11	6	2	41	3	45	8	41	7	55	9	30	11	11	...

	1,2,3 a.m.	1,2,3 a.m.	1 & 2 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1 & 2 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	...
Mayence dep	6 30	8	5	8	51	11	14	1	55	3	55	4	0	6	0	8	4	11	25	...
Mombach	...	8	11	...	...	11	26	2	6	...	...	4	8	...	...	8	15	11	36	...
Budenheim	...	8	24	...	...	11	34	2	14	...	...	4	16	...	...	8	23	11	44	...
Heidesheim....	6 50	8	34	...	...	11	45	2	24	...	...	4	26	...	...	8	33	11	54	...
Ingelheim	6 56	8	43	...	...	11	56	2	33	...	...	4	35	6	20	8	42	12	3	...
Gau-Algesheim	7 4	8	50	...	...	12	4	2	40	...	...	4	42	...	...	8	48	12	11	...
Gaulsheim.....	...	8	58	...	...	12	19	2	48	...	...	4	50	...	...	8	55	...	...	...
Bingen 127 a	7 13	9	4	9	19	12	18	2	54	3	28	4	55	6	31	9	1	12	25	...
CREUZNACH	7 58	...	...	9	49	1	14	...	...	4	19	5	34	7	5	9	53	4	46	...
COLOGNE ...	11 22	...	...	1	10	5	25	...	...	7	10	9	30	10	0	...	...	5	15	...

LUDWIGSHAFN		4	80	5	27	8	17	10	50	1	47	4	28	4	36	6	40	...	...
	2 & 3 a.m.	1 & 2 a.m.	1,2,3 a.m.	1	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1 & 2 p.m.	1,2,3 p.m.	1,2,3 p.m.	...
Worms ...arr	...	4 57	6	7	8	37	11	28	2	26	4	55	5	16	7	20	...	...
,, (127) d	4 20	5	0	6	10	9	7	11	32	2	29	4	57	5	21	7	24	...	...
Osthofen	4 39	5	11	6	25	9	20	11	46	2	43	5	8	5	36	7	39	...	...
Mettenheim	4 49	...	...	6	33	...	...	11	53	2	51	...	...	5	44	7	47	...	...
Alsheim	5 0	...	...	6	40	9	31	11	59	2	57	...	...	5	51	7	54	...	...
Guntersblum....	5 30	...	...	6	47	9	37	12	5	3	3	...	...	5	58	8	1	...	...
Oppenheim.....	5 46	5	31	6	59	9	49	12	17	3	15	5	28	6	11	8	13	...	...
Nierste n.....	5 56	...	...	7	5	9	55	12	23	3	21	...	...	6	18	8	19	...	...
Nackenheim	6 8	...	...	7	14	10	3	12	31	3	30	...	...	6	27	8	28	...	...
Bodenheim.....	6 20	...	...	7	23	10	10	12	38	3	37	...	...	6	36	8	35	...	...
Laubenheim	6 29	...	...	7	31	10	17	12	45	3	45	...	...	6	44	8	43	...	...
Mayence arr	6 40	5	51	7	40	10	26	12	54	3	54	5	48	6	53	8	52	...	...

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1 & 2 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	...
Aschaffenb.	4 10	...	...	7	45	11	14	12	55	...	...	3	45	5	27	7	55	...	...
Stockstadt a. M.	...	...	...	7	56	11	24	...	...	...	...	...	...	5	37	8	6	...	...
Babenhausen ..	4 28	...	...	8	8	11	35	...	...	...	...	4	2	5	49	8	18	...	...
Altheim	...	...	...	8	19	11	45	...	...	...	...	...	...	5	59	8	29	...	...
Dieburg	4 43	...	...	8	28	11	53	...	...	...	...	4	16	6	7	8	38	...	...
Mensel	...	...	...	8	39	12	3	...	...	...	...	...	...	6	18	8	49	...	...
Darmstadt...	5 3	...	...	8	53	12	20	1	38	...	...	4	36	6	35	9	6	...	...
... (127) d	5 20	7	50	9	0	...	...	1	53	4	5	5	13	6	55	9	50	...	...
Wolfterstadt ...	...	...	...	9	11	...	...	...	...	4	16	...	...	7	6	10	1	...	...
Gross-Gerau	5 37	8	8	9	24	...	...	...	...	4	29	...	...	7	16	10	11	...	...
Naubeim	5 54	8	15	9	31	...	...	...	...	4	36	...	...	7	23	10	18	...	...
Bischofsheim...	5 54	8	27	9	43	...	...	...	...	4	49	...	...	7	34	10	31	...	...
Mayence arr	6 8	8	39	9	54	...	...	2	27	5	1	5	47	7	45	10	43	...	...

Messrs. Ludwig Lehmann's (Goldener Löwe) Omnibus Stations.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Worms (138) d	8 3	9 30	1 30	6 30	7 45	...	...
Rosengarten	8 19	9 50	1 37	6 50	7 57	...	...
Biblis	8 34	10 5	1 52	7 22	8 24	...	...
Gross-Rohrheim	8 41	10 12	1 59	7 29	8 31	...	...
Bürstadt	8 46	10 17	2 4	7 34	8 36	...	...
Lorsch	8 56	10 27	2 14	7 44	8 46	...	...
Bensheim	9 7	10 38	2 25	7 55	8 57	...	...
Auerbach	9 17	10 48	2 35	8 5	9 7	...	...
Zwingenberg	9 25	10 56	2 43	8 13	9 15	...	...
Alsbach	9 30	11 1	2 48	8 18	9 20	...	...
Jugenheim	9 36	11 7	2 54	8 24	9 26	...	...
Darmstadt (139) a	9 50	11 20	3 7	8 37	9 39	...	...

1 Cl. 2 Cl.

—	—	Worms (Bhnhf)	6 30	9 7	12 17	4 58	...
0 30	0 30	Rosengarten	6 48	9 25	12 35	5 15	...
1 20	0 55	Lampertheim	7 21	9 58	1 8	5 48	9 6
...	...	Mannheim arr	7 40	8 40	12 20	5 1	9 9

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Worms.....dep	11 50	6 42	9 5	12 42	2 29	5 30	8 4
Pfeddersheim	12 3	6 55	9 18	12 56	2 39	5 34	8 18
Monsheim (139)	12 12	...	7 2	9 45	1 28	5 45	8 30
Nieder-Flörsheim	...	...	7 13	9 36	1 15	5 32	8 38
Gundersheim	...	...	7 28	9 51	1 30	5 47	...
Eppelsheim	...	...	7 41	10 4	1 43	6 1	8 47
Alzey .....arr	...	...	7 43	10 39	1 46	6 24	...
.....dep	...	...	7 49	10 45	1 52	6 26	...
Albig	...	...	7 59	10 55	2 2	6 36	...
Framersheim	...	...	8 11	...	2 8	6 42	...
Wintersheim	...	...	8 15	11 2	2 14	6 48	...
Sprendlingen	...	...	8 15	11 12	2 20	6 54	...
Welgh Zotzenheim	...	...	8 21	11 18	2 26	7 0	...
Gans-Horrweiler	...	...	8 27	11 24	2 32	7 6	...
Bhdh Dromersheim	...	...	8 34	11 31	2 39	7 13	...
Bingen (120) ar	...	...	8 46	11 43	2 51	7 25	...

Extra—Monsheim to Worms, 8.45 a.m., 9.0 p.m.

	1, 2, 3
	a.m.
Kirchheim-boldn (139) d	9 7
Monsheim	9 17
Wahlheim	9 27
Alzey (139)	9 40
Kirchheim (122)	5 42
Alzey (139)	6 15
Nieder-Saulheim	6 21
Nieder Olm	6 32
Kl.-Winternh.	6 41
Gonsenheim	6 47
Mayence (126)	7 15

	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Kirchheim-boldn (139) d	9 7	2 26	6 28	...	...	...	...
Monsheim	9 17	2 36	6 38	...	...	...	...
Wahlheim	9 27	2 45	6 48	...	...	...	...
Alzey (139)	9 40	3 58	7 15	...	...	...	...
Kirchheim (122)	5 42	9 40	7 15	...	...	...	...
Alzey (139)	6 15	10 13	7 26	...	...	...	...
Nieder-Saulheim	6 21	10 15	3 28	7 54	...	...	...
Nieder Olm	6 32	10 24	3 39	7 43	...	...	...
Kl.-Winternh.	6 41	10 33	3 45	7 52	...	...	...
Gonsenheim	6 47	10 45	3 58	8 7	...	...	...
Mayence (126)	7 15	11 3	4 14	8 27	...	...	...

Ex.—Worms to Monsheim 8.5 a.m., 6.35 p.m.

	1 Cl.	2 Cl.	3 Cl.		1 Cl.	2 Cl.	3 Cl.		1 Cl.	2 Cl.	3 Cl.		1 Cl.	2 Cl.	3 Cl.
	m. pf.	m. pf.	m. pf.		m. pf.	m. pf.	m. pf.		m. pf.	m. pf.	m. pf.		m. pf.	m. pf.	m. pf.
Darmstadt dep	0 30	0 45	1 0	Darmstadt dep	0 30	0 45	1 0	Bingen (120) d	0 25	0 40	0 50	Mayence (126) d	0 30	0 45	1 0
Griesheim	0 43	0 58	1 13	Griesheim	0 43	0 58	1 13	Büdesheim-Drm.	0 40	0 55	1 5	Gonsenheim	0 36	0 51	1 11
Wolfskehlen	0 53	1 8	1 23	Wolfskehlen	0 53	1 8	1 23	Genaltgun-Horw	0 50	1 5	1 15	Kl.-Winternh.	0 45	0 58	1 18
Erfelden-Goddel.	0 58	1 13	1 28	Erfelden-Goddel.	0 58	1 13	1 28	Gaudeckheim	0 57	1 12	1 22	Nieder Olm	0 50	1 3	1 23
Crumstadt a./Eb.	1 5	1 20	1 35	Crumstadt a./Eb.	1 5	1 20	1 35	Wallertheim	1 10	1 25	1 35	Nieder-Saulheim	1 0	1 15	1 35
Biebesheim	1 20	1 35	1 50	Biebesheim	1 20	1 35	1 50	Albig	1 20	1 35	1 45	Alzey	1 20	1 35	1 50
Gross-Rohrheim	1 30	1 45	2 0	Gross-Rohrheim	1 30	1 45	2 0	Alzey (139) arr	1 30	1 45	2 0	Alzey (139) dep	1 30	1 45	2 0
Biblis	1 45	2 0	2 15	Biblis	1 45	2 0	2 15	a.m.	a.m.	a.m.	a.m.	Wahlheim	1 40	1 55	2 10
Rosengarten	2 0	2 15	2 30	Rosengarten	2 0	2 15	2 30	1 50	2 30	2 50	Eppelsheim	1 50	2 40	2 50	Monsheim
Worms (126)a	2 20	2 35	2 50	Worms (126)a	2 20	2 35	2 50	2 5	2 45	3 5	Gundersheim	2 5	2 55	3 5	Kirchheim-boldn
								2 18	2 58	3 18	Nieder-Flörsheim	2 18	3 8	3 18	
								2 30	3 10	3 30	Monsheim (139)	2 30	3 20	3 30	
								2 45	3 25	3 45	Pfeddersheim	2 45	3 35	3 45	
								4 0	3 40	4 0	Worms (126)a	3 0	3 50	4 0	
								4 20	4 0	4 20					
								4 35	4 15	4 35					
								4 50	4 30	4 50					
								5 15	4 45	5 15					

	1 Cl.	2 Cl.	3 Cl.
	a.m.	a.m.	p.m.
Mayence 126d	6 45	11 9	4 5
Gonsenheim	6 51	11 14	4 20
Kl.-Winternh.	7 0	11 24	4 30
Nieder Olm	7 15	11 41	4 45
Nieder-Saulheim	7 33	11 59	5 0
Alzey	7 44	12 8	5 17
Alzey (139)	8 0	12 24	5 33
Wahlheim	8 14	12 44	5 45
Monsheim 139	8 36	12 56	...
Kirchheimbol	8 46	1 6	...

	1 Cl.	2 Cl.	3 Cl.
	a.m.	a.m.	p.m.
Kirchheim-boldn (139) d	8 30	...	...
Monsheim	8 40	...	...
Wahlheim	8 50	...	...
Alzey (139)	9 5	...	...
Kirchheim (122)	5 0	...	...
Alzey (139)	5 30	...	...
Nieder-Saulheim	5 37	...	...
Nieder Olm	5 53	...	...
Kl.-Winternh.	6 3	...	...
Gonsenheim	6 12	...	...
Mayence (126)	6 40	...	...

	1 Cl.	2 Cl.	3 Cl.
	a.m.	a.m.	p.m.
Mayence 126d	6 45	11 9	4 5
Gonsenheim	6 51	11 14	4 20
Kl.-Winternh.	7 0	11 24	4 30
Nieder Olm	7 15	11 41	4 45
Nieder-Saulheim	7 33	11 59	5 0
Alzey	7 44	12 8	5 17
Alzey (139)	8 0	12 24	5 33
Wahlheim	8 14	12 44	5 45
Monsheim 139	8 36	12 56	...
Kirchheimbol	8 46	1 6	...

	1 Cl.	2 Cl.	3 Cl.
	a.m.	a.m.	p.m.
Kirchheim-boldn (139) d	8 30	...	...
Monsheim	8 40	...	...
Wahlheim	8 50	...	...
Alzey (139)	9 5	...	...
Kirchheim (122)	5 0	...	...
Alzey (139)	5 30	...	...
Nieder-Saulheim	5 37	...	...
Nieder Olm	5 53	...	...
Kl.-Winternh.	6 3	...	...
Gonsenheim	6 12	...	...
Mayence (126)	6 40	...	...

FRANKFORT, DARMSTADT, WORMS, and MANNHEIM.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 3, 3	1, 2, 3
m. pf.	m. pf.	m. pf.		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.
fr'm	Fr'fo	kf'rt	Frankfort.....dep	5 25	8 10	12 43	5 0	Mannheim (Neck.)dp	7 0	...	9 35	2 0	6 45
0 55	0 55	0 55	Niederrad	5 33	8 18	...	...	Lampertheim	7 20	...	9 56	2 20	7 5
fr'm	Sach'n	hen	Sachsenhausen....dep	5 28	8 13	12 48	5 5	Biblis .....arr	7 36	...	10 12	2 36	7 21
2 10	1 40	1 40	Dornberg	6 10	10 52	3 30	7 39	Worms (Bhf.) dep	6 3	6 36	9 32	1 20	6 50
2 20	1 50	1 50	Goddelau-Erfeldenarr	6 28	11 10	3 48	7 57	.....dep	7 37	7 36	10 13	2 37	7 27
...	...	...	Darmstadt .....dep	6 3	10 35	3 22	7 33	Goddelau-Erfeld.a	8 11	...	10 47	3 12	7 56
4 25	2 55	1 55	Goddelau.Erfelden d	6 29	11 11	3 49	7 58	Darmstadt arr	8 41	...	11 17	...	8 31
...	...	...	Biblis .....arr	6 38	10 14	3 54	8 32	Goddelau-Erfeld.d	8 12	...	10 48	3 13	7 57
...	...	...	Worms (Bhf.) .....arr	7 40	12 11	...	9 11	Dornburg	8 32	...	11 7	3 31	8 16
5 5	3 35	2 15	Lampertheim	7 21	11 52	4 41	8 53	Sachsenhausen arr	9 17	...	11 51	4 15	9 0
5 20	4 15	2 32	Mannheim (Neckar) arr	7 40	12 20	5 1	9 9	Frankfort .....arr	9 21	...	11 45	4 9	8 54

	1, 2, 3	1, 2, 3	1, 2, 3	1, 3, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Mannheim (Neck.)dp	7 0	...	9 35	2 0	6 45
Lampertheim	7 20	...	9 56	2 20	7 5
Biblis .....arr	7 36	...	10 12	2 36	7 21
Worms (Bhf.) dep	6 3	6 36	9 32	1 20	6 50
.....dep	7 37	7 36	10 13	2 37	7 27
Goddelau-Erfeld.a	8 11	...	10 47	3 12	7 56
Darmstadt arr	8 41	...	11 17	...	8 31
Goddelau-Erfeld.d	8 12	...	10 48	3 13	7 57
Dornburg	8 32	...	11 7	3 31	8 16
Sachsenhausen arr	9 17	...	11 51	4 15	9 0
Frankfort .....arr	9 21	...	11 45	4 9	8 54

FRANKFORT and ASCHAFFENBURG

1 Cl. m.pf	2 Cl. m.pf	3 Cl. m.pf	Stations. [126	1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1 & 2 a.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.					
...	...	...	Frankfort (West.) dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fr	rank	furt.	„ (Ostbahn) a	6 30	8 35	10 5	11 7	12 10	2 53	5 55	7 40	9 5	10 0	...	...	...	...	...
0 50	0 35	0 25	Mainkur	6 40	8 46	10 16	...	12 21	3 4	6 6	7 52	9 16	10 10	...	...	...	...	...
0 90	0 60	0 40	Hochstadt-Dörnigheim	6 49	8 55	10 25	...	12 30	3 13	6 15	8 2	9 25	...	...	...	...	...	...
1 15	0 75	0 50	Wilhelmsbad	...	9 2	...	...	12 37	3 20	6 22	...	...	...	...	...	...	...	...
1 30	0 85	0 55	Hanau (Westbhf.) arr	6 57	9 7	10 24	11 27	12 42	3 25	6 27	8 11	9 34	10 25	...	...	...	...	...
...	...	...	Hanau (Westbahn) d	6 59	9 10	10 37	11 29	12 44	3 28	6 30	8 15	9 36	10 27	...	...	...	...	...
1 45	1 0	0 65	(147) (Ostbahn)...arr	7 3	9 14	10 41	11 33	12 48	3 32	6 34	8 19	9 40	10 31	...	...	...	...	...
...	...	...	Hanau (Westbahn) dp	7 5	9 17	...	11 35	12 52	3 35	6 37	8 23	...	10 32	...	...	...	...	...
1 60	1 10	0 70	Gross Auheim	...	9 23	...	...	12 57	3 40	6 42	8 28	...	...	...	...	...	...	...
2 10	1 40	0 90	Kahl	...	9 32	...	...	1 7	3 50	6 52	8 39	...	...	...	...	...	...	...
2 40	1 60	1 5	Dettingen	7 23	9 40	...	...	1 15	3 58	7 0	8 48	...	10 49	...	...	...	...	...
2 80	1 90	1 20	Klein Ostheim	...	9 49	...	...	1 26	4 7	7 9	8 58	...	...	...	...	...	...	...
3 40	2 25	1 45	Aschaffenburg 196	7 38	9 59	...	12 4	1 34	4 17	7 19	9 6	...	11 5	...	...	...	...	...

HAUSACH and WOLFACH.

All 1,2,3 Class.	a.m.	a.m.	p.m.	p.m.				All 1,2,3 Class.	a.m.	a.m.	p.m.	p.m.		
Hausach (136) dep	7 36	11 16	4 36	8 10	...	...	...	Wolfach ......dep	7 10	10 30	3 10	7 30	...	...
Kirnbach .... „	7 45	11 25	4 45	8 19	...	...	...	Kirnbach .... „	7 16	16 36	3 16	7 36	...	...
Wolfach ....arr	7 50	11 30	4 50	8 24	...	...	...	Hausach ....arr	7 24	10 45	3 24	7 44	...	...

FRANKFORT, SODEN, WIESBADEN, OBERLAHNSTEIN, and LOLLAR.

Nassauische und Taunus Eisenbahn.

1 Cl. m.pf	2 Cl. m.pf	3 Cl. m.pf	Stations.	1–3	1–4	1 & 2	1,2,3	1,2,3	1–4	1 & 2	1–3	1–3	1 3	1–4	1,2,3	1–3	
					p.m.	p.m.				p.m.		a.m.		p.m.		a.m.	
...	...	...	Berlin (via Halle) d	...	...	8 0	...	...	...	...	...	...	...	11 0	...	8 45	...
...	...	...	Dresden „	...	8 25	7 40	...	...	...	...	...	...	...	4 35	...	6 15	...
...	...	...	Leipsic „	...	1 50	10 50	...	...	...	...	...	...	...	7 40	...	9 55	...
...	...	...	Vienna „	...	9 15	...	...	...	...	...	...	7 50	...	...	...	...	...
...	...	...	Munich „	...	7 10	...	...	...	...	...	...	...	...	6 50	...	...	...
...	...	...	Stuttgart „	...	12 58	...	...	...	...	4 45	...	7 33	...	12 12	...	...	...
...	...	...	Basel „	...	9 30	...	...	...	...	9 45	...	4 50	...	10 10	...	...	...
...	...	...	Carlsruhe „	...	2 15	...	...	...	...	7 0	...	10 50	...	2 35	...	...	...
					a.m.	a.m.	a.m.	a.m.	a.m.	p.m.		p.m.		p.m.	p.m.	p.m.	
F. F	rank	furt.	Frankfort 128,147 d	...	6 13	7 45	9 0	10 7	11 40	1 48	...	3 55	...	6 0	7 10	9 0	...
0 90	0 50	0 40	Höchst (129) ......arr	...	6 27	7 56	9 14	10 21	11 54	2 0	...	4 9	...	6 14	7 23	9 15	...
...	...	...	Höchst ......dep	...	6 41	...	9 19	...	12 0	2 5	...	...	...	6 44	...	9 21	...
1 30	0 90	0 60	Soden ......arr	...	6 52	...	9 30	...	12 13	2 16	...	...	...	6 55	...	9 32	...
...	...	...	Soden ......dep	...	...	7 21	...	9 50	...	12 44	...	...	...	6 56	...	8 21	...
...	...	...	Höchst ......arr	...	...	7 36	...	10 3	...	12 57	...	...	...	6 9	...	8 34	...
...	...	...	Höchst ......dep	...	6 30	7 57	9 16	10 23	11 57	2 2	...	4 12	...	6 17	7 25	9 18	...
1 20	0 80	0 60	Hattersheim	...	6 40	...	9 26	10 33	12 7	...	...	4 21	...	6 27	7 35	9 28	...
1 80	1 20	0 80	Flörsheim (Weilbad)	...	6 53	...	9 39	10 46	12 20	...	...	4 34	...	6 40	7 48	9 41	...
2 40	1 60	1 0	Hochheim	...	7 5	...	9 51	10 58	12 32	...	...	4 46	...	6 52	8 0	9 53	...
2 80	1 90	1 20	Castel ......arr	...	7 14	8 26	10 0	11 6	12 41	2 33	...	4 55	...	7 1	8 9	10 3	...
2 95	1 95	1 30	Mainz (Steamer) ...arr	...	7 26	8 36	10 12	11 27	12 54	2 43	p.m.	5 22	p.m.	7 14	8 19	10 14	...
...	...	...	„ (127) ...dep	...	7 12	8 11	9 50	10 59	12 30	2 20	2 48	4 47	6 4	6 53	7 56	9 55	...
...	...	...	Castel ......dep	...	7 24	8 33	10 2	11 9	12 43	2 36	3 0	5 2	6 13	7 3	8 11	10 6	...
3 10	2 10	1 30	Curve ......arr	...	7 31	8 40	10 9	11 16	12 50	...	3 7	5 9	6 20	7 10	8 18	10 13	...
3 20	2 10	1 40	Biebrich ......arr	...	7 41	8 50	10 19	11 26	...	...	3 17	5 19	6 30	7 20	8 28	10 23	...
...	...	...	„ ......dep	...	7 20	8 29	9 58	10 54	12 39	...	2 56	4 53	6 9	6 59	8 7	9 58	...
3 40	2 30	1 50	Wiesbaden ......arr	...	7 41	8 50	10 19	11 26	1 0	2 50	3 17	5 19	6 30	7 20	8 28	10 23	...
F. W	iesb	aden	Mosbach ......arr	...	7 30	8 38		11 24		2 51		5 8	...	...	8 26		...
m.pf	m.pf	m.pf	Wiesbaden ......dep	...	7 28	8 27	...	11 13	...	2 40	...	4 57	...	...	8 15	...	...
0 50	0 30	0 20	Mosbach	...	7 43	8 42	...	11 28	...	2 55	...	5 12	...	...	8 30	...	...
0 80	0 50	0 40	Schierstein	...	7 50	...	...	11 35	...	3 1	...	5 19	...	...	8 37	...	...
1 0	0 70	0 50	Niederwalluf	...	7 57	...	...	11 42	...	3 8	...	5 26	...	...	8 45	...	...
1 20	0 80	0 60	Eltville	...	8 4	8 55	...	11 49	...	3 14	...	5 32	...	...	8 52	...	...
1 60	1 10	0 70	Hattenheim	...	8 15	...	...	11 59	...	3 26	...	5 41	...	...	9 5	...	...
1 90	1 30	0 80	Oestrich Winkel	...	8 21	...	...	12 6	...	3 33	...	5 47	...	...	9 12	...	...
2 30	1 50	1 0	Geisenheim	...	8 28	...	...	12 14	...	3 42	...	5 54	...	...	9 21	...	...
2 50	1 70	1 10	Rüdesheim (129) arr	...	8 35	9 16	...	12 21	...	3 49	...	6 0	...	...	9 29	...	...
4 10	3 10	...	Creuznach ......arr	...	9 49	...	...	1 14	...	5 34	...	7 5	...	...	...	...	...
14 30	10 60	7 0	Saarbruck „	...	12 22	...	...	4 42	...	...	...	10 3	...	...	...	...	...
21 90	15 90	...	Metz „	...	1 51	...	...	6 58	...	...	...	11 38	...	...	...	...	...
64 30	47 30	...	Paris „	...	9 54	...	...	4 30	...	...	...	9 45	...	...	...	...	...
...	...	...	Creuznach ......dep	...	7 30	...	...	11 21	...	3 8	...	...	...	...	...	...	...
...	...	...	Rüdesheim ......dep	...	8 40	9 18	...	12 26	...	3 54	...	6 3	...	...	...	...	...
2 90	2 0	1 30	Assmannshausen	...	8 49	...	...	12 35	...	4 3	...	6 11	...	...	...	...	...
3 50	2 30	1 50	Lorch	...	9 0	9 36	...	12 46	...	4 14	...	6 22	...	...	...	...	...
4 0	2 70	1 70	Caub	...	9 10	...	...	12 56	...	4 24	...	6 31	...	...	...	...	...
4 80	3 20	2 10	St. Goarshausen	...	9 25	9 59	...	1 13	...	4 41	...	6 47	...	...	...	...	...
5 30	3 90	2 [illegible]	Camp	...	9 45	...	...	1 29	...	5 1	...	7 3	...	...	...	...	...
6 60	4 50	2 90	Braubach	a.m.	10 5	p.m.	p.m.	1 46	...	5 21	...	7 19	a.m.	...	...	a.m.	...
7 10	4 70	3 0	Oberlahnstein ...arr	7 42	10 14	10 36	3 12	1 56	...	5 30	...	7 27	4 37	...	...	[illegible]	...
7 30	[illegible]	3 10	Niederlahnstein (124)...	7 48	10 17	10 39	3 17	1 54	...	5 33	...	7 30	4 42	...	...	6 7	...

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ASCHAFFENBURG and FRANKFORT.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3
[191	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Aschaffenburg ...dep	4 21			7 56	11 5	17 58				3 38	4 56	7 21	9 27
Klein Ostheim	4 28			8 3	11 16						5 9		9 37
Dettingen.....	4 48			8 18	11 35						5 18	7 36	9 45
Kahl	4 58			8 23	11 33						5 28	7 44	9 53
Gross Auheim	5 0			8 31	11 41						5 34		10 0
Hanau (Westb.) ....arr	5 7			8 35	11 45	1 17		4 2			5 38	7 53	10 4
HANAU (Ostbahn) dep		7 0	9 38	11 56	1 19			4 4			5 41	7 56	10 8
(143) „ (Westbahn) arr	a.m.	7 4	8 42	11 54	1 23			4 8			5 45	8 0	10 12
Hanau (Westb.) ...dep	5 11	7 8	8 45	11 56	1 25	3 15	4 10				5 48	8 2	10 15
Wilhelmsbad		7 12	8 51			3 21					5 54	8 8	
Bockenheim-Dörnigheim	5 24	7 19	8 58	12 6		3 28					6 1	8 11	10 25
Mainkur	5 24	7 28	9 7	12 15		3 37		4 34			6 10	8 18	10 34
Frankfort (Ostbahn)	5 43	7 36	9 15	12 23	1 43	3 45		4 31			6 18	8 25	10 42
„ 126 (Westbahn)													

SINGERBRÜCK and RÜDESHEIM.—(across the Rhine.)

Stations.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Singerbrück (125) dep	6 28	8 15	9 42	10 32	12 3	12 50	3 36	4 52	6 46	...	...
Rüdesheim (129) ...arr	6 46	8 31	9 54	10 49	12 15	1 5	3 48	5 11	7 0	...	...
Rüdesheim .....dep	6 58	9 6	10 9	11 37	12 35	3 12	4 23	6 4	7 53	...	...
Singerbrück..... arr	7 16	9 24	10 27	11 47	12 46	3 23	4 43	6 22	8 11	...	...

DIEZ and ZOLLHAUS.

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Diez (190)dep	6 36	10 9	2 14	6 36
Dahlen	6 46	10 19	2 24	6 46
Oberneisen	6 53	10 26	2 31	6 53
Pfeil	7 19	10 37	2 44	7 18
Zollhaus arr.	7 40	10 43	2 49	7 33
Zollhaus dep	7 9	12 16	5 30	8 20
Hahnstätten ...	7 14	12 20	5 40	8 25
Oberneisen ...	7 19	12 30	5 50	8 33
Pfeil	7 34	12 36	5 56	8 39
Diez.....arr	7 59	12 43	6 3	8 44

HADAMAR and LIMBURG and Vice Versa.

1 cl. 2 cl. 3 cl. Stations.	1—4	1—4	1—4	1—4
m.p.f m.p.f m.p.f	a.m.	a.m.	p.m.	p.m.
Hadamar.....dep	5 55	8 37	12 31	5 30
Elz.....	6 2	8 55	12 41	5 38
Mensfelden	6 7	8 44	12 50	5 47
Limburg (129) ar	6 16	8 51	1 0	5 56
Limburg (130)dep	7 45	10 4	2 10	6 54
Staffel	7 55	10 19	2 25	7 8
Elz.....	8 0	10 25	2 31	7 13
Hadamar ..... arr	8 7	10 32	2 38	7 21

LIMBURG and HOCHST.

Stations.	1,2,3	1—4	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Limburg (129) ...dep	8 0	9 55	2 45	6 33
Camberg	8 37	10 34	3 24	7 14
Idstein	8 59	10 53	3 46	7 36
Höchst (131) .....arr	9 50	11 45	4 45	8 33
Höchst (128) .....dep	6 30	10 41	2 13	6 25
Idstein	7 46	11 56	3 25	7 35
Camberg	8 3	12 7	3 42	7 53
Limburg (130)...arr	8 33	12 36	4 14	8 24

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GIESSEN and FULDA.—Oberhessische Eisenbahnen.

E.M. Dist.	1 Cl. m. f	2 Cl. m.pf	3 Cl. m.pf	Stations.	1,2,3	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
...	...	...	...	**Giessen (117)** dp	...	7 30	11 52	5 0	7 35
5¾	0 80	0 60	0 40	Gross-Buseck	...	7 50	12 8	5 25	7 50
8¾	1 15	0 85	0 60	Reiskirchen	...	8 0	12 15	5 35	...
14¼	1 95	1 45	1 0	**Grünberg**.........	...	8 20	12 30	6 9	8 13
20½	2 65	2 0	1 35	Nieder-Ohmen......	...	8 40	12 46	6 34	...
23½	3 15	2 35	1 60	Burggemünden ...	...	8 50	12 55	6 50	8 35
26½	3 45	2 60	1 75	Ehringshausen ...	...	9 0	1 4	7 5	...
32½	4 25	3 20	2 15	Zell-Romrod	...	9 22	1 20	7 36	8 55
37¾	4 90	3 70	2 45	**Alzfeld** ....arr	a.m.	9 35	1 30	7 53	9 8
...	...	...	...	,, ...dep	6 25	9 40	1 33	...	9 11
41½	5 45	4 10	2 75	Renzendorf	6 40	9 54	1 44	...	9 20
45	5 85	4 40	2 95	Wallenrod............	6 50	10 6	...	...	9 30
49½	6 40	4 80	3 20	**Lauterbach** ...	7 14	10 22	2 3	...	9 44
53½	7 0	5 25	3 50	Bad Salzschlirf ...	7 30	10 36	2 15	...	9 55
58	7 45	5 60	3 75	Grossenlüder	7 45	10 51	2 25	...	10 5
66	8 60	6 45	4 30	**Fulda (147)** arr	8 15	11 17	2 45	...	10 25

E.M. Dist.	Stations	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
...	**Fulda (147)**...dep	5 9	9 45	1 45	6 35
...	Grossenlüder.........	5 30	10 17	2 5	6 56
...	Bad Salzschlirf ...	5 40	10 38	2 17	7 8
...	**Lauterbach**......	5 54	11 3	2 29	7 21
...	Wallenrod	6 5	11 18	2 38	7 33
...	Renzendorf	6 14	11 33	2 47	7 42
...	**Alzfeld** ....arr	6 24	11 48	2 56	7 52
...	,, ...dep	6 28	12 0	2 59	7 58
...	Zell-Romrod.........	6 40	12 21	3 11	8 12
...	Ehringshausen......	6 55	12 43	...	8 27
...	Burggemünden ...	7 5	1 0	3 30	8 38
...	Nieder-Ohmen......	7 10	1 15	...	8 51
...	**Grünberg**	7 33	1 50	3 53	9 14
...	Reiskirchen	7 45	2 10	...	9 32
...	Gross-Buseck	7 55	2 25	4 11	9 41
...	**Giessen (131)** ar	8 10	2 47	4 25	10 0

LOLLAR, OBERLAHNSTEIN, WIESBADEN, SODEN, and FRANKFORT.

1 Cl.	2 Cl.	3 Cl.	Stations.					1—4	1—3		1—4		1—4		1—4	1—4	1—3	
m.pf	m.pf	m.pf						p.m.	p.m.						p.m.	a.m.	p.m.	
...	...	...	BERLIN ....dep	...	...	...	...	1 0	10 0	...	...	...	...	...	11 0	8 45	11 0	...
...	...	...	DRESDEN .... ,,	...	...	...	...	...	7 40	...	...	...	...	...	...	...	4 35	...
...	...	...	LEIPZIG .... ,,	...	...	...	...	...	10 50	...	...	...	...	...	...	...	7 40	...
...	...	...	HANOVER .... ,,	...	...	...	...	4 27	1 48	...	a.m.	...	...	...	...	12 10	5 42	...
...	...	...	CASSEL .... ,,	...	...	...	...	10 30	5 35	...	8 0	...	...	...	1 0	4 19	1 0	...
...	...	...	FRANKFURT...... ,,	...	...	...	...	...	6 21	...	...	...	...	...	...	...	2 30	...
...	...	...	GIESSEN ....arr.	...	...	...	¶1—4	2 30	8 10	...	...	...	...	...	...	6 58	4 26	...
							a.m.	a.m.	a.m.		p.m.		noon		p.m.	p.m.	p.m.	
Fro'	Loll	ar.	**Lollar**......(147)...dep	...	...	...	6 1	...	...	...	12 11	...	...	...	5 36	...	...	...
...	...	...	nzenbach .... ,,	...	...	...	6 46	...	...	...	12 56	...	...	...	6 18	...	...	...
...	...	...	**Wetzlar** ....arr	...	...	...	7 18	...	...	...	1 28	...	...	...	6 50	...	...	...
...	...	...	GIESSEN ....dep	...	...	...		6 41	8 18	...		...	12 0	...		7 6	4 43	...
...	...	...	WETZLAR ....arr	...	...	...	...	6 57	8 40	...	...	...	12 18	...	...	7 21	5 2	...
Fro'	Wet	zlar	**Wetzlar (117)** ...dep	...	...	...	...	7 30	8 44	...	...	...	12 25	...	...	7 26	5 7	...
0 30	0 40	0 30	Albshausen	...	...	...	...	7 40	...	...	...	...	12 36	...	...	7 35	...	...
0 90	0 60	0 40	Braunfels......................	...	...	...	...	7 50	...	...	...	...	12 45	...	...	7 44	5 22	...
1 20	0 80	0 60	Stockhausen	...	...	...	...	7 57	...	...	...	...	12 52	...	...	7 52	...	...
1 70	1 20	0 80	Löhnberg	...	...	...	...	8 8	...	...	...	...	1 2	...	...	8 2	...	...
2 0	1 30	0 90	Weilburg......................	...	...	...	...	8 14	9 13	...	...	...	1 8	...	...	8 7	5 37	...
2 90	2 0	1 30	Aumenau......................	...	...	...	...	8 31	...	...	...	...	1 24	...	...	8 24	5 53	...
3 40	2 30	1 50	Villmar	...	...	...	...	8 46	...	...	...	...	1 35	...	...	8 34	6 3	...
3 60	2 40	1 60	Runkel...........................	...	...	...	1—4	8 51	9 41	...	...	1—4	1 42	...	...	8 40	6 9	...
4 30	2 90	1 90	**Limberg** ....arr.	...	...	...	a.m.	9 5	9 51	...	...	p.m.	1 54	...	...	8 55	6 19	...
...	...	...	,, **(129)**............dep.	...	...	...	6 23	9 9	9 53	...	...	7 39	1 57	...	...	8 55	6 21	...
4 50	3 0	2 0	Diez **(129)**.....................	...	...	...	6 31	9 17	10 0	...	...	7 53	2 5	...	...	9 0	6 27	...
4 85	3 20	2 10	Fachingen	...	...	...	6 38	...	...	...	...	8 4	2 11	...	...	...	...	...
5 0	3 30	2 20	Balduinstein [Schb]......	...	...	...	6 46	9 27	...	...	...	8 12	2 19	...	...	...	6 37	...
5 50	3 70	2 40	Laurenburg..................	...	...	...	6 57	9 37	...	...	...	8 36	2 30	...	...	...	6 47	...
6 40	4 20	2 70	Nassau	...	...	...	7 17	9 57	10 29	...	...	8 57	2 48	...	...	9 33	7 4	...
7 0	4 70	3 0	Ems	...	...	...	7 33	10 9	10 41	...	...		3 3	...	...	9 45	7 17	...
8 0	5 30	3 40	**Niederlahnstein** arr	...	...	...	7 53	10 29	11 1	...	...	...	3 23	...	...	10 2	7 37	...
9 20	6 20	4 0	**Coblenz** ....arr	...	...	...	8 5	10 41	11 13	...	...	...	3 40	...	...	10 11	7 53	...
...	...	...	COLOGNE .... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	10 0	...
...	...	...	DEUTZ.............. arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	ROTTERDAM ...dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	DUSSELDORF ... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	DEUTZ .... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	LONDON ....dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	BRUSSELS.......... ,,	...	...	...	...	...	...	...	...	...	6 15	...	...	...	...	...
...	...	...	PARIS................ ,,	...	...	...	...	...	7 50	...	...	...	9 45	1 & 2	...	...	1—3	...
...	...	...	COLOGNE .... ,,	...	...	a.m.	...	a.m.		...	p.m.	...	...	p.m.	p.m.	...	p.m.	...
Fro'	Cobl	enz.	**Coblenz** .... ,,	...	...	6 0	8 15	10 12	11 12	...	10 31	...	3 10	5 27	7 17	...	5 52	...
0 50	0 30	0 20	**Niederlahnstein** ,,	...	...	6 57	8 30	10 32	11 27	...	10 43	...	3 30	5 39	7 52	...	6 7	...
0 60	0 40	0 30	**Oberlahnstein**...dep	...	...	7 7	8 34	10 37	11 31	...	10 47	...	3 34	5 43	7 57	...	6 11	...
0 90	0 60	0 40	Braubach	...	...		8 43		11 39	...		...	3 43	...		...	6 20	...
1 90	1 30	0 80	Camp	...	...	...	8 59	...	11 59	...	...	...	4 5	...	...	...	6 42	...
2 80	1 90	1 20	St. Goarshausen............	...	...	...	9 15	...	12 19	...	...	...	4 26	6 22	...	...	7 3	...
3 60	2 40	1 60	Caub	...	...	...	9 29	...	12 36	...	...	...	4 43	...	...	...	7 18	...
4 20	2 80	1 80	Lorch.............................	...	...	...	9 40	...	12 48	...	...	...	4 55	6 47	...	...	7 29	...
4 80	3 20	2 10	Assmannshausen	...	...	...	9 50	...	12 59	...	...	...	5 7	...	...	...	7 40	...
5 20	3 40	2 20	**Rüdesheim** ....arr	...	...	...	9 58	...	1 8	...	...	...	5 15	7 4	...	...	7 48	...
...	...	...	CREUZNACH ......arr	...	...	...	1 14	...	4 19	...	...	...	7 5	9 53	...	...	9 53	...
...	...	...	PARIS................dep	...	...	...	7 50	...	...	...	...	...	9 15	...	...	...	...	...
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

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GIESSEN and GELNHAUSEN.

E.	2 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	m.pf	m.pf	m.pf	m.pf		a.m.	noon	p.m.
—	—	—	—	—	**Giessen (130)** dep	5 35	12 20	6 0
5	0 55	0 50	0 35		Garbenteich	5 50	12 35	6 15
11	1 35	1 15	0 80		Lich	6 4	12 48	6 29
13	1 50	1 35	0 90		Langsdorf	6 11	12 55	6 36
16	2 25	1 75	1 20		**Hungen**	6 20	1 10	6 46
19	2 90	2 20	1 45		Ober Widdersheim	6 33	1 25	6 58
27	3 90	2 90	1 45		**Nidda** arr	6 44	1 40	7 12
					,, (Bad) dep	6 46	1 50	7 13
33	3 90	2 50	1 65		Ranstadt	6 57	2 5	7 24
38	3 70	2 80	1 85		Stockheim	7 9	2 25	7 36
36	4 0	3 0	2 0		Bleichenbach	7 16	2 30	7 43
34	4 40	3 30	2 20		Büdingen	7 28	2 50	7 56
29	5 5	3 60	2 55		Mittelgründau	7 41	3 10	8 10
23	5 60	4 20	2 80		**Gelnhausen** 147	7 53	3 30	8 23
					From Gelnhausen			
					For BEBRA ...dep	9 44	4 17	8 49

	From BEBRA	a.m.	p.m.
	GELNHAUSEN arr	11 1	4 53
		a.m.	p.m.	p.m.
—	**Gelnhausen** ...dep	5 25	12 5	5 13
7	Mittelgründau	5 49	12 23	5 27
13	Büdingen	6 3	12 47	5 41
17	Bleichenbach	6 13	1 0	5 51
21	Stockheim	6 22	1 15	5 59
27	Ranstadt	6 32	1 26	6 9
33	**Nidda** (Bad Salz) a	6 43	1 38	6 22
	,, (hausen) dep	6 46	1 50	6 23
39	Ober Widdersheim	6 59	2 5	6 35
43	**Hungen**	7 12	2 40	6 48
46	Langsdorf	7 19	2 48	6 54
51	Lich	7 27	3 3	7 3
58	Garbenteich	7 42	3 22	7 17
63	**Giessen (140)** arr.	7 55	3 38	7 30

HEIDELBERG and SPEYER.

E. M.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist		a.m.	p.m.	p.m.
—	**Speyer** ..... dep	7 20	0 5	8 50
—	Afrashaim	7 33	0 18	9 3
—	Schwetzingen	7 56	0 46	9 28
—	**Heidelberg** ....(138) arr	8 30	1 10	9 57

	Stations.	a.m.	p.m.	p.m.
—	BASEL ..... dep	10 30	2 30	7 35
—	**Leopoldshöhe** ..... dep	11 3	3 30	7 50
—	Hünigen	11 14	3 35	7 57
—	St. Ludwig (76) ..... arr	11 22	3 43	8 5

ST. LUDWIG and LEOPOLDSHÖHE.

E. M.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist		a.m.	p.m.	p.m.
—	St. Ludwig (76) ..... dep	6 17	1 29	6 37
—	Hünigen	6 27	1 42	6 49
—	**Leopoldshöhe** 138 arr	6 36	1 53	7 0
—	BASEL ..... arr.	6 50	2 5	7 15

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MANNHEIM to HEIDELBERG, BASEL, & CONSTANCE.

K.M. Dis. From	1 Cl. m.pf	2 Cl. m.pf	3 Cl. m.pf	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	Ma	nnhe	im.			nght	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Mannheim (137) dep	...	12 1	11 30	2 40	4 40	8 0	10 0	12 5	1 0	3 0	4 45	7 20	11 10
5½	0 75	0 50	0 35	Friedrichsfeld	...	12 16	11 46	3 10	4 56	8 16	10 13	12 18	1 16	3 13	5 1	7 38	11 25
11½	1 85	1 5	0 65	**Heidelberg** (131-5) a	...	12 30	12 0	3 30	5 10	8 30	10 24	12 30	1 30	3 25	5 15	7 55	11 40
From	Hei	delb	erg.	" dep	...	1 0			5 15	8 50	10 32	12 50		3 35	5 25	8 5	11 50
8½	1 15	0 75	0 50	Wiesloch	...	1 27	...	...	5 38	9 14	...	1 13	...	...	5 49	8 29	...
15	1 95	1 30	0 85	Langenbrücken	...	1 45	1 & 2	3 Cl.	5 58	9 34	...	1 29	...	...	6 9	8 49	...
20½	2 65	1 75	1 15	**Bruchsal** arr	...	2 0	a.m.	a.m.	6 17	9 50	11 7	1 40	...	4 8	6 25	9 5	12 25
...	3 5	2 15	Ex.	" (133,198) d	...	2 12	2 50	4 35	6 18	9 54	11 12	1 46	...	4 13	6 33	9 10	12 33
24½	3 15	2 10	1 35	Untergrombach	...	...	...	4 51	6 27	10 3	...	1 54	...	...	6 42	9 19	...
26½	3 40	2 25	1 45	Weingarten	...	...	...	5 5	6 34	10 10	...	2 1	...	...	6 49	9 26	...
31½	4 0	2 65	1 70	Durlach (137)	...	2 45	3 9	5 35	6 47	10 23	11 31	2 13	...	4 32	7 2	9 38	12 53
34½	4 40	2 95	1 90	**Carlsruhe** (134-7) arr	...	2 55	3 16	5 50	6 55	10 30	11 38	2 20	p.m.	4 40	7 10	9 45	1 0
...	5 5	3 64	Ex.	" dep	...	3 20			7 10	10 45	11 44	2*48	3 45	4 45	7 45	10*10	1 5
38½	5 0	3 30	2 15	Ettlingen	...	3 37	...	...	7 22	10 57	...	2 55	3 57	4 55	7 58	10 30	1 15
43½	5 60	3 75	2 40	Malsch	...	...	...	...	7 34	11 9	...	...	4 9	...	8 11	...	...
46½	5 95	3 95	2 55	Muggensturm	...	...	...	...	7 41	11 16	...	...	4 16	...	8 19	...	...
49	6 35	4 20	2 70	Rastatt (136)	...	4 10	...	...	7 52	11 27	12 14	3 20	4 29	5 17	8 33	11 10	1 38
55	7 5	4 70	3 0	**Oos** (for Baden Baden)	...	4 25	...	...	8 5	11 40	12 24	3 30	4 42	5 28	8 47		1 49
...	8 5	5 70	Ex.	" (134) dep	...	4 30	...	...	8 10	11 45	12 36	3 34	4 48	5 32	8 52	...	1 51
59½	7 35	5 0	3 20	Steinbach	...	...	...	...	8 24	11 59	...	...	5 2	...	9 8	...	...
62½	7 95	5 25	3 40	Bühl	...	4 55	...	...	8 33	12 8	...	3 48	5 11	...	9 17	...	2 6
64½	8 20	5 45	3 50	Ottersweier	...	...	...	...	8 40	12 15	...	...	5 19	...	9 24	...	...
66½	8 60	5 70	3 65	Achern	...	5 13	...	...	8 50	12 25	...	3 56	5 28	...	9 35	...	2 17
74	9 55	6 35	4 5	**Appenweier** arr	a.m.	5 38	...	...	9 10	12 45	1 3	4 13	5 48	6 8	9 55	3 Cl.	2 32
...	10 90	7 70	Ex.	" 132 dep	4 10	6 55	...	...	9 20	1 9		4 19	6 18		10 5	p.m.	2 40
79	10 20	6 75	4 35	**Offenburg** 136	5 1	7 45	...	...	9 40	1 38	...	4 34	6 38	..	10 20	10 30	2 55
90	11 60	7 70	4 95	Dinglingen 134	5 32	8 30	...	...	10 10	2 2	...	4 53	7 8	...		11 20	3 15
101½	13 5	8 65	5 55	Kenzingen	6 3	9 20	...	...	10 30	2 32	...	...	7 38	...	...		3 37
104½	...	8 95	5 75	Riegel	6 12	9 34	...	...	10 47	2 40	...	...	7 46	...	..	...	...
108½	14 0	9 30	5 95	Emmendingen	6 25	9 55	...	...	10 57	2 52	1,2,3	5 27	7 59	...	...	...	3 53
113	...	9 65	6 20	Denzlingen (134)	6 37	10 17	...	...	11 9	3 4	p.m.	...	8 11	...	...	...	...
118	15 20	10 10	6 50	**Freiburg** (137)	6 54	10 35	...	...	11 25	3 20	4 10	5 48	8 28	...	...	...	4 16
136	17 55	11 65	7 45	Müllheim (Baden.) (78)	7 43		...	...	12 15	3 56	5 18	6 21	9 17	...	...	...	4 52
154	19 95	13 20	8 50	Leopoldshohe (131)	8 52	...	...	...	1 24	4 42	6 39	7 0	10 24	...	...	...	5 44
156½	20 20	13 40	8 60	**Basel** (241-2-9) ... arr	8 58	...	...	...	1 30	4 48	6 45	7 5	10 30	...	...	...	5 50
—	From	m B	asel.	" dep	9 50	...	...	...	1 50	5 0		7 20	...	...	...	...	6 10
	fr. c.	fr. c.	fr. c.		a.m.												a.m.
9½	1 65	1 5	0 70	bei Rheinfelden	10 18	...	...	...	2 18	5 22	...	7 48	...	...	...	...	6 38
17½	2 80	1 90	1 25	Brennet	10 40	...	...	...	2 40	5 38	...	8 10	...	...	...	...	7 0
20½	3 30	2 20	1 45	Säckingen	10 49	...	...	...	2 49	5 47	...	8 20	...	...	...	...	7 9
26½	4 25	2 60	1 60	Laufenburg (Rheinfall)	11 5	...	...	...	3 5	6 3	...	8 37	...	...	...	...	7 25
35	5 65	3 75	2 45	**Waldshut** (241)...arr.	11 32	...	...	...	3 32	6 25	...	9 5	...	...	...	3 Cl.	7 52
...	10 70	7 30	5 0	WINTERTHUR ...arr.	2 45	...	...	...	6 30	9 28	...		...	...	...	a.m.	10 1
...	...	...	...	**Waldshut** (245)...dep	11 40	...	...	...	3 37	6 30	...	...	...	...	...	4 10	8 0
38½	6 25	4 15	2 70	Thiengen	11 51	...	...	...	3 48	6 40	...	* 1 & 2 Class	...	...	...	4 30	8 10
41	6 65	4 40	2 80	Oberlauchringen (108)	11 59	...	...	...	3 56	6 48	...		...	...	...	4 48	8 18
47½	7 65	5 5	3 25	Erzingen	12 20	...	...	...	4 17	7 9	...		...	...	...	5 30	8 30
51	8 25	5 45	3 50	Neunkirch	12 32	...	...	...	4 29	7 21	...		...	...	...	5 55	8 51
58½	9 25	6 15	3 95	Neuhausen (Rheinfall)	12 52	...	...	...	4 49	7 41	...		...	...	1,2,3	6 30	9 11
60½	9 50	6 30	4 5	**Schaffhausen** (245) a	12 59	...	...	...	4 56	7 48	...		...	...	a.m.	6 40	9 18
...	...	...	...	" dep	1 4	...	...	...	5 0	7 52	...	...	...	...	5 10		9 23
66	10 45	6 95	4 45	Thayingen	1 21	1,2,3	...	...	5 15	8 9	...	...	...	...	5 27	...	9 38
71	11 50	7 65	4 95	Singen (136,200)	1 48	a.m.	...	...	5 43	8 34	...	...	...	...	5 48	...	10 5
77½	12 50	8 30	5 30	Radolfzell (136)	2 10	8 5	...	...	6 5	8 56	...	...	...	...	6 11	...	10 24
90½	14 50	9 65	6 20	**Constance** (238) arr.	2 45	8 40	...	...	6 40	9 30	...	...	...	...	6 45	...	10 55
...	16 60	11 15	7 35	ROMANSHORN (245)	5 54	9 55	...	...	...	...	...	...	...	...	...	...	...

OPPENAU, APPENWEIER, KEHL, and STRASSBURG.

1 Cl. m.pf	2 Cl. m.pf	3 Cl. m.pf	Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
From	App	enw.		a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.
			Oppenau dep	...	...	...	8 20	12 0	...	...	5 15	9 0
0 45	0 30	0 20	Hubacker (Sulzb.)	...	...	...	8 30	12 11	...	...	5 25	9 11
0 65	0 45	0 30	Lautenbach	...	...	...	8 36	12 18	...	...	5 31	9 18
0 90	0 60	0 40	Oberkirch	...	...	...	8 43	12 30	...	...	5 39	9 30
1 75	1 15	0 80	**Appenweier** arr.	...	...	...	9 0	12 48	...	...	5 55	9 50
—	—	—	" (132)...dep.	2 40	6 44	7 0	9 30	1 15	2 55	4 30	6 25	10 15
0 75	0 50	0 35	Kork	...	...	7 17	9 47	1 32	3 12	4 42	6 42	10 30
1 15	0 75	0 50	**Kehl** (70) arr.	2 58	6 0	7 25	9 55	1 40	3 20	4 50	6 50	10 38
2 50	1 60	1 10	**Strassburg** (65.106) arr.	3 10	6 21	7 55	10 22	2 7	3 47	5 17	7 17	11 3
				1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	**Strassburg** dep.	3 17	5 47	8 27	11 57	1 42	3 22	5 7	9 6	11 42
...	...	...	**Kehl** dep.	3 38	6 20	8 54	12 27	2 15	3 52	5 37	9 39	12 15
...	...	...	**Kork**	...	6 29	9 2	12 36	2 24	4 1	5 43	9 47	...
...	...	...	**Appenweier 133** arr.	3 55	6 45	9 13	12 52	2 40	4 12	6 0	10 0	12 32
...	...	...	" dep.	...	7 5	9 35	1 30	...	...	6 35	...	...
...	...	...	Oberkirch	...	7 30	9 55	1 50	...	...	6 57	...	...
...	...	...	Lautenbach	...	7 40	10 3	1 58	...	...	7 6	...	...
...	...	...	Hubacker (Sulz)	...	7 48	10 9	2 4	...	...	7 13	...	...
...	...	...	**Oppenau** arr.	...	8 0	10 20	2 15	...	...	7 25	...	...

NECKARELZ and MECKESHEIM.

All 1,2,3 Class.	a.m.	p.m.	p.m.	
Neckarelz (125) ...dep	5 24	12 45	6 30	...
Helmstadt	5 56	1 26	7 33	...
Neidenstein	6 10	1 49	8 1	...
Meckesheim (134) arr	6 23	2 5	8 30	...
	a.m.	p.m.	p.m.	
Meckesheim ...dep	6 50	2 42	9 4	...
Neidenstein	7 14	2 57	9 18	...
Helmstadt	7 44	3 15	9 43	...

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RÖDELHEIM and CRONBERG.—Cronberger Eisenbahn.

Stations.	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.	p.m.
FRANKFORT dep.	7 0	9 30	2 30	6 30	6 45
RÖDELHEIM arr.	7 10	9 59	2 40	6 30	8 55
Rödelheim dep.	7 22	10 3	2 44	6 34	8 59
Eschborn ..... (135)	7 33	10 14	2 55	6 45	9 10
Niederhöchstadt	7 39	10 20	3 1	6 51	9 16
Cronberg ..... arr.	7 47	10 28	3 9	6 59	9 24

Stations.	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.	p.m.
Cronberg ..... dep.	5 3	8 8	1 8	5 3	7 23
Niederhöchstadt	5 11	8 16	1 16	5 11	7 31
Eschborn	5 16	8 21	1 21	5 16	7 36
Rödelheim ..... arr.	5 25	8 30	1 30	5 25	7 45
RÖDELHEIM dep.	5 35	8 40	1 40	5 35	7 55
FRANKFORT arr.	5 45	8 50	1 50	5 45	8 5

LOUISA and OFFENBACH.—Frankfurt Bebraer Eisenbahn.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—3	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Louisa (127) dep.	...	...	...	...	9 16	...	...	12 22	...	1 56	...	...	...	...	...	...	...	7 53	...	...	...
Sachsenhausen	6 40	7 30	8 30	9 24	9 30	10 30	12 30	1 30	2 4	2 30	3 30	4 30	5 30	6 30	7 30	8 1	9 40	...	...	...	...
Offenbach ..... arr.	6 50	7 40	8 40	9 35	9 40	10 40	12 40	1 40	2 15	2 40	3 40	4 40	5 40	6 40	7 40	8 13	9 50	...	...	...	...

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—3	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Offenbach ..... dep. (161)	6 20	7 10	8 0	8 10	9 0	10 0	11 50	12 0	1 0	1 27	2 0	3 0	4 0	5 0	6 0	6 0	7 0	7 19	9 20	...	...
Sachsenhausen	6 30	7 20	8 10	8 23	9 10	10 10	12 3	12 10	1 10	1 40	2 10	3 10	4 10	5 10	6 10	6 10	7 10	7 33	9 30	...	...
Louisa ..... arr.	...	...	...	8 29	...	...	12 9	...	...	1 46	...	...	...	...	...	...	...	7 38	...	...	...

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Offenbach ..... dep. (161)	6 20	7 10	8 0	8 10	9 0	10 0	11 50	12 0	1 0	1 27	2 0	3 0	4 0	5 0	6 0	6 0	7 0	7 19	9 20	...	...
Sachsenhausen	6 30	7 20	8 10	8 23	9 10	10 10	12 3	12 10	1 10	1 40	2 10	3 10	4 10	5 10	6 10	6 10	7 10	7 33	9 30	...	...
Louisa ..... arr.	...	...	...	8 29	...	...	12 9	...	...	1 46	...	...	...	...	...	...	...	7 38	...	...	...

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Offenbach ..... dep. (161)	6 20	7 10	8 0	8 10	9 0	10 0	11 50	12 0	1 0	1 27	2 0	3 0	4 0	5 0	6 0	6 0	7 0	7 19	9 20	...	...
Sachsenhausen	6 30	7 20	8 10	8 23	9 10	10 10	12 3	12 10	1 10	1 40	2 10	3 10	4 10	5 10	6 10	6 10	7 10	7 33	9 30	...	...
Louisa ..... arr.	...	...	...	8 29	...	...	12 9	...	...	1 46	...	...	...	...	...	...	...	7 38	...	...	...

KUSEL and LANDSTUHL.—Pfalzische Eisenbahn.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	noon	p.m.	
Kusel ..... dep.	5 30	9 38	12 0	6 7	...
Altenglan	5 45	10 10	12 17	6 24	...
Glan-Münchweiler...	6 17	11 1	12 49	6 56	...
Landstuhl (138) a.	6 55	11 53	1 37	7 34	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Landstuhl (138) d.	7 0	8 45	4 10	8 28	
Glan-Münchweiler...	7 54	9 24	4 49	9 7	
Altenglan	8 46	10 0	5 21	9 48	
Kusel ..... arr.	9	8 10 14	5 35	9 56	

NECKARELZ and JAGSTFELD.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Neckarelz (125) dp	5 25	10 33	2 0	6 53
Gundelsheim	5 49	10 59	2 24	6 17
Jagstfeld (134) arr	6	11 15	2 40	8 33
Jagstfeld ..... dep	6	0 1	0 4 55	9 12
Gundelsheim	6 17	1 17	5 12	9 30
Neckarelz (125) a.	6 41	1 43	5 38	9 56

OOS (139), to BADEN, 5.30, 8.10, 10.5, 10.40, 11.40 a.m.; 12.36, 1.45, 3.35, 4.5, 4.50, 5.35, 6.35, 7.36, 8.55, 11.6 p.m. BADEN to OOS, 5.5, 7.40, 9.50, 10.25, 11.30 a.m.; 12.10, 1.30, 3.20, 4.35, 5.20, 7.20, 8.40, 10.50 p.m.

BINGLINGEN and LAHR.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1—3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Binglingen (132) dep	5 36	8 28	10 12	12 26	2 4	4 54	5 31	7 10	9 22	...
Lahr ..... arr.	5 44	8 34	10 20	12 34	2 12	5 2	5 42	7 18	9 30	...
Lahr ..... dep.	5 20	8 5	9 55	12 10	1 35	4 40	5 20	6 55	9 5	...
Binglingen 133 arr.	5 28	8 13	10 30	12 18	1 43	4 48	5 28	7 3	9 13	...

Eisenberg to Grundstadt, (139)—Eisenberg dep. 7.0, 10 50 a.m., 2.45, 6.45 p.m. Grundstadt dep. 8.20 a.m., 12.59, 4.55, 8.35 p.m.

WINDEN and MAXIMILIANSAU.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Winden (138) ..... dep	6 11	8 12	11 33	3 19	6 55
Worth (77) ..... arr	6 18	8 19	11 38	3 24	7 2
Maximiliansau (137) arr	6 31	9 30	1 0	4 1	9 18

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Maximiliansau ..... dep	6 11	8 12	11 33	3 19	6 55
Winden ..... arr	6 18	8 19	11 38	3 24	7 2
Worth ..... arr	7	8 42	12 2	3 54	7 25

HALE and ZELL-i.-W.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Heidelberg dep	5 34	8 54	1 54	...
Meckesheim dep	6 45	9 46	2 46	...
Zuzenhausen (138	6 51	9 52	2 46	...
Hoffenheim	6 58	10 0	2 53	...
Sinsheim	7 5	10 7	3 0	...
Grombach	7 15	10 17	3 10	...
Bahnstadt	7 23	10 25	3 18	...
Rauenau	7 39	10 53	3 34	5 23
Wimpfen	7 49	11 4	3 44	5 38
Jagstfeld (1935)a	7 55	11 10	3 50	5 55

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Zell ..... dep.	6 45	8 40	12 30	2 40
Schopfheim	7	8 59	12 49	3 30
Steinen	7 17	9 11	1 1	4 12
Lorrach	7 28	9 26	1 16	5 10
Hale ...(140 arr.	7 52	9 45	1 35	5 40

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Zell ..... dep.	6 10	9 17	2 55	6 10
Schopfheim	6 30	9 37	3 15	6 30
Steinen	6 42	9 49	3 27	6 42
Lorrach	6 57	10 4	3 42	6 57
Hale ...(140 arr.	7 20	10 30	4 5	7 20

MANNHEIM-CARLSRUHE.

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Mannheim ..(137) dep.	5 30	11 5	2 30	8 25
Schwetzingen 131	5 45	11 42	2 56	8 55
Wiesenthal	5 56	11 51	3 6	...
Hockenheim	6 11	12 0	3 14	9 36
Walldorf	6 16	12 10	3 30	9 36
Graben-Neudorf ...	6 27	12 30	3 49	9 59
Linkenheim ..(137)	6 37	12 41	3 53	10 5
Carlsruhe Bhf a	7 5	1 10	4 25	10 40

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Carlsruhe Bhf d.	5 45	10 0	3 45	8 30
Linkenheim	6 13	10 28	4 14	8 58
Graben-Neudorf ...	6 23	10 38	4 24	9 8
Wiesental	6 37	11 1	4 37	9 22
Walldorf	6 48	11 12	4 48	9 33
Nussloch	6 59	11 22	5 0	9 43
Hockenheim	7	11 29	5 10	9 53
Schwetzingen	7 18	11 45	5 23	10 8
Mannheim ...arr.	7 40	12 10	5 45	10 34

DENZLINGEN-WALDKIRCH.

Freiburg ...dep	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Denzlingen (132)	7	0	4 16	8 6
Buchholz	7 15	10 15	4 30	8 20
Waldkirch	7 26	10 26	4 41	8 31

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Freiburg ..... dep	7 0	...	12 30	...
Denzlingen	7 15	10 15	12 45	4 30
Buchholz	7 26	10 26	12 56	4 41
Waldkirch ..... arr	7 35	10 35	1 5	4 50

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Waldkirch ...dep	6 10	9 40	10 45	2 40
Buchholz	6 20	9 50	10 55	2 50
Denzlingen ...arr	6 30	10 0	11 5	3 0
Freiburg ...	6 48	10 35	11 35	3 15

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Waldkirch ...dep	6 10	9 40	10 45	2 40
Buchholz	6 20	9 50	10 55	2 50
Denzlingen ...arr	6 30	10 0	11 5	3 0
Freiburg ...	6 48	10 35	11 35	3 15

Stations.	1—3	1—3	1—3
	a.m.	p.m.	p.m.
Winden ..... dep	6 48	12 27	4 3
Barbelroth-Oberhausen	9 0	12 39	4 17
Kapp-len-Drusweiler	9 7	12 46	4 24
Bergzabern ..... arr.	9 13	12 52	4 30

Stations.	1—3	1—3	1—3
	a.m.	p.m.	p.m.
Bergzabern ..... dep	8 0	11 25	2 30
Kapp-len-Drusweiler	8 7	11 32	2 37
Barbelroth-Oberhausen	8 14	11 39	2 44
Winden (134-W) arr.	8 25	11 50	2 55

HERGZABERN. and WINDEN.—Pfalzische Eisenbahn.

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Bergzabern ..... dep.	8 0	11 25	2 30	7 0
Kappellen-Drusweiler	8 7	11 32	2 37	7 7
Barbelroth-Oberhausen	8 14	11 39	2 44	7 14
Winden (134-W) arr.	8 25	11 50	2 55	7 25

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Winden ..... dep	6 48	9 40	12 27	4 3
Barbelroth-Oberhausen	9 0	12 39	4 17	9 2
Kapp-len-Drusweiler	9 7	12 46	4 24	9 9
Bergzabern ..... arr.	9 13	12 52	4 30	9 15

BALE Badischer-Bahnhof to BALE Schweizer-Bahnhof.

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Badischer Bahnhof...	6 10	8	12 30	4
Schweizer	6 20	8 10	12 40	4 10

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Schweizer Bahnhof	8	9	1 45	5 15
Badischer	8 10	9 50	1 35	5 25

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(MANNHEIM)—HEIDELBERG and WÜRZBURG.

1 cl.	2 cl.	3 cl.	Stations.	3 Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
m pf	m pf	m pf	**(132, 133)**		a.m.	a.m.	a.m.	a.m. noon	p.m.	p.m.	
...	...	...	CARLSRUHE dep	...	2 15	...	9 10	10 50 12 0	2 35	5 0	...
...	...	...	MANNHEIM „	...	2 40	4 40	8 0	11 30 1 0	3 0	7 20	...
Fro'	Heid	elbg.	**Heidelberg** dp	...	3 50	5 20	8 48	12 10 1 45	4 5	8 10	...
0 50	0 35	0 25	Seilerbach	...	...	5 44	9 1	... 2 3	4 19	8 26	...
0 80	0 55	0 35	Neckargemund ...	...	4 10	5 55	9 10	12 32 2 14	4 30	8 40	...
1 20	0 80	0 55	Neckarsteinach ..	...	4 21	...	9 21	12 43 ...	4 41	8 51	...
1 60	1 10	0 70	**Eberbach**	...	4 48	...	9 50	1 19 ...	5 10	9 20	...
2 20	1 45	0 95	Neckargerach ...	...	5 8	...	10 11	1 39 ...	5 30	9 41	...
2 80	1 90	1 20	Neckarelz (134)	...	5 27	...	10 32	1 59 3 55	5 51	10 4	...
4 10	2 75	1 75	**Mosbach**	...	5 35	...	10 40	1 58 4 5	6 0	10 10	...
4 35	2 90	1 85	Dallau	...	5 48	...	10 53	2 9 ...	6 13	...	...
4 75	3 15	2 5	Scheffleuz	...	6 4	...	11 10	2 23 ...	6 29	...	...
5 45	3 65	2 35	Adelsheim **[195**	...	6 26	...	11 32	2 45 ...	6 50	...	...
6 35	4 20	2 70	**Osterburken**	...	6 36	...	11 42	2 52 ...	7 0	...	...
6 60	4 35	2 80	Unterschüpf	...	7 27	...	12 33	3 37 ...	7 51	...	...
8 75	5 80	3 75	Königshofen **136**	...	7 35	...	12 41	3 45 ...	8 0	...	...
9 40	6 25	4 0	**Lauda 136** arr	a.m.	7 50	...	12 46	3 50 ...	8 5	...	...
...	...	...	.....dep	5 0	7 46	...	1 0	3 55 ...	8 15	...	...
9 55	6 35	4 5	Gerlachsheim ...	5 9	7 53	...	1 7	4 1 ...	8 22	...	...
...	6 55	4 20	Grünsfeld.	5 23	8 1	...	1 15	4 9 ...	8 32	...	...
...	7 0	4 50	Wittighausen.....	5 55	8 18	...	1 32	4 24 ...	8 53	...	...
...	7 90	5 10	Reichenberg	6 44	8 47	...	2 1	4 53 ...	9 30	...	...
...	8 20	5 25	Heidingsfeld **[196**	6 58	8 57	...	2 11	5 2 ...	9 40	...	...
12 80	8 50	5 45	**Wurzburg** arr	7 15	9 8	...	2 22	5 13 ...	9 52	...	...
...	...	...	WÜRZBURG dp	...	...	...	2 50	...	...	...	...
...	...	...	VIENNA ...arr	...	...	...	6 15	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
VIENNA ...dep	...	9 15	...	7 50	...	...	...
WÜRZBURG arr	...	12 12	...	10 40	...	...	...
[196							
Wurzburg dp	...	5 0	...	a.m.	p.m.	p.m.	
Heidingsfeld.....	...	5 12	...	10 32	2 0	6 10	
Reichenberg.....	...	5 22	...	10 42	2 12	6 22	
Wittighausen ...	...	5 51	...	10 53	2 22	6 32	
Grünsfeld	...	6 7	...	11 22	2 51	7 1	
Gerlachsheim ...	...	6 15	...	11 38	3 7	7 17	
Lauda 136 arr	...	6 21	...	11 45	3 15	7 25	
„ .....dep	...	6 25	...	11 50	3 25	7 31	
Königshofen.....	...	6 32	...	11 54	3 25	7 36	
Unterschupf.....	...	6 40	...	12 0	3 32	7 44	
Osterburken	...	7 32	...	12 8	3 40	7 52	
Adelsheim.....	...	7 39	...	12 53	4 32	8 44	
Scheffleuz	...	8 1	...	1 0	4 39	8 51	
Dallau	a.m.	8 17	p.m.	1 12	4 51	9 12	
Mosbach	5 15	8 31	12 30	1 34	5 17	9 28	
Neckarelz (132)	5 25	8 45	12 45	1 55	5 43	9 54	
Neckargerach ...	5 39	8 59	...	2 8	5 57	10 8	
Eberbach	6 2	9 22	...	2 28	6 18	10 29	
Neckarsteinach	6 32	9 50	...	2 54	6 46	10 55	
Neckargemünd	6 50	10 2	2 39	3 6	7 0	11 7	
Schlierbach	6 59	10 10	2 47	...	7 8	...	
Heidelberg ar	7 15	10 22	3 0	3 25	7 20	11 23	
MANNHEIMarr	7 55	11 15	4 0	4 0	8 0	12 25	
CARLSRUHE a	10 30	11 38	4 40	4 40	9 45	1 0	

Extra—Neckargemund to Heidelberg, 10.15 p.m., 1.43 a.m.

EM.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Fro'	Ho	mbo	rg.	**Homburg** .....dep.	5 19	8 10	10 45	1 10	3 20	5 13	7 33
				Oberursel	5 35	8 26	11 1	1 26	3 36	5 29	7 49
				Weisskirchen ...	5 45	8 36	11 11	1 40	4 10	5 35	8 5
				Bodelheim	5 53	8 44	11 19	1 54	4 24	5 53	8 18
				Westerstadt	6 1	8 52	11 27	2 2	4 32	6 1	8 26
				Frankfort (131) .....arr.	6 30	9 20	11 55	2 30	5 0	6 30	8 55
1 40	1 0	0 70		**Frankfort (131)** .....dep.	7 10	10 30	12 30	3 0	5 30	7 0	9 30
1 60	1 10	0 80		Bodelheim (135)	7 36	10 56	12 44	3 24	5 53	7 24	9 53
1 80	1 20	0 90		Weisskirchen	7 44	11 4	12 52	3 32	6 1	7 32	10 1
2 00	1 30	1 00		Oberursel	7 54	11 14	1 2	3 42	6 11	7 42	10 11
2 20	1 40	1 10		**Homburg** (16, 17, 64) ...arr.	8 10	11 30	1 18	3 58	6 27	7 58	10 27

Stations.	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Frankfort (131) .....dep.	5 45	8 50	11 21	1 50	4 20	5 45	8 5	10 13	...
Bodelheim (135)	6 13	9 18	11 48	2 18	4 48	6 13	8 33	10 41	...
Weisskirchen	6 21	9 26	11 56	2 26	4 56	6 21	8 41	10 49	...
Oberursel	6 31	9 36	12 6	2 36	5 6	6 31	8 51	10 59	...
Homburg .....arr.	6 47	9 52	12 22	2 52	5 22	6 47	9 7	11 15	...

ANWEILER, LANDAU and GERMERSHEIM.—Pfalzische Eisenbahn.

Stations	3 Cl.	1—3.	1—3	1—3	1—3.
	a.m.	a.m.	a.m.	p.m.	p.m.
Annweiler (146 dp	...	7 16	9 17	2 15	7 21
Landau ..... arr	...	7 53	9 38	2 52	7 56
NEUSTADT ...dep	...	7 0	7 0	3 20	6 45
Landau (138)...dep	5 25	8 14	9 42	3 48	8 0
Hochstadt	5 52	8 30	...	4 4	8 16
Lustadt..... **[138**	6 17	8 44	...	4 18	8 30
Germersheim...arr	6 45	9 0	10 15	4 34	8 46
SPEYER..... „	8 31	9 55	12 46	...	9 21

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.
Dis.	m.	pf	m.	pf
Fro	m	Br	uchs	al.
3	0	40	0	30
6½	0	80	0	55
8¾	1	15	0	75
11¾	1	55	1	5
13	1	70	1	15
16½	2	70	1	80

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.
Dis.	m.	pf	m.	pf
Fro	m	Ger	mers	he
	5	...	0	50
	8	...	0	75
13	1	70	1	15
	a.	...	...	...
Fro	m	L	and	au
9	1	20	0	80

Stations.	1—3.	1, 2, 3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Germersheim .....dep	6 36	11 25	1 31	6 19
„	7 8	11 9	3 15	6 54
Lustadt (138)	7 25	12 17	...	7 12
Hochstadt	7 39	12 32	...	7 26
Landau .....arr	7 54	12 47	3 48	7 42
NEUSTADT ...dep	9 46	2 26	5 0	8 39
Landau .....dep	8 2	1 0	3 52	7 58
Annweiler .....arr	8 37	1 37	4 24	8 35

BRUCHSAL and GERMERSHEIM.

Stations.	2—3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.	...	...
STUTTGART ...dep	12 25	4 45	12 12	2 5	...	...
Bruchsal (193) dep	6 0	10 5	2 18	6 30	9 35	...
Carlsdorf ..... **[134**	6 11	10 22	2 28	6 43	9 45	...
Graben-Neudo'f	6 26	10 35	2 38	6 56	13 0	...
Huttenheim	6 37	11 6	2 47	7 19	10 11	...
Philippsburg	6 47	11 24	2 56	7 35	10 21	...
Rheinsh im	6 55	11 35	3 3	7 45	10 29	...
Germersheim 77 a	7 6	11 50	3 12	8 0	10 48	...

Stations.	1—3	1—3	1—3	1—3	1—3
(138	a.m.	a.m.	p.m.	p.m.	p.m.
Germersheim dep	5 30	10 15	1 30	4 45	9 10
Rheinsheim	5 47	10 26	1 50	5 5	9 23
Philippsburg	6 0	10 35	2 4	5 15	9 31
Huttenheim	6 14	10 42	2 18	5 28	9 41
Graben-Neudo'f	6 24	10 50	2 30	5 40	9 50
Carlsdorf	6 40	11 1	3 3	6 3	10 10
Bruchsal (192 arr	7 5	11 10	3 15	6 15	10 20
STUTTGART ... „	11 38	1 13	8 52	...	2 32

LUDWIGSHAFEN and MANNHEIM.

See page 138.

Stations.	a.m	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m	p.m	p.m	p.m.
Ludwigsh d	5 36	7 44	9 44	10 48	11 50	1 47	3 22	4 22	6 10	8 35	10 45	...	
Mannheim a	5 48	7 56	9 56	11 0	11 59	1 59	3 44	4 34	6 22	8 47	10 57	...	

(132, 134)	a.m	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Mannheim d	4 12	8 0	9 44	10 25	1 5	2 22	4 16	5 15	8 5	9 30	11 18
Ludwigsh. a	4 24	8 12	9 58	10 37	1 17	2 34	4 25	5 27	8 17	9 42	11 28

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RASTATT to GERNSBACH (Murgthalbahn.)

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3
Dis.	m pf	m pf	m pf		a.m.	a.m.	p.m.	p.m.
...	...	...	...	CARLSRUHE (132)	7 10	11 44	3 45	7 45
—	Fr'	Ra	statt	**Rastatt**...dep	8 15	12 15	4 30	8 40
2½	0 40	0 30	0 20	Kuppenheim ...	8 25	12 25	4 43	8 50
5½	0 90	0 70	0 45	Rothenfels ...	8 42	12 42	5 5	9 7
6½	1 0	0 75	0 60	Gaggenau ...	8 49	12 49	5 14	9 14
8	1 30	1 0	0 65	Hordten ...	8 55	12 55	5 20	9 20
9½	1 50	1 15	0 75	**Gernsbach**ar				

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Gernsbach dp	7 0	9 30	2 35	7 5
Hordten ...	7 8	9 37	2 42	7 12
Gaggenau ...	7 18	9 44	2 49	7 19
Rothenfels ...	7 26	9 50	2 55	7 25
Kuppenheim ...	7 39	10 1	3 6	7 36
Rastatt 133a.	7 48	10 10	3 15	7 45
CARLSRUHE 8	8 50	10 45	4 50	8 40

SINGEN, VILLINGEN, and OFFENBURG.—(Black Forest Line).

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
BASEL (Badis) dep	6 10	...	...	9 50	5 0
ZURICH ....dep	2 30	...	a.m.	10 10	2 33
SCHAFFHAUSEN ..	9 23	...	5 10	1 4	7 52
CONSTANCE ..dep	8 50	...	5 0	1 0	7 30
	a.m.		a.m.	p.m.	p.m.
Singen (133,239).d	10 5	...	6 10	2 10	8 34
Mühlhausen	10 17	...	6 27	2 33	8 50
Engen	10 27	...	6 44	2 53	9 4
Hattingen	142	...	7 11	3 33	9 29
Immendingen ar	11 54	...	7 20	3 45	9 38
TUTTLINGEN ... ,,	11 12	...	...	5 41	10 3
ROTTWEIL ..... ,,	11 50	...	...	6 36	11 0
REUTLINGEN ... ,,	2 35	...	...	10 15	...
STUTTGART... ,,	4 0	...	...	...	...
Geisingen ....dep	11 16	...	7 39	4 13	9 53
Neudingen	11 34	...	7 52	4 33	10 6
Pfohren	11 38	...	7 59	4 41	10 12
Donaueschingen.	11 50	...	8 10	5 0	10 20
Grüningen	12 3	...	8 22	5 15	10 32
Klengen	12 11	...	8 28	5 24	10 38
Marbach	12 16	...	8 35	5 34	10 44
Villingen (192) arr.	12 25	...	8 40	5 42	10 50
ROTTWEIL ....dep	11 59	...	8 3	...	...
VILLINGEN arr	1 0	a.m.	9 3	...	...
Villingen .....dep	1 5	5 25	9 5	6 0	...
Kirnach	1 24	5 35	9 15	6 10	...
Triberg	3 10	6 36	10 18	7 11	...
Hornberg	3 58	7 9	10 52	7 44	a.m.
Hausach (128)	4 45	7 34	11 16	8 10	4 45
Steinach	5 3	7 53	11 34	8 28	5 16
Gengenbach	5 29	8 19	11 59	8 54	6 7
Offenburg 132arr	5 45	8 35	12 15	9 10	6 30

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.		a.m.	p.m.	p.m.
Offenburg .....dep	5 0	...	9 45	2 25	6 45
Gengenbach	5 15	...	10 2	2 42	7 2
Steinach	5 35	...	10 28	3 8	7 28
Hausach	5 52	...	10 50	3 30	7 49
Hornberg	6 11	...	11 33	3 55	8 12
Triberg	6 37	...	12 35	4 32	8 42
Kirnach	7 25	...	2 10	5 32	9 37
Villingen	7 32	...	2 30	5 40	9 45
VILLINGEN....dep	9 40	...	...	5 53	...
ROTTWEIL ....arr.	10 50	a.m.	...	6 42	...
Villingen .....dep	7 36	11 20	2 40	6 0	...
Marbach	7 42	11 26	2 46	6 6	...
Klengen	7 48	11 32	2 52	6 12	...
Grüningen	7 54	11 39	2 59	6 18	...
Donaueschingen	8 7	12 0	3 14	6 31	...
Pfohren	8 14	12 8	3 22	6 38	...
Neudingen	8 20	12 14	3 28	6 44	...
Geisingen	8 33	12 28	3 42	6 58	...
STUTTGART....dep	...	7 45	...	12 8	...
REUTLINGEN ... ,,	4 40	9 21	...	2 44	...
ROTTWEIL ..... ,,	7 38	11 55	...	5 56	...
TUTTLINGEN ... ,,	8 33	12 37	...	6 55	...
Immendingen ...	8 50	12 51	4 0	7 15	...
Hattingen	9 1	...	4 14	7 26	...
Engen	9 25	1 13	4 39	7 51	...
Mühlhausen	9 39	1 29	4 54	8 5	...
Singen (239) ...arr	9 55	1 40	5 12	8 20	...
CONSTANCE....arr	10 55	2 45	6 40	9 30	...
SCHAFFHAUSEN ,,	10 35	2 29	5 56	9 15	...
ZURICH ..... ,,	1 13	4 28	8 5	...	...
BASEL ..... ,,	1 50	5 48	9 15	...	...

WERTHEIM, LAUDA, and MERGENTHEIM.

Stations.	1—3	1—3	1—3	1—3	1—3
	a.m.		a.m.	p.m.	p.m.
Wertheim dep.	5 15	...	10 20	2 10	6 20
Reicholzheim	5 27	...	10 32	2 22	6 32
Brombach	5 36	...	10 45	2 31	6 41
Hochhausen.....	5 59	...	11 16	2 54	7 6
Tauberbischofsh'm	6 7	...	11 31	3 2	7 16
Distelhausen	6 14	...	11 38	3 9	7 23
Lauda .....arr.	6 20	a.m.	11 45	3 15	7 30
,, (135)..dep.	6 30	7 35	12 20	3 40	7 55
Königshofen (135)	6 38	7 43	12 42	3 48	8 3
Edelfingen [191	6 49	7 54	12 59	3 59	8 14
Mergenthear.	6 55	8 0	1 5	4 5	8 20
MERGENTHEIM d	7 10	...	2 18	...	8 30
CRAILSHEIM arr	9 30	...	5 50	...	10 50

Stations.	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	a.m.	p.m.	p.m.
CRAILSHEIM ...	...	...	11 37	...	4 30
MERGENTHEIM ar	...	...	11 37	...	7 20
Mergenth. dep.	6 0	7 10	11 38	3 0	7 22
Edelfingen	6 7	7 17	11 45	3 10	7 29
Königshofen	6 19	7 28	12 0	3 32	7 40
Lauda.....arr.	6 24	7 33	12 5	3 40	7 46
,, (135)...dep		7 45	12 55	4 0	8 10
Distelhausen		7 52	1 2	4 8	8 17
Tauberbischofsh'm		7 59	1 9	4 25	8 24
Hochhausen.....		8 7	1 17	4 38	8 32
Bronnbach		8 30	1 40	5 10	8 55
Reicholzheim		8 39	1 49	5 19	9 4
Wertheim ...arr.		8 50	2 0	5 30	9 15

RADOLFZELL, SIGMARINGEN, and MENGEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
BASEL .....dep	...	6 10	9 50	5 0	...
SCHAFFHAUSEN... dep	5 10	9 23	1 4	7 52	...
CONSTANCE	5 0	9 40	1 0	7 30	...
	a.m.	a.m.	p.m.	p.m.	p.m.
Radolfzell (133) ...dep	6 10	10 25	2 15	8 55	...
Stockach	7 12	11 10	3 0	9 37	...
Schwaneureuthe .....arr	8 0	11 45	3 25	10 2	...
Schwaneureuthe d	8 10	12 0	3 40	10 5	...
Pfullendorf (191)ar	8 50	12 40	4 20	10 42	...
Schwaneureuthe .....dep	8 5	11 55	3 35	10 3	...
Messkirch	8 35	12 25	4 5	10 29	...
Krauchenweis ..... arr	9 2	12 51	4 31	10 55	...
Krauchenweis ..... dep	9 7	12 57	4 37	10 57	...
Sigmaringen (192)a	9 30	1 20	5 0	11 15	...
Krauchenweis .....dep	9 10	12 15	4 44	...	...
Mengen (194) .....arr	9 32	1 20	5 5	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Mengen .....dep	...	10 0	1 50	5 40	...
Krauchenweis .....arr	...	10 22	2 11	6 1	...
Sigmaringen ...dep	5 30	10 0	1 50	5 40	...
Krauchenweis .....arr	5 52	10 25	2 13	6 2	...
Krauchenweis .....dep	5 54	10 35	2 21	6 4	...
Messkirch	6 20	11 10	2 52	6 39	...
Schwaneureuthe .....arr	6 44	11 35	3 17	6 54	...
Pfullendorf ...dep	6 5	10 45	2 30	6 15	...
Schwaneureuthe	6 42	11 25	3 10	6 52	...
Schwaneureuthe .....dep	6 46	11 45	3 25	6 57	...
Stockach	7 13	12 28	3 58	7 24	...
Radolfzell .....arr	7 55	1 20	4 41	8 5	...
CONSTANCE ..... ,,	8 40	2 45	6 40	9 3	...
SCHAFFHAUSEN ... ,,	10 38	2 29	5 56	9 15	...
BASEL ..... ,,	1 50	5 48	9 15	...	...

CARLSRUHE and EPPINGEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Eppingen d	6 0	9 0	12 30	5 0	9 0
Flehingen	6 24	9 24	12 54	5 24	9 24
Bretten	6 51	9 52	1 20	5 52	9 52
Grötzingen	7 28	10 28	1 57	6 28	10 28
Durlach	7 41	10 41	2 10	6 41	10 41
Carlsruhe (132)	7 50	10 50	2 20	6 50	10 50

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
CARLSRUHE (132) d	7 50	10 50	2 20	6 50	10 50
Durlach	8 0	11 0	2 30	7 0	11 0
Grötzingen	8 13	11 13	2 43	7 13	11 13
Bretten	8 50	11 50	3 20	7 50	11 50
Flehingen	9 17	12 17	3 47	8 17	12 17
Eppingen	9 40	12 40	4 10	8 40	12 40

FREIBURG AND COLMAR.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	m. pf.	m. pf.	m. pf.		a.m.	p.m.	p.m.	p.m.	p.m.
From	Fr	iebu	rg.	**Freiburg(133)** dep	6 54	12 25	4 25	8 30	...
7½	1 0	0 65	0 45	Gottenheim	7 13	12 50	4 45	8 50	...
14½	1 85	1 25	0 80	Altbreisach	7 31	1 16	5 10	9 10	...
...	...	...	...	Sundhofen.....	7 50	1 46	5 34	9 34	...
18	4 20	2 90	1 80	**Colmar (71)** ...arr	8 0	2 1	5 46	9 46	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Colmar .....dep	...	8 21	2 21	6 39	10
Sundhofen.....	...	8 39	2 34	6 51	10
Altbreisach	6 0	9 25	3 10	7 20	10
Gottenheim	6 20	9 50	3 30	7 40	—
Freiburg .....arr	6 40	10 15	3 50	7 58	...

CARLSRUHE, DURLACH, PFORZHEIM, and MÜHLACKER.

Stations.	3 Cl.	1, 2, 3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	p.m.		a.m.	p.m.		p.m.
PARIS .....dep	...	...	8 35	...	9 30	...	...	...
STRASSBURG „	...	...	3 17	8 27	11 37	1 42	...	5 7
(64)		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Carlsruhe ...dep	...	7 35	10 55	12 25	2 30	5 10	7 45	10 10
Durlach .....arr	...	7 42	11 2	12 32	2 37	5 17	7 53	10 22
„ (132) dp	4 0	7 44	11 3	12 34	2 38	5 19	7 55	10 28
Grötzingen (136)	4 10	7 50	...	12 41	...	5 25	8 1	...
Berghausen	4 20	7 56	...	12 48	2 50	5 31	8 7	...
Söllingen	4 29	8 2	...	12 54	...	5 37	8 13	...
Wilferdingen	4 48	8 13	...	1 5	...	5 47	8 24	11 6
Königsbach	5 2	8 21	...	1 13	3 8	5 54	8 32	11 19
Ersingen.....	5 20	8 30	...	1 22	...	6 3	8 41	...
Ispringen	5 34	8 37	...	1 30	...	6 10	8 48	...
Pforzheim ...arr	5 45	8 44	11 42	1 37	3 24	6 17	8 55	11 58
CALW (192) arr	7 24	10 45	...	...	6 2	...	10 20	...
WILDBAD (193)a	...	10 15	...	2 52	...	...	10 15	...
Pforzheim dep	+6 5	8 49	11 44	1 45	3 26	6 22	...	...
Eutingen (139) ...	6 15	8 56	...	1 52	...	6 29	...	...
Niefern.....	6 24	9 2	...	1 58	...	6 35	...	...
Enzberg	6 34	9 8	...	2 4	...	6 41	...	...
Mühlacker 192	6 45	9 15	12 2	2 10	3 44	6 48	...	...
STUTTGART...arr	9 15	11 38	1 13	3 45	5 32	8 52	...	...
MUNICH ..... „	7 25	11 30	7 25	11 30	...	...	...	...
VIENNA ..... „	...	...	6 15	...	...	...	...	...

† 1, 2, 3 Class.

Stations.	3 Cl.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
		a.m.	a.m.	p.m.	p.m.	p.m.
VIENNA dp	...	...	...	7 50	...	...
MUNICH „	7 10	...	...	6 40	...	...
STUTGART	12 58	4 45	9 40	12 12	2 5	6 33
		a.m.	a.m.	noon	p.m.	p.m.	p.m.
Mühlacker	5 0	7 0	10	12 0	1 27	4 20	8 45	...
Enzberg	5 15	7 9	12	8	...	4 28	8 53	...
Niefern.....	5 28	7 17	12	15	...	4 35	9 0	...
Eutingen	5 38	7 23	12	21	...	4 41	9 6	...
Pforzheim	5 50	7 30	12	27	1 47	4 47	9 12	...
WILDBAD d	...	6 20	...	...	12 50	...	5 5	...
CALW ...dep	4 45	...	11	25	...	...	7 55	...
Pforzheim	+6 0	7 40	12	33	1 49	4 52	9 20	...
Ispringen.....	6 8	7 48	12	41	...	5 0	9 28	...
Ersingen	6 14	7 54	12	47	...	5 6	9 34	...
Königsbach ...	6 22	8 2	12	56	...	5 14	9 42	...
Wilferdingen	6 28	8 9	1	3	...	5 21	9 49	...
Söllingen	6 38	8 19	1	13	...	5 31	9 59	...
Berghausen.....	6 44	8 25	1	19	...	5 37	10 5	...
Grötzingen ...	6 51	8 31	1	25	...	5 43	10 11	...
Durlach arr	6 56	8 36	1	30	2 30	5 48	10 16	...
„ dep	6 58	8 38	1	32	2 32	5 50	10 18	...
Carlsruhe	7 5	8 45	1	40	2 40	6 0	10 25	...
STRASSB'G	10 22	2 7	5 17	5 17	11 3	3 7	...	...
PARIS ...arr	3 45	...	...	5 15	...	5 0	...	...

† 1, 2, 3 Class.

FRANKFORT, MANNHEIM, & HEIDELBERG.—Main-Neckar Railway.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
a.pf	m. pf	m. pf	[131	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
from	Frankfr.		**Frankfort** dep.	...	5 50	8 20	10 45	12 20	2	4 40	6 25	7 35	9 35	10 40	...	...	...	...	...	...	...	...	...	...	...
9 45	0 30	0 15	Louisa (133)	...	...	...	...	12 29	2 14	4 49	6 35	7 45	...	...	...	...	...	...	...	...	...	...	...	...
9 50	0 35	0 20	Isenburg	...	6 3	...	...	12 36	2 21	4 56	6 45	7 52	...	10 55	...	...	...	...	...	...	...	...	...	...
13 5	1 0	0 65	Arheilgen	...	6 32	...	...	9 14	...	1 4	2 49	5 26	7 17	8 22	...	11 20	...	...	...	...	...	...	...	...
19 0	1 25	0 85	**Darmstadt** arr.	...	6 40	8 50	9 22	11 15	1 12	2 57	5 35	7 25	8 30	10 5	11 30	...	...	...	...	...	...	...	...	...
...	...	...	„ (126) d	...	6 50	9 0	9 30	11 25	1 20	3 5	5 43	...	8 40	10 15	...	...	...	...	...	...	...	...	...	...
7 35	1 55	1 5	Eberstadt	...	7 0	...	9 43	...	1 33	3 18	5 56	...	8 53	10 24	...	...	...	...	...	...	...	...	...	...
7 59	1 85	0 20	Bickenbach	...	7 9	...	9 52	...	1 42	3 27	6 5	...	9 2	...	...	...	...	...	...	...	...	...	...	...
8 10	2 5	1 35	Zwingenberg.....	...	7 16	...	10 0	...	1 50	3 35	6 12	...	9 10	...	...	...	...	...	...	...	...	...	...	...
8 25	2 15	1 40	Auerbach	...	7 22	...	10 6	...	1 56	3 41	6 18	...	9 16	...	...	...	...	...	...	...	...	...	...	...
8 40	2 25	1 50	**Bensheim 127**	1,2,3	7 28	9 25	10 13	11 49	2 3	3 48	6 25	...	9 25	10 41	...	...	...	...	...	...	...	...	...	...
8 75	2 45	1 60	Heppenheim	a.m.	7 36	...	10 21	...	2 11	3 56	6 33	...	9 34	...	...	...	...	...	...	...	...	...	...	...
8 45	2 95	1 90	Weinheim	6 15	7 57	9 43	10 42	12 6	2 32	4 17	6 45	...	9 56	10 58	...	...	...	...	...	...	...	...	...	...
9 15	3 40	2 20	Ladenburg	6 30	8 12	...	11 0	...	2 50	4 35	7 12	...	10 12	...	...	...	...	...	...	...	...	...	...	...
9 45	3 60	2 35	**Friedrichsf'ld**	6 38	8 18	9 58	11 7	12 21	2 57	4 42	7 18	...	10 20	11 13	...	...	...	...	...	...	...	...	...	...
...	...	...	„ (133) dep.	6 45	8 28	10 7	11 18	12 32	3 6	4 57	7 28	...	10 33	11 22	...	...	...	...	...	...	...	...	...	...
8 25	4 15	2 70	**Mannheim 134**	6 58	8 42	10 20	11 32	12 45	3 20	5 10	7 42	...	10 46	11 35	...	...	...	...	...	...	...	...	...	...
9 15	4 5	2 65	**Heidelb'g (135)** ...	...	8 38	10 18	11 30	12 40	3 20	5 5	7 40	...	10 45	11 31	...	...	...	...	...	...	...	...	...	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
a.pf	m. pf	m. pf		a. m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	**Heidelberg** dp.	3 45	10 56	...	6 15	9 5	...	12 15	1 58	3 53	4 35	7 36	...	...	...	...	...	...
...	...	...	**Mannheim** dep.	...	11 0	4 50	6 15	9 5	...	12 12	2 2	3 50	4 38	7 36	...	...	...	...	...	...
Sz.	Heidlbg		**Friedrichsf'ld**	...	11 14	5 4	6 29	9 18	...	12 25	2 15	4 3	4 51	7 50	...	...	...	...	...	...
7 75	0 55	0 35	... dep.	...	11 22	...	6 38	9 28	...	12 37	2 22	4 11	5 9	8 0	...	...	...	...	...	...
8	0 70	0 45	**Ladenburg**	4 4	11 29	5 9	6 46	9 35	...	...	2 29	...	5 7	8 7	...	...	...	...	...	...
8 75	1 25	0 5	**Weinheim**	4 22	11 45	5 33	7 4	9 52	...	1 54	2 47	...	5 24	8 25	...	...	...	...	...	...
9 45	1 60	1 5	Heppenheim	...	...	5 50	7 25	10 15	...	...	3 8	...	5 44	8 46	...	...	...	...	...	...
9 75	1 80	1 20	**Bensheim 127**	4 40	...	5 58	7 34	10 25	...	1 12	3 17	...	5 53	8 55	...	...	...	...	...	...
10 0	1 90	1 25	Auerbach	...	...	6 4	7 40	10 31	...	...	3 23	...	5 59	9 1	...	...	...	...	...	...
10 10	2 5	1 35	Zwingenberg ...	...	...	6 11	7 47	10 37	...	...	3 29	...	6 5	9 8	...	...	...	...	...	...
10 35	2 20	1 45	Bickenbach	...	...	6 19	7 55	10 45	...	...	3 36	...	6 14	9 16	...	...	...	...	...	...
10 80	2 50	1 65	Eberstadt	5 0	1,2,3	6 28	8 5	10 55	...	...	3 45	...	6 24	9 25	...	...	...	...	...	...
11 25	2 80	1 85	**Darmstadt** arr.	5 10	a.m.	6 38	8 18	11 8	p.m.	1 35	3 58	5 2	6 38	9 35	...	...	...	...	...	...
...	...	...	dep.	5 20	4 45	6 45	8 25	11 15	12 50	1 45	4 5	5 10	6 45	9 45	...	...	...	...	...	...
4 65	3 5	2 0	Arheilgen	...	4 53	6 53	8 33	11 23	12 58	...	4 13	...	6 53	9 53	...	...	...	...	...	...
5 70	3 75	2 45	Isenburg (146)....	...	5 26	7 22	9	1 11	51	1 26	...	4 41	...	7 21	10 19	...	...	...	...	...
5 95	3 90	2 55	Louisa	...	5 33	...	9	8 11	58	1 33	...	4 48	...	7 28	...	...	...	...	...	...
8 15	4 5	2 65	**Frankfort** arr.	5 50	5 40	7 35	9 15	12	5	1 40	2 15	4 55	5 40	7 35	10 30	...	...	...	...	...

CARLSRUHE AND MAXAU.

	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
(137)	5 10	7 40	11 0	2 45	6 20	...
Carlsruhe...	5 20	7 50	11 10	2 52	6 27	...
(M. T.)	5 38	7 47	11 7	2 52	6 27	...
Mühlburg	5 38	7 56	11 13	2 58	6 33	...
Knielingen	5 47	7 58	11 19	3 4	6 39	...
Maxau ...arr.	5 55	8 4	11 25	3 10	6 45	...

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WORMS, FRANKENTHAL, NEUSTADT, KAISERS-LAUTERN, AND NEUNKIRCHEN.—Palatine Railway.

STATIONS.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Worms (121) ...dep.	4 35		7 44	10	8 12	2 37	2 10	5 46	3 45	7 42	10	3 42
Frankenthal (130)...	4 56	5 52	8 5	10	8 24	2 57	2 24	6 6	4 5	8 3	10 20	4 2
Ludwigshafen ...arr.	5 15	6 16	8 24	10	8 44	3 16	2 42	6 25	4 25	8 22	10 40	4 20
Ludwigshafen (135) ...dep.	5 25		8 44	10 53		3 26	2 57	6 35	4 35	8 32		4 30
Schifferstadt	5 50		9 8	11 18	1 49	3 51	3 23	7 0	5 0	8 54		4 57
Schifferstadt Jun. 134dp	5 53		9 12	11 11	1 52	3 56		6 4	8 56		7 2	11 34
Böhl-Iggelheim	6 2		9 30			4 1		6 13	9 4		7 11	
Hassloch	6 10		9 28	11 23	2 9		3 Cl.	6 21	9 11		7 20	
Neustadt (138, 139)a	6 23		9 40	11 35	2 22	3 15	a.m.	6 35	9 25		7 34	11 55
Neustadt ..... dep.	6 32		9 50	12 48	2 30		11 30	6 48	9 28			
Lambrecht	6 45		10 2	1 0	2 43		11 53	7 1	9 40			
Hochspeyer	7 18		10 26	1 25	3 14		1 25	7 34	10 12			3 Cl.
Kaiserslautern...arr.	7 35		10 40	1 55	3 31		1 55	7 50	10 28			a.m.
(139) ...dep.	7 45		10 46	11 40	3 38			8 0				5 55
Landstuhl (124) arr.	8 9		11 3	11 45	4 2			8 24				6 35
" ..... dep.	8 11		11 4	11 56	4 4			8 27				
Homburg ..... arr.	8 44	a.m.	11 26	1 5	4 37		p.m.	9 0	a.m			
Homburg ..... dep.	8 46	6 24	11 35	1 10	4 41			7 10	9 35	7 0		
Zweibrucken arr	9 5	6 49	12 0	1 35	5 6			7 35	10 0	7 38		
Zweibrucken 146 dep.	7 2	5 46	10 50	12 27	4 5			6 42	8 30			
Homburg ..... arr.	7 27	6 11	11 15	12 52	4 30			7 1	8 55			
Homburg ..... dep.	8 46		11 28	1 30	4 41				9 3			
Neunkirchen 125 arr	9 3		11 43	2 10	4 58				9 20			
SAARBRUCKEN	9 50		12 22	4 42	6 10				10 3			

GERMERSHEIM and SPEYER.

Stations.	1,2,3	1,2,3	1,2,3	1,2	3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
(135	a.m.	a.m.	p.m.	p.m.		p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Germersheim d	6 20	7 40	9 25	12 16	3 14	9 10	Berghausen						
Linenfeld	6 28	7 56	9 33	12 24	3 22	9 18	Speyer ..... dp.	6 36	9 41	11 26	6 19	10 20
Heiligenstein	6 38	8 12	9 43	12 34	3 32	9 28	Heiligenstein	6 46	9 54	11 40	6 33	10 34
Berghausen	6 43	8 20	9 48	12 39	3 37	9 33	Linenfeld	6 59	10 4	11 50	6 43	10 44
Speyer (131) arr	6 50	8 33	9 55	12 46	3 44	9 41	Germersheim a	7 6	10 11	11 57	6 50	10 52

Schifferstadt (138) to Speyer at 5.56, 7.24, 9.26, 10.36, 11.11 a.m., 1.52, 2.57, 4.8, 6.3, ‡9.0 p.m.

Speyer (131) to Schifferstadt at 5.35, 7.0, 8.59, 10.2, 10.50 a.m., 12.58, 2.34, 3.45, 5.30, ‡8.36, 9.42 p.m. † Sundays and Fete Days only.

KAISERSLAUTERN and MUNSTER-AM-STEIN.

Stations.	1,2,3	2 & 3	1 & 2	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Kaiserslautern(138) d	6 30	7 30	...	2 57	...	...
Hochspeyer (139)dep.	...	7 49	1 27	3 25	7 36	...
Enkenbach (139)	6 57	8 2	...	3 37	7 54	...
Sembach-Neuhemsbach ...	7 6	8 11	...	3 46	8 8	...
Langmeil-Munch'ler.....	7 15	8 22	1 48	3 55	8 50	...
Kirchheimboland(139)a	9 6	...	2 25	6 27	9 53	...
Winnweiler	7 22	8 31	1 54	4 2	8 57	...
Imsweiler	7 32	8 46	...	4 12	9 7	...
Rockenhausen	7 40	8 58	2 9	4 21	9 15	...
Dielkirchen	7 49	9 11	...	4 30	9 24	...
Mannweiler	8 1	9 28	...	4 42	9 36	...
Alsenz	8 10	9 43	2 27	4 52	9 45	...
Hochstatten	8 19	10 16	...	5 1	9 54	...
Altenbamberg	8 26	10 26	...	5 8	10 1	...
Ebernburg ..... (125)	8 34	10 37	...	5 15	10 8	...
Munster-am-Stein arr.	8 36	10 40	2 41	5 17	10 10	...

Stations.	1,2,3	1,2,3	1 & 2	1,2,3	Cl.	1,2,3
[125	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Munster-am-Stein d	5 21	8 18	10 4	12 17	2 13	6 6
Eberuburg	5 28	8 32	...	12 24	2 40	6 13
Altenbamberg	5 35	8 42	...	12 31	2 51	6 20
Hochstätten	5 42	8 53	...	12 38	3 6	6 27
Alsenz	5 51	9 12	...	12 48	3 25	6 37
Mannweiler	6 0	9 27	...	12 57	3 40	6 46
Dielkirchen	6 12	9 42	...	1 9	4 6	6 58
Rockenhausen	6 21	9 59	...	1 19	4 26	7 8
Imsweiler	6 29	...	...	1 27	4 44	7 16
Winnweiler	6 39	10 27	...	1 37	5 5	7 26
Kirchheimboland(139d	5 23	8 46	8 46	1 6	...	6 7
Langmeil-Munchweiler...	6 46	10 57	10 50	1 56	5 14	7 34
Sembach-Neuhemsbach...	6 55	...	...	2 5	...	7 43
Enkenbach	7 4	11 27	...	2 14	...	7 51
Hochspeyer ..... arr.	7 15	11 46	...	2 25	...	8 3
Kaiserslau'ern ...arr.	7 35	12 26	...	2 44	...	8 24

NEUSTADT AND WEISSENBURG.

Stations.	1 & 2	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3
(130	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Neustadt dep.	12 1	7 0	9 55	11 43	2 26	3 20	6 45	9 28
Maik-Kirrweile	...	7 13	10 6	...	2 37	...	6 56	9 48
Edenkoben	12 14	7 22	10 12	11 55	2 43	3 32	7 2	10 0
Edesheim.....	...	7 30	10 18	...	2 49	...	7 8	10 10
Landau (135)	12 29	8 3	10 34	12 8	3 8	3 47	8 23	10 38
Rohrbach.....	...	8 22	10 46	...	3 23	...	8 39	...
Winden (134	12 46	8 45	11 54	12 24	3 31	4 5	8 48	...
Schaidt .....(76	...	8 58	12 46	...	...	...	8 59	...
Weissenb'rg	1 5	9 18	1 5	12 42	...	4 23	9 18	...

Stations.	1 & 2	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3
(77	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Weiss'nb'rg d	2 38	...	8 9	11 40	10 50	2 33	3 3	7 9
Schaidt	...	...	8 25	...	11 25	...	3 21	7 26
Winden	2 58	5 23	8 45	12 4	12 10	2 53	3 56	7 32
Rohrbach	...	5 32	...	...	12 30	...	4 5	7 41
Landau	3 16	5 49	9 6	12 20	1 10	3 10	4 23	8 24
Edesheim	...	6 6	9 23	...	1 41	...	4 40	8 41
Edenkoben..	3 30	6 12	9 29	12 33	1 55	3 23	4 46	8 47
Maik-Kirrweiler ...	...	6 18	9 35	...	2 7	...	4 52	8 53
Neustadt arr.	3 42	6 28	9 45	12 44	2 26	3 34	5 2	9 2

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MANNHEIM and WORMS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Mannheim (139) dep.	6 45	7 45	9 45	11 45	1 45	3 45	5 45	7 45
Ludwigshafen (139) arr.	7 10	8 10	10 10	12 10	2 10	4 10	6 10	8 10
Ludwigshafen (139) dep.	7 30	8 30	10 30	12 30	2 30	4 30	6 30	8 30
Worms arr.	7 55	8 55	10 55	12 55	2 55	4 55	6 55	8 55

Connection with the Neckar Railways, 1 & 2 class.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ex.-Ludwigshafen to Worms.								
Ludwigshafen (139) dep.	6 0	7 0	9 0	11 0	1 0	3 0	5 0	7 0
Worms arr.	6 25	7 25	9 25	11 25	1 25	3 25	5 25	7 25
Ex.-Ludwigshafen to Frankenthal, 4.36 p.m.								
Ludwigshafen (139) dep.	6 0	7 0	9 0	11 0	1 0	3 0	5 0	7 0
Frankenthal arr.	6 16	7 16	9 16	11 16	1 16	3 16	5 16	7 16
Ex.-Ludwigshafen to Frankenthal, 12.45 p.m.								
Ludwigshafen (139) dep.	6 0	7 0	9 0	11 0	1 0	3 0	5 0	7 0
Frankenthal arr.	6 16	7 16	9 16	11 16	1 16	3 16	5 16	7 16

KAISERSLAUTERN and ALZEY.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Alzey dep.	...	...	12 40	3 0	6	8 19	...	...
Monsheim arr.	...	...	12 55	3 15	8	8 34	...	...
Monsheim dep.	...	...	1 2	3 14	8 19	...	a.m.	...
Kirchheim arr.	...	...	1 24	3 36	8 41	...	5 43	11 30
Bolanden dep.	...	...	1 32	3 44	8 49	...	5 51	...
Gollheim Dreisen	...	...	...	...	...	...	6 9	...
Borrstadt	...	...	...	...	...	...	6 27	...
Langmeil dep.	...	...	1 48	3 45	8 51	...	...	...
Langmeil arr.	...	...	1 50	3 57	9 10	...	6 30	...
Sembach Nanheim	...	...	...	...	...	...	...	...
Enkenbach arr.	...	...	2 15	4 14	9 35	...	6 53	...
Eselsfurth	...	...	...	...	...	...	7 18	...
Kaiserslautern	...	...	2 25	4 24	9 45	...	...	...
NORDBAHN	...	...	2 30	4 30	9 50	...	7 29	...
HAUPTBAHN	...	...	2 35	4 35	9 55	...	7 37	...

FREINSHEIM and FRANKENTHAL.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
DURKHEIM dep.	...	7 44	3 33	6 0	...	...	...	...
GRUNSTADT dep.	...	7 54	3 43	6 10	...	...	...	...
Freinsheim (139) dep.	5 7	8 0	3 49	6 16	...	...	...	...
Frankenthal (139) arr.	5 42	8 35	4 30	6 50	...	...	...	...
LUDWIGSHAFEN arr.	6 16	9 10	5 25	10 46	...	...	...	...
WORMS "								

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
WORMS dep.	...	...	...	...	...	...	...	...
LUDWIGSHAFEN arr.	6 30	...	12 45	3 0	6	8 19	...	...
FRANKENTHAL dep.	6 43	...	12 55	3 15	8	8 34	...	...
GRUNSTADT dep.	7 0	8 2	1 2	3 14	8 19	...	a.m.	...
DURKHEIM arr.	7 10	8 11	1 24	3 36	8 41	...	5 43	11 30
NEUSTADT arr.	7 14	8 19	1 32	3 44	8 49	...	5 51	...

NEUSTADT, DURKHEIM, MONSHEIM, and MARNHEIM. All 1,2,3 class.

139, 136)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Neustadt dep.	6 58	10 15	...	...	3 37	7 12	9 30	...
Musbach	7 7	10 24	...	...	3 46	7 21	9 39	...
Konigsbach	7 13	10 30	...	...	3 52	7 27	9 45	...
Deidesheim	7 20	10 37	...	...	3 59	7 34	9 52	...
Wachenheim	7 28	10 45	...	...	4 7	7 42	10 0	...
Durkheim arr.	7 35	10 52	...	...	4 14	7 49	10 7	...
" dep.	7 42	11 0	3 33	4 21	8	...	...	...
Erpolzheim	7 53	11 10	3 44	4 31	8 10	...	...	...
Freinsheim (139)	7 59	11 16	3 50	4 35	8 14	...	...	...
Kirchheim	8 9	11 26	4 7	4 46	8 25	...	...	...
Grunstadt (134)	8 17	11 34	4 16	4 53	8 33	...	...	...
Albisheim	8 23	11 40	...	5 0	8 39	...	...	...
Bockenheim-Kin.	8 31	11 48	...	5 8	8 46	...	...	...
Hohensulzen	8 37	11 54	...	5 14	8 52	...	...	...
Monsheim arr	8 42	11 59	...	5 19	8 57	...	...	...
" (137) dep	8 43	12 19	...	5 44	8 59	...	...	...
Wachenheim	8 51	12 26	...	5 51	9 6	...	...	...
Harxheim-Zell	8 57	12 32	...	5 56	9 13	...	...	...
Albisheim	9 4	12 40	...	6 5	9 20	...	...	...
Marnheim (136)	9 13	12 49	...	6 14	9 29	...	...	...

Sundays and Fair days, 1 hr. and 20 min. later.

	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Marnheim (139)	...	6 15	11 40	2 17	6 25	...	...	...
Albisheim	...	6 27	11 52	2 27	6 35	...	...	...
Harxheim-Zell	...	6 36	12 1	2 34	6 42	...	...	...
Wachenheim	...	6 42	12 7	2 39	6 48	...	...	...
Monsheim arr	...	6 50	12 15	2 45	6 53	...	...	...
" dep	...	7 9	12 39	3 6	6 59	...	...	...
Hohensulzen	...	7 15	12 35	3 12	7 5	...	...	...
Bockenheim-Kin.	...	7 23	12 43	3 20	7 13	...	...	...
Albaheim	...	7 31	12 51	3 28	7 21	...	...	...
Grunstadt	...	7 38	12 57	3 34	7 27	...	...	...
Kirchheim	...	7 48	1 5	3 42	7 35	p.m.	p.m.	p.m.
Freinsheim	...	7 58	1 15	3 52	7 45	2 8	3 17	...
Erpolzheim	...	8 1	1 20	3 57	7 50	2 15	3 27	...
Durkheim arr	a.m.	8 13	1 29	4 6	7 59	2 25	3 40	...
" dep	5 38	8 20	1 38	4 15	8 10	...	...	...
Wachenheim	5 46	8 28	1 46	4 23	8 18	...	...	...
Deidesheim	5 54	8 36	1 54	4 31	8 26	...	...	...
Konigsbach	6 1	8 43	2 1	4 38	8 33	...	...	...
Musbach	6 7	8 48	2 7	4 44	8 39	...	...	...
Neustadt arr	6 15	8 56	2 15	4 52	8 47	...	...	...

STUTTGART and FRUDENSTADT.

All 1,2,3 class.	a.m.	a.m.	p.m.	p.m.				
Stuttgart dep.	5 35	10 25	5 50	9 10	...	...	...	...
Bobblingen	6 56	11 26	6 41	10 10	...	...	...	...
Herrenberg	7 59	12 4	7 12	...	...	...	...	...
Eutingen (797)	9 10	12 55	8 40	...	...	...	...	...
Hochdorf	10 20	1 9	9 8	...	...	...	...	...
Frudenstadt arr.	11 25	2 7	10 10	...	...	...	...	...

	a.m.	a.m.	p.m.	p.m.				
Freudenstadt dep.	4 54	...	1 45	6 25	...	...	...	...
Hochdorf	5 55	...	2 38	7 50	...	...	...	...
Eutingen	6 37	...	3 0	8 37	...	...	...	...
Herrenberg	7 13	noon	3 41	9 46	...	...	...	...
Boblingen	7 59	12 0	4 21	10 32	...	...	...	...
Stuttgart arr.	8 40	1 0	5 10	11 20	...	...	...	...

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HAGEN and HAUFE.

Stations.	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.	p.m.
Hagen ......(140)...dep	5 30	7 51	1 0	3 36	7 36
Kükelhausen	5 42	8 3	1 12	3 46	7 46
Niederhaspe	5 50	8 11	1 20	3 54	7 54
Vogelsang	6 10	8 31	1 40	4 10	8 9
Haufe ....arr	6 19	8 40	1 49	4 19	8 18

Stations.	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.	p.m.
Haufe ....dep	6 53	9 6	2 8	5 15	8 34
Vogelsang	7 2	9 18	2 18	5 29	8 46
Niederhaspe	7 15	9 32	2 30	5 45	9 0
Kükalhausen	7 24	9 43	2 39	5 58	9 11
Hagen........arr	7 31	9 50	2 46	6 5	9 18

HAGEN, ATTENDORN and SIEGEN.

Stations.	1—3	1—4	1—3	1—3	1—3	1—3		
		a.m.	a.m.	p.m.	p.m.	p.m.		
Hagen(140)......dep	...	8 8	10 45	3 33	7 33	9 49	...	...
Kabel........	...	8 21	10 56	3 45	7 46	10 2	...	...
Limburg	...	8 35	11 12	3 59	8 0	10 16	...	...
Letmathe ....arr	...	8 43	11 20	4 7	8 8	10 23	...	...
,, (141) ......dep	...	8 47	11 23	4 10	8 11	10 26	...	...
Altena	...	9 3	11 39	4 25	8 30	10 42	...	...
Werdohl	...	9 21	11 57		8 45		...	...
Plettenberg	...	9 35	12 11	...	8 59	...	...	...
Finnentrop	...	9 53	12 29	...	9 17	...	...	...
Finnentrop dep	...	9 59	1 15	...	9 29	...	...	...
Olpe ....arr	...	11 5	2 36	...	10 45	...	...	...
Finnentrop ...dep	...	9 54	12 32	...	9 18	...	...	...
Grevenbrück	...	10 5	12 43	...	9 29	...	...	...
Altenhundem	...	10 18	12 56	1—3	9 43	1—3	...	...
Welschenennest	a.m.	10 40	1 18	p.m.	10 6	p.m.	...	...
Creuzthal	6 30	10 59	1 38	5 48	10 26	12 55	...	...
Haardt	6 49	11 16	1 56	6 2	10 43	1 10	...	...
Siegen (116)	6 56	11 22	2 2	6 8	10 49	1 16	...	...

AIX-LA-CHAPELLE, DÜSSELDORF, DEUTZ, SCHWERTE, and HOLZMINDEN.

Dist. From	1 Cl. m.pf	2 Cl. m. p	3 Cl. m.pf	Stations.		1—3	1|3	1—3	1—4		1 & 2	1—3	1—3	1—4	1—4	1—3		1—4	1—3
	Aix-	la C	hap.	(90.) (96.) Aix-la-Chapelle		a.m.	a.m.		a.m.		a.m.		p.m.		p.m.	p.m.			p.m.
				(153) (Marsch) dep	...	4 34	6 50	...	9 4	...	9 56	...	1 48	...	4 0	6*4	...	...	9 30
1½	0 30	0 20	0 10	,, (Templerb.)	...	5 12	7 0	...	9 12	...	10 8	...	2 1	...	4 10	6 15	...	...	9 46
15¾	2 0	1 50	1 0	Gellenkirchen........	...	6 14	7 26	...	9 53	...	...	...	2 36	...	4 51	...	...	...	10 17
20	2 60	2 0	1 30	Lindern........	...		7 35	...	10 3	...	...	...	2 46	...	5 1	...	...	...	10 27
27½	3 60	2 70	1 80	Erkelens	...	a.m.	7 54	...	10 24	...	...	p.m.	3 4	...	5 24	...	...	...	10 45
35½	4 70	3 50	2 40	Rheydt (124)	...	6 42	8 11	...	10 45	...	...	1 8	3 21	...	5 46	7 17	...	1—3	11 3
37½	4 90	3 70	2 50	M.-Gladbach arr	...	6 48	8 17	...	10 51	...	11 1	1 15	3 27	...	5 52	7 23	...	p.m.	11 9
...	...	...	...	,, (153) dep	...	6 56	8 28	...	11 15	...	11 2	1 20	3 34	...	5 58	7 25	...	8 44	11 12
45	5 60	4 20	2 80	Kleinenbroich	...	7 10	...	...	11 31	1—3	...	1 32	...	...	6 11	...	...	8 59	...
48½	6 30	4 70	3 20	Neuss (141) ...arr	...	7 25	8 50	a.m.	11 4	p.m.	...	1 44	3 53	p.m.	6 24	7 43	p.m.	9 14	11 32
...	...	...	...	Neuss ....dep	...	7 27	8 51	10 18	12 0	12 51	...	1 51	3 56	4 12	6 32	7 44	5 30	9 27	11 34
52½	7 80	5 90	3 90	Düsseld ....arr	1—4	7 37	9 0	10 28	12 12	1 2	11 28	2 2	4 8	4 22	6 42	7 54	5 40	9 36	11 44
				(117, 124, 148)	a.m.														
...	...	...	...	Düsseld. ......dep	5 25	8 3	9 3	...	12 33	...	11 31	2 12	4 14	...	6 56	7 58		9 57	11 48
59½	8 90	6 70	4 50	Hochdahl	5 58	8 34	...	...	1 5	...	...	2 45	4 44	...	7 27	...	1—4	10 23	...
63	9 30	7 0	4 70	Haan	6 9	8 46	...	...	1 15	...	...	2 55	4 55	...	7 37	...	p.m.	10 34	...
65½	9 60	7 20	4 80	Vohwinkel ...(143)	6 19	9 2	9 39	1—3	1 24	1 & 2	...	3 5	5 6	...	7 46	8 39	9 35	10 44	...
69½	10 20	7 70	5 10	Elberfeld (143) a	6 31	9 14	9 48	a.m.	1 39	a.m.	12 12	3 17	5 19	...	8 2	8 48	9 47	10 57	12 33
—	From Deutz			Deutz ....dep	...	6 35	8 0	9 0	12 0	11 0	...	2 0	3 50	...	6 25	7 55	...	9 40	11 0
2	0 40	0 30	0 20	Mülheim a Rh.	...	6 41	8 7	...	12 6	11 7	...	2 7	3 57	...	6 32	8 2	...	9 47	11 7
...	...	...	...	,, (141) dep.	...	6 42	8 8	...	12 7	11 9	...	2 8	3 58	...	6 34	8 3	...	9 48	11 9
9½	1 30	1 0	0 70	Opladen (124)......	...	6 59	8 26	...	12 25	11 24	1—3	2 28	4 18	...	6 54	...	...	10 6	11 26
12½	1 60	1 20	0 80	Leichlingen	...	7 7	8 36	...	12 33	...	...	2 36	4 27	...	7 3	...	...	10 15	...
16½	2 10	1 60	1 10	Ohligs-Wald (143	5 46	7 15	8 46	...	12 44	11 38	a.m.	2 48	4 40	...	7 15	8 29	...	10 28	11 41
...	...	...	...	Vohwinkel ...dep	6 19	7 35	9 7	9 45	1 2	...	8 9	3 10	4 58	...	7 38	8 44	...	10 50	...
27	3 60	2 70	1 80	Elberfeld ...arr	6 31	7 47	9 19	9 55	1 15	12 3	8 25	3 22	5 13	...	7 50	8 54	...	11 5	12 6
...	...	...	...	,, ...dep	6 43	7 49	9 26	10 4	1 21	12 5	8 30	3 26	5 16	...	7 55	8 56	...	11 14	12 6
39½	3 90	2 90	2 0	Barmen........	6 54	7 56	9 37	10 14	1 30	12 30	8 39	3 36	5 25	...	8 23	9 12	...	11 23	12 15
40½	4 0	3 0	2 0	Barmen Ritt ar	6 59	8 1	9 42	10 19	1 35	12 35	8 45	3 41	5 31	p.m.	8 28	9 17	...	11 29	12 21
From	Aix-la-Chap.			Elberfeld......dep	6 43	9 26	10 0	12 5	2 0	...	12 15	3 26	5 26	6 15	8 7	9 0	9 48	11 10	12 34
72	10 50	7 90	5 30	Barmen	6 54	9 37	10 7	12 14	2 12	...	12 21	3 36	5 35	6 25	8 19	9 7	9 54	11 19	12 40
73½	10 60	8 0	5 20	Barmen-Ritt. arr	6 59	9 42	...	12 35	2 16	...	...	3 41	5 41	6 30	8 23	...	10 0	11 25	12 46
...	...	...	...	,, (143) dep	7 1	9 48	...	...	2 19	...	...	3 42	5 44	...	8 25	...	...	11 26	...
79	11 40	8 60	5 70	Milspe	7 22	10 4	...	...	2 40	...	...	4 3	6 5	...	8 47	...	...	11 47	...
84	12 0	9 0	6 0	Haspe........	7 39	10 17	...	...	2 58	...	...	4 15	6 23	...	9 4	...	...	12 4	...
86½	12 30	9 20	6 20	Hagen 140, 153 a	7 46	10 25	10 37	...	3 6	...	12 52	4 21	6 31	p.m.	9 12	9 37	...	12 13	...
—	From Hagen.			Hagen ....dep	8 1	10 51	6 49	...	3 16	12 30	12 57	4 23	6 40	7 13	9 22	9 43	...	...	...
[illegible]	0 40	0 30	0 20	Herdecke (143)...	8 9	10 59	6 57	...	3 24	12 37	...	4 31	6 48	7 21	9 30	9 51	...		...
9½	1 30	1 0	0 70	Witten	8 30	11 20	7 15	1—4	3 44	...	1 17	4 49	7 9	7 38	9 50	10 13	...		1—4
13½	1 80	1 40	0 90	Dortmund 119	8 57	11 51	7 42	p.m.	4 13	...	1 44	5 15	7 37	...	10 10	10 42	...		a.m.
From	Aix-la-Chap.			Hagen ....dep	8 1	10 30	10 40	3 17	3 24	...	12 56	...	6 43	...	9 24	9 42	...		7 54
...	13 40	10 10	6 70	Schwerte ......arr	8 23	10 52	10 56	3 39	3 51	...	...	...	7 5	...	9 47	10 0	...		8 16
...	...	...	...	,, (153) ...dep	8 27	a.m.	11 1	a.m.	3 56	p.m.	...	p.m.	...	...	...	10 1	...		...
...	14 70	11 0	7 40	Frondenberg arr	8 50	10 7	...	6 9	4 20	2 27	...	6 42	...	...	...	10 17	...		...
...	...	...	...	Menden ......arr	9 16	10 23	...	6 25	4 53	2 43	...	6 58	...	...	...	10 [illegible]	...		...
...	...	...	...	Frondenberg dep	8 51	...	...	...	4 23	...	...	...	...	...	...	10 18	...		...
...	16 80	12 60	8 40	Arnsberg	9 25	...	11 44	...	5 15	...	1 54	...	...	...	...	10 50	...		...
...	19 20	14 4	9 60	Bestwig-Nuttlar ...	10 20	...	12 19	...	6 16	...	2 29	...	...	...	...	11 20	...		...
...	20 30	15 20	10 20	Brilon-Corbach	10 50	...	12 41	...	6 38	...	2 49	...	...	...	...	11 40	...		...
...	23 80	17 70	11 80	Scherfede (140) a	12 2	a.m.	1 24	...	7 42	...	3 32	...	...	...	...	12 22	...		...
...	...	...	...	,, ...dep	12 7	7 32	1 27	...	8 3	...	3 52	...	...	...	...	12 23	...		...
...	...	...	...	Welsden (119) arr	12 54	8 11	...	...	9 43	...	...	...	...	...	...	...	...		...
				[illegible]		8 36	2 26	...	10 30	...	4 43	...	...	...	...	1 24	...		...

Extra.—Neuss to Dusseldorf, 6.20, 7.48 a.m., 2.30, 10.43 p.m.

* Mann Boudoir Sleeping Cars by this Train.

SIEGEN, ATTENDORN, and HAGEN.

Stations.	1—4	1—3	1—3	1—3	1—3	1—3	1—4	1—3
	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.
Siegen (116)...dep	...	7 0	...	11 38	12 20	4 10	5 15	9 48
Haard	...	7 7	...	11 44	12 26	4 16	5 22	9 56
Creuzthal	...	7 24	...	11 59	12 40	4 30	5 39	10 14
Welschenennest	...	7 46	...	12 22			6 2	...
Altenhundem	...	8 7	...	12 41	...	...	6 22	...
Grevenbrück	...	8 15	...	12 53	...	...	6 34	...
Finnentrop...arr	...	8 29	...	1 3	...	...	6 44	...
Olpe............dep	...	7 2	...	11 20	...	...	5 21	...
Finnentrop arr	...	8 19	...	12 23	...	...	6 38	...
Finnentrop dep	...	8 30	...	1 5	...	...	6 45	...
Plettenberg	...	8 40	...	1 24	1—3	...	7 4	...
Werdohl	...	9 3	...	1 38	p.m.	...	7 18	...
Altena	5 33	9 21	...	1 53	5 36	...	7 31	...
Letmathe......arr	5 49	9 37	...	2 9	5 52	...	7 50	...
" ......dep	5 52	9 41	...	2 10	5 55	...	7 52	...
Limburg	6 1	9 50	...	2 19	6 4	...	8 1	...
Kabel	6 15	10 4	...	2 32	6 17	...	8 15	...
Hagen ......arr	6 27	10 17	...	2 44	6 29	...	8 28	...

BENSBERG TO MÜLHEIM a. Rhein.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
mpf Fro'	mpf Ben	mpf be'g		a.m.	a.m.	p.m.	p.m.	p.m.
			Bensberg dp	6 39	10 10	1 2	5 37	8 30
0 75	0 60	0 40	B. Gladbach ...	6 55	10 26	1 18	5 53	8 46
1 20	0 90	0 60	Mulh'im 141	7 22	10 53	1 45	6 20	9 13
...	...	...	Deutz ...	7 30	11 4	1 56	6 30	9 26
mpf	mpf	mpf	Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	Deutz ...	8 30	11 30	2 26	6 45	9 45
1 cl.	2 cl.	3 cl.	(140)	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
—	—	—	Mülheim dp	8 43	11 41	2 39	6 56	9 55
...	...	...	B. Gladbach ...	9 17	12 15	3 13	7 30	10 32
...	...	...	Bensberg ar	9 29	12 27	3 25	7 42	10 44

LETMATHE and ISERLOHN.

Stations.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Letmathe ...dep	...	8 49	9 53	11 27	2 22	4 17	5 59	8 21	10 34
Iserlohn ......arr	...	9 9	10 13	11 47	2 42	4 37	6 19	8 41	10 54
Iserlohn ...dep	5 23	8 13	9 16	10 55	1 44	3 30	5 22	7 23	...
Letmathe (140)	5 43	8 28	9 36	11 15	2 4	3 50	5 42	7 43	...

NEUSS and OBERCASSEL.

Stations.	a.m.	a.m.	noon	p.m.	p.m.	p.m.
Neuss (140) dep	7 0	8 53	12 0	4 33	6 30	9 30
Obercassel	7 15	9 8	12 15	4 48	6 45	9 45
Obercassel dep	7 25	9 45	12 24	5 25	8 48	10 11
Neuss ....arr	7 40	10 0	12 39	5 40	9 3	10 26

Extra—Dusseldorf to Neuss, 6.43, 8.35, 9.0 a.m.; 6.5 p.m.

HOLZMINDEN, SCHWERTE, DUSSELDORF, and AIX-LA-CHAPELLE.

Stations.			1—3			1—3	1—4			1—4	1—4		1—3	1 & 2	
			a.m.				a.m.			a.m.			p.m.	p.m.	
Holzminden (152) dep	...	...	5 16	...	...	...	5 46	...	...	9 24	...	...	2 46	6 17	...
Wehrden ......dep	...	...	...	...	...	...	6 6	...	...	9 47	...	...	...	...	...
Scherfede ......arr	...	...	6 1	...	...	...	6 53	...	...	10 25	...	...	3 45	7 6	...
" ......dep	...	...	6 8	...	...	...	7 0	...	...	10 46	...	...	3 55	7 9	...
Brilon-Corbach......	...	...	...	...	...	...	8 5	...	...	11 55	...	...	4 46	...	...
Bestwig Nuttlar......	...	...	5 8	...	...	...	8 32	...	...	12 26	...	...	5 10	8 9	...
Arnsberg	...	...	5 35	a.m.	...	...	9 21	...	...	1 30	p.m.	...	5 55	8 37	p.m.
Wenden ......dep	...	...	5 37	8 32	...	...	9 37	...	...	1 47	4 2	...	6 7	...	9 32
Frondenberg arr	...	...	6 3	8 47	...	...	9 50	...	...	2 9	4 17	...	6 27	...	10 7
" dp	1—4	...	6 4		...	...	10 0	...	1—3	2 11	...	1—3	6 28	...	1—4
Schwerte ......arr	a.m.	...	6 18	a.m.	...	...	10 21	...	p.m.	2 23	...	p.m.	6 46	...	p.m.
" (153)...dep	10 57	...	6 19	6 28	...	...	10 22	1—3	2 30	2 38	...	6 35	6 48	...	8 16
Hagen 140/153 a.	11 19	...	6 36	6 52	...	a.m.	10 41	a.m.	2 52	3 0	p.m.	6 57	7 6	9 28	8 36
Dortmund 154	...	1—4	...	6 43	...	8 15	9 35	11 30	p.m.	2 8	5 45	1—4	p.m.	8 30	7 35
Witten	...	p.m.	...	7 10	...	8 40	10 0	11 57	12 32	2 40	6 10	p.m.	6 39	8 58	8 10
Herdecke	...	8 7	...	7 31	...	8 54	10 17	12 15	...	2 50	6 26	5 39	6 57	...	8 29
Hagen ....arr	...	8 14	...	7 38	...	9 5	10 24	12 22	12 49	3 6	6 35	5 46	7 4	9 22	8 36
Hagen ....dep	...	...	6 41	7 45	...	9 10	11 48	12 24	...	3 14	6 44	...	7 15	9 33	8 48
Haspe	...	...	...	7 54	...	9 19	11 57	...	...	3 23	6 53	...	...	...	8 58
Milspe	...	...	...	8 13	...	9 35	12 16	...	...	3 40	7 10	...	...	...	9 17
Barmen-Ritt. arr	...	a.m.	...	8 31	a.m.	9 52	12 34	12 54	p.m.	3 57	7 26	p.m.	7 44	...	9 36
" dep	...	6 2	...	8 32	10 7	9 53	12 35	12 55	2 33	3 58	7 28	7 24	7 45	...	9 37
Barmen	...	6 8	7 10	8 39	10 13	9 59	12 42	1 0	2 39	4 5	7 33	7 25	7 51	10 2	9 43
Elberfeld ......arr	...	6 17	7 16	8 48	10 19	10 5	12 51	1 6	2 48	4 14	7 42	7 32	7 57	10 8	9 52
Barmen-Ritt d	...	5 56	6 58	8 21	8 8	9 53	12 0	12 59	2 1	4 10	7 28	...	7 58	9 48	...
Barmen	...	6 38	7 19	8 28	8 14	9 59	12 7	1 0	2 8	4 16	7 33	...	8 3	10 8	...
Elberfeld ...arr	...	6 47	7 24	8 37	8 21	10 5	12 16	1 6	2 17	4 25	7 42	...	8 10	10 14	...
" ...dep	...	6 50	7 27	9 0	8 25	10 9	12 45	1 9	2 40	4 31	7 49	...	8 15	10 19	...
Vohwinkel arr	...	7 3	7 37	9 15	8 41	10 20	1 1	1 18	2 55	4 44	8 2	...	8 28	10 29	...
Ohligs-Wald	...	7 22	7 52	9 30	9 1	10 32	...	1 31	3 19	5 5	8 19	...	8 36	10 48	...
Leichlingen	...	7 32	...	9 47	...	10 42	...	1 44	3 28	5 14	8 26	...	...	10 56	...
Opladen (124) ...	...	7 40	...	9 55	9 16	10 50	...	1 51	3 36	5 22	8 37	...	...	11 3	...
Mulheim-Rh. a	...	7 57	...	10 11	9 32	11 4	...	2 5	3 53	5 39	8 54	...	9 10	11 17	...
" (141) dep	...	7 58	...	10 12	9 33	11 5	...	2 6	3 54	5 40	8 55	...	9 11	11 18	...
Deutz ....arr	...	8 4	8 19	10 19	9 40	11 12	p.m.	2 12	4 1	5 46	9 2	p.m.	9 18	11 24	p.m.
Elberfeld ....dep	...	6 21	7 20	8 54	10 21	...	1 0	...	2 52	4 24	...	7 37	8 2	10 12	10 0
Vohwinkel	...	6 37	7 30	9 10	10 35	...	1 23	...	3 6	4 39	...	7 54	8 17	...	10 39
Haan	...	6 44	...	9 17	10 41	...	1 30	...	3 13	4 49	...	8 2	...	...	10 45
Hochdahl	...	6 52	...	9 26	10 49	...	1 38	...	3 22	4 58	...	8 11	8 30	...	10 54
Dusseld'f (154)	1—4	7 17	7 57	9 51	11 15	1—3	2 3	1—3	3 47	5 23	1—3	8 36	8 51	10 43	11 19
	p.m.					p.m.		p.m.			p.m.	8 42			p.m.
Dusseld'f (140) d	1 30	7 27	8 7	9 58	11 31	12 28	2 11	3 29	3 57	5 31	3 0	8 52	9 2	10 45	11 0
Neuss ....arr	1 40	7 38	8 16	10 8	11 41	12 38	2 21	3 39	4 7	5 41	3 10	...	9 13	...	11 10
	a.m.														
Neuss (141)...dep	6 6	7 43	8 17	10 12	...	12 44	2 26	...	4 9	5 47	...	...	9 21	...	...
Kleinenbroich......	6 18	7 55	...	10 28	...	1 0	2 43	...	4 25	6 0	...	...	9 35	...	...
M.-Gladbach arr	6 32	8 7	8 34	10 39	...	1 11	2 55	...	4 37	6 10	...	...	9 44	11 10	...
"	6 42	...	8 35	11 0	...	1 20	3 9	...	...	6 18	...	...	9 52	11 11	...
Rheydt	6 51	...	8 42	11 9	...	1 27	3 18	...	...	6 26	...	1—4	10 0	...	...
Erkelenz	7 13	...	9 1	11 32	...	...	3 38	...	...	6 46	...	p.m.	10 21	...	...
Lindern	7 34	...	...	11 50	...	...	3 57	...	...	7 5	...	9 9	10 41	...	...
Geilenkirchen	7 46	...	...	12 1	...	...	4 8	...	...	7 16	...	9 20	10 51	...	...
Aix-la-Chap. Templerb	8 33	...	9 50	12 43	...	...	4 44	...	...	7 59	...	10 4	11 26	12 9	...
Aix-la-Chap. Marsch. a	8 47	...	10 5	12 53	...	...	4 54	...	...	8 9	...	10 14	11 36	12 31	...

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LONDON, BRUSSELS, and BERLIN.—Via Bleyberg-Düsseldorf.

Stations.	1 & 2	1 & 2	1,2, 3		1 Cl.	Mixed.	Stations.	1—3	1 & 2	1 & 2	1,234	
	p.m.				m. pf.	m. pf.		p.m.		p.m.		
LONDON .....dep	8 30	...	...	...	...	...	ST. PETERSBURG...dep	1 30		5 30	...	
	ngbt							a.m.		p.m.		
CALAIS.....dep	1 27	...	...	...	...	...	BERLIN .....arr	6 10		6 0		
	a.m.							a.m.	p.m.	o.m.	p.m.	
BRUSSELS .....arr	6 15	...	...	...	...	...	**Berlin** (Potsd. Stat.)...dep	8 45	1 0	10 0	11 0	
	p.m.						Potsdam	9 10	1 23	10 26	11 35	
LONDON .....dep	8 30	...	...	...	...	...	**Magdeburg** .....arr	10 55	3 0	12 7	2 25	
	ngbt	a.m.						a.m.	a.m.	p.m.	p.m.	
OSTEND .....dep	3 50	7 20	...	...	...	...	LEIPSIC (Via Halle) ...	7 5	11 0	8 45	10 0	
	a.m.	a.m.					DRESDEN via Wittenberg-					
BRUSSELS .....dep	6 15	10 40	...	...	...	...	Falkenberg	...	8 35	6 20	...	
LOUVAIN.....dep	6 14	2 21	...	...	...	...						
	a.m.	p.m.	a.m.		...	...	LEIPSIC (Via Zerbst) ...	4 15	9 10	8 40	8 40	
LIEGE .....dep	8 14	3 32	4 39	...	...	...		11 0	3 3	12 10	2 40	
	a.m.	p.m.	a.m.				**Magdeburg** .....dep	p.m.	p.m.	a.m.	a.m.	
Pepinster	...	4 2	5 9	...	...	...	Borssum	12 25	4 31	1 29	5 25	
Spa	...	...	...	...	...	...	Kreiensen	1 54	5 28	2 30	7 45	
Pepinster .....dep	...	4 5	5 11	...	...	...	Holzminden	2 46	6 17	3 18	9 24	
Verviers **(90)**	8 59	4 40	5 30	...	...	...	**Scherfede** .....arr	3 45	7 6	4 7	10 35	
Dolhain	...	4 55	5 41					a.m.				
Welkenraedt.....	...	5 10	5 54	...	...	...	DRESDEN .....dep	4 35	8 25	6 10	6 10	
Bleyberg.....	9 31	5 33	6 10					a.m.	a.m.	p.m.		
Aix-la-Chapelle, T. **(80)**	9 52	5 59	6 31	...	...	...	LEIPSIC .....dep	7 40	11 0	12 20	...	
Aix-la-Chapelle, M. dep	9 58	6 4	6 50					p.m.	p.m.	p.m.	a.m.	
,, ,, T.....	10 8	6 15	7 0	...	...	...	CASSEL .....dep	2 17	5 51	10 16	9 0	
Rheydt	...	7 17	8 11	...	...	...		4 25	p.m.	a.m.	10 46	
M.-Gladbach (140) arr	11 1	7 23	8 17	...	...	...	**Scherfede** .....dep	3 55	7 9	4 8	11 24	
		p.m.	a.m.				Bredelar.....	p.m.	p.m.	a.m.	p.m.	
LONDON	...	8 35	...	...	...	...	Bestwig-Nuttlar	5 10	8 9	5 8	12 26	
		a.m.					Arnsberg	5 55	8 37	5 38	1 30	
VLISSINGEN (Flushing)	...	8 40	...	...	...	...	Schwerte	6 48	...	6 19	2 38	
	a.m.	p.m.	a.m.				**Hagen** .....arr	7 6	9 28	6 36	3 0	
VENLO	9 57	...	...	...								
M.-Gladbach.....dep	11 2	7 25	8 28	...	...	...	SIEGEN .....dep	...	...	...	...	
Neuss..... dep	...	7 44	8 51	...	...	...		p.m.	p.m.	a.m.	p.m.	
Dusseldorf ..... dep	11 31	7 58	9 3	...	...	...	**Hagen** .....dep	7 13	9 33	6 41	3 14	
Vohwinkel		8 38	9 39				Schwelm	7 45	...	...	3 48	
Elberfeld	12 15	9 0	10 0	...	...	...	Rittershausen	7 55	...	...	3 57	
Barmen	12 22	9 7	10 7	...	...	...	Barmen	7 51	10 2	7 16	4 5	
Rittershausen	...	...	...	...	...	...	Elberfeld	8 2	10 12	7 20	4 24	
Schwelm.....	...	...	...	...	...	...	Vohwinkel.....	8 17	...	7 30	4 30	
Hagen.....arr	12 52	9 37	10 37	...	...	...	**Dusseldorf**.....arr	8 51	10 43	7 57	5 23	
							Neuss .....arr	9 13	...	8 16	5 41	
SIEGEN .....arr	...	...	11 51	...	...	...	**M. Gladbach** .....arr	9 44	11 10	8 34	6 10	
	p.m.	p.m.	a.m.				VENLO .....arr	10 48	...	...	7 16	
Hagen .....dep	12 56	9 42	10 40	...	...	...					p.m.	
Schwerte	...	10 1	11 1	...	...	...	VLISSINGEN (Flushing)	...	...	5 30	9 15	
Arnsberg	1 54	10 50	11 44							a.m.		
Bestwig-Nuttlar	2 29	11 29	12 19	...	...	...	LONDON .....arr	...	...	7 58	...	
Bredelar.....	...	...	...	...	...	...		p.m.	p.m.	a.m.	p.m.	
Scherfede (140) .....arr	1 32	12 32	1 24	...	...	...	**M. Gladbach**.....dep	9 52	11 11	8 35	6 18	
	p.m.	a.m.	p.m.				Rheydt	10 0	...	8 42	6 26	
CASSEL .....arr	5 11	6 35	3 3	...	...	...	**Aix-la-Chapelle**, T. arr	11 26	12 9	9 50	7 59	
		p.m.	o.m.				,, ,, M.....	11 36	12 30	10 5	8 9	
LEIPSIC .....arr	8 30	2 30	9 30	...	...	...		nght		a.m.	p.m.	
		p.m.	nig t				Aix-la-Chapelle, T....dep	12 22		10 0	8 12	
DRESDEN .....arr	11 34	6 25	12 10	...	...	...	Bleyberg (Brussels time)	12 32		10 10	8 24	
	p.m.	nght	p.m.				Welkenraedt.....	...		...	8 56	
Scherfede .....dep	3 52	12 33	1 27	...	...	...	Dolhain	12 56		...	9 10	
Holzminden **(162)**	4 46	1 28	2 27	...	...	...	Verviers.....	1 23		11 11	9 26	
Kreiensen	...	2 24	3 36	...	...	...	Pepinster	1 32		11 20	9 50	
Borssum	6 36	3 33	4 48	...	From	Berlin	Spa	7 40		12 56	10 38	
Magdeburg.....arr	7 57	5 5	6 21	...	...	...	Pepinster	1 33		11 24	9 55	
	p.m.	a.m.	p.m.		...	...		a.m.		p.m.	p.m.	
LEIPSIC (Via Zerbst)ar	11 18	10 12	11 18	...	74 40	56 90	LIEGE .....arr	2 4		11 46	10 46	
DRESDEN via Wittenberg-		p.m.	p.m.		82 20	64 90	LOUVAIN.....arr	9 26		1 29	...	
Falkenberg .....arr	...	12 20	...	...	120 20	102 80	BRUSSELS .....arr	4 38		2 46	...	
							OSTEND .....arr	9 49		5 30	...	
LEIPSIC (Via Halle) arr	11 30	8 30	9 30	...	...	...	LONDON .....arr	5 30		3 45	...	
	p.m.	a.m.	p.m.					a.m.		p.m.		
Magdeburg (154) ...dep	8 0	5 12	6 28	...	93 30	75 90	BRUSSELS .....dep	7 42		8 27	...	
Potsdam	9 48	7 12	8 30	...				p.m.		nght		
Berlin (Potsd. Station) arr	10 15	7 42	9 0	...	121 60	107 10	CALAIS .....arr	12 20		1 5	...	
BERLIN.....dep	11 15	9 30	11 15	...				p.m.		a.m.		
(180, 287)	p.m.	a.m.	p.m.				LONDON .....arr	5 30		6 0	...	
ST. PETERSBURG ...arr	6 0	11 15	6 0	...								

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ZWEIBRUCKEN and SAARGEMUND.

Stations.													Stations.											
		a.m.	a.m.	a.m.	p.m.									a.m.	a.m.	p.m.	p.m.							
Zweibrucken	dep	5 55	...	11 0	5 14	...	...	...	...	...	...	...	**Saargemund** ..... dep	5 13	7 48	12 19	5 13	...	...	...	...	...	...	...
Bierbach		6 12	8 0	11 12	5 31	...	...	...	...	...	...	...	Reinheim	5 47	8 20	1 34	5 48	...	...	...	...	...	...	...
Blieskastel		6 20	8 17	11 20	5 39	...	...	...	...	...	...	...	Blieskastel	6 0	8 54	2 32	6 21	...	...	...	...	...	...	...
Reinheim		6 54	9 20	11 54	6 14	...	...	...	...	...	...	...	Bierbach	6 28	9 1	2 44	6 28	...	...	...	...	...	...	...
Saargemund	arr	7 17	10 0	12 18	6 38	...	...	...	...	...	...	...	**Zweibrucken** ..... arr	6 42	9 17	3 22	6 40	...	...	...	...	...	...	...

HERDECKE, STEELE, and VOHWINKEL.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–4	1–3	1–4	1–3	1–4	1–4	1–4	1–4	Stations.	1–4	1–4	1–3	1–3	1–4	1–4	1–4	1–4	1–3
Dist.	m pf	m pf	m pf		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
From	m H	erde	cke.	**Herdecke (140)** d	...	...	8 18	12 38	...	3 28	6 51	...	**Vohwinkel** ..... dep	6 42	9 50	1 7	3 15	5 15	...	8 53	...	...
3½	0 40	0 30	0 20	Volmarstein	...	...	8 27	12 47	...	3 37	7 0	...	Langenberg	7 16	10 27	1 35	3 51	5 45	...	9 33	...	...
12	1 60	1 20	0 50	Blankenstein	...	...	8 59	1 13	p.m.	4 3	7 26	a.m.	p.m.	WERDEN ..... dep	...	...	1 24	...	5 39	6 14	...	...	8 37
16¾	2 20	1 70	1 10	Hattingen	5 55	7 26	9 15	1 26	3 55	4 15	7 42	10 14	5 33	**Kupferdreh** ..... arr	7 30	10 41	1 45	4 5	6 0	6 28	9 49	...	8 51
19½	2 60	2 0	1 30	Dahlhausen	6 4	7 35	9 26	1 35	4 4	4 24	7 52	10 24	5 42	,, ... dep	7 32	10 42	1 46	4 6	6 2	6 30	9 50	...	8 52
22½	2 70	2 0	1 40	**Steele** ..... arr	6 11	7 42	9 35	1 42	4 11	4 31	8 0	10 30	5 50	**Steele** ...† a.m. ..... arr	7 45	10 56	1 56	4 19	6 16	6 44	10 5	a.m.	9 5
...	...	...	...	,, (134) ...dep	6 25	7 45	10 33	1 59	...	4 37	8 25	10 33	6 14	,, ... dep	6 28	11 13	2 5	4 31	...	6 54	11 6	7 3	9 51
26½	...	...	...	**Kupferdreh** ...arr	6 36	7 58	10 46	2 12	a.m.	4 49	8 39	10 46	6 29	Dahlhausen	6 35	11 19	2 14	4 39	...	7 2	11 14	7 11	9 58
...	...	...	...	WERDEN ..... arr	...	8 12	11 1	2 28	...	5 3	...	11 1	6 49	Hattingen	6 43	11 27	2 22	4 48	...	7 11	11 22	7 19	10 6
...	...	...	...	**Kupferdreh**...dep	6 37	8 9	...	2 13	11 37	...	8 40	...	6 30	Blankenstein	6 53	11 36	...	4 59	...	7 25	...	...	...
...	...	...	...	Langenberg	6 51	8 22	...	2 28	11 53	...	8 56	...	6 47	Volmarstein	7 20	12 3	...	5 28	...	7 55	...	...	...
...	...	...	...	**Vohwinkel** ...arr	7 24	8 57	...	2 58	12 30	...	9 30	...	7 25	**Herdecke** ..... arr	7 28	12 11	...	5 38	...	8 6	...	...	...

ELBERFELD and REMSCHEID.

E.M.	Stations.	1–4	1–3	1–4	1–3	1–4	1–4	1–4	1–4	1–4	1–4	E.M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1–4	1–4	1–3	1–4	1–3	1–3	1–4		
Dist.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		Dist.	m pf	m pf	m pf	m pf		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.		
...	DUSSELDORF dep	5 25	9 3	12 33	2 12	...	6 55	8 52	...	...	—	From	m R	emsch	eid	low	**Remscheid** dep	5 15	...	7 40	11 16	1 20	4 35	6 31	...	...
...	DEUTZ ..... ,,	6 35	9 0	12 0	2 0	...	...	9 40	...	...	—	3	0 40	0 30	0 20	0 10	Lennep	5 29	...	7 54	11 32	1 34	4 52	6 49	...	...
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		—	0 60	0 50	0 30	0 20	Lüttringhausen ...	5 36	...	8 1	11 39	1 41	4 59	6 56	...	...
1¾	**Elberfeld 140** d	8 30	10 4	1 50	4 0	7 55	8 7	11 14	...	...		6¾	0 90	0 60	0 40	0 25	Ronsdorf	5 43	...	8 8	11 46	1 48	5 6	7 3	...	...
2¼	Barmen	8 40	10 14	2 0	4 8	8 23	8 19	11 21	...	...		10½	1 40	1 0	0 70	0 40	**Barmen-Rit.** a	5 53	...	8 20	11 58	2 0	5 18	7 15	...	...
3½	**Barmen-Rit.** a	8 45	10 19	2 5	4 13	8 28	8 23	11 29	...	...		—	...	...	...	...	dp	5 56	6 2	8 21	12 0	2 1	5 19	7 20	...	...
—	,, (144) d	8 46	10 22	2 6	4 14	8 31	...	11 30	...	...		11¾	1 40	1 10	0 80	0 50	Barmen	6 38	6 8	8 28	12 7	2 8	5 25	7 24	...	...
3¾	Ronsdorf	9 5	10 41	2 25	4 33	8 50	...	11 49	...	...		15½	1 60	1 20	0 80	0 60	**Elberfeld** ...arr	6 47	6 17	8 37	12 16	2 17	5 34	7 32	...	...
5¼	Lüttringhausen ...	9 12	10 48	2 32	4 40	8 57	...	11 56	...	...								a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
7½	Lennep ...(143) ...	9 24	10 55	2 41	4 49	9 6	...	12 3	...	...		...	...	...	...	...	DEUTZ ..... arr	8 4	...	10 19	2 28	4 1	...	9 2	...	...
10¼	**Remscheid** ar	9 33	11 4	2 50	4 58	9 15	...	12 12	...	...		...	...	...	...	...	DUSSELDORF ,,	...	7 17	9 51	2 0	3 47	...	8 36	...	...

OHLIGS-WALD and SOLINGEN.

Stations.	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	Stations.	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4	1–4
(140)	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ohligs-Wald d	6 7	7 54	9 3	10 39	12 55	1 55	3 26	5 14	7 18	8 47	10 59	11 45		**Solingen** ...dep	5 30	6 56	8 19	10 9	11 16	1 25	2 27	4 17	6 46	7 59	10 0	11 22
Solingen.....arr	6 22	8 9	9 18	10 54	1 10	2 10	3 41	5 29	7 33	9 2	11 14	12 0		**Ohligs-Wald** ar	5 45	7 11	8 34	10 24	11 31	1 40	2 42	4 32	7 1	8 14	10 15	11 37

LENNEP and WIPPERFURTH.

Stations.	1–4	1–3	1–4	1–3	1–4		Stations.	1–3	1	4	1	3	1–3	1–4	1	4	
	a.m.	a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Lennep (143) dep	9 24	11 30	2 41	4 51	9 10	...	**Wipperfurth** dep	6 53	10 28	12 36	3 50	5 51	10 9	...	...	...	...
Born ..... ,,	9 38	11 44	2 55	5 3	9 23	...	Hückeswagen ,,	7 19	10 45	12 53	4 7	6 6	10 23	...	...	...	...
Welmerskirchen ar	9 54	12 0	...	5 20	9 39	...	Welmerskirchen ,,	7 9	10 44	12 51	...	6 6	...	...	...	...	...
Hückeswagen	10 1	12 6	3 17	5 23	9 45	...	Born ..... ,,	7 31	11 9	1 17	4 31	6 28	...	...	...	...	...
Wipperfurth arr	10 15	12 20	3 31	5 37	9 59	...	**Lennep** .....arr	7 45	11 20	1 28	4 42	6 39	...	...	...	...	...

STOLBERG, DUREN, GLADBACH, ESSEN, and HERNE.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–4	1–4		1–3	1–4	1–4	1–3	1–4	1–4	1–4		1–4	
Dist.	m.pf	m.pf	m.pf			p.m.		a.m.	a.m.	a.m.			a.m.	p.m.			
Fro	m 8	tolbe	rg.	**Stolberg** ... .dep	...	8 18	...	...	...	9 48	...	...	11 56	3 0	...	...	
...	0 40	0 30	0 20	Eschweiler-Aue	...	8 56	...	...	...	7 49	...	...	12 7	3 40	...	...	
...	0 40	0 30	0 20	Eschweiler ..... ,,	...	9 12	...	...	...	7 52	...	...	12 19	4 23	...	...	
...	1 80	1 40	0 90	**Julich** .....arr	p.m.	10 0	...	...	...	8 40	...	...	1 7	p.m. 5 29	...	p.m.	
...	...	...	...	AIX-LA-CHAP. dep	7 46	...	...	...	...	6 47	...	...	10 16	2 14	...	...	5 41
...	...	...	...	COLOGNE ..... ,,	7 45	...	...	...	...	6 55	...	...	8 30	2 57	...	...	6 8
...	...	...	...	EUSKIRCHEN ... ,,	6 29	...	...	...	...	6 55	...	...	...	1 33	...	...	6 29
F	rom	Dür	en.	**Düren** ..... ,,	9 2	...	...	...	...	8 5	...	...	11 2	4 0	...	...	7 20
...	1 30	1 0	0 70	**Julich** .....arr	9 47	...	...	...	...	8 46	...	...	11 50	4 45	...	...	8 1
Fro	m St	olberg.		,, ...dep				...	6 0	8 52	...	...	1 20		...	...	8 5
...	2 70	2 0	1 40	Amelen	...	...	...	...	6 27	9 19	...	...	1 47	...	...	...	8 32
...	3 40	2 60	1 70	Otzenrath	...	...	...	...	6 47	9 39	...	...	2 7	...	...	...	8 52
...	3 70	2 80	1 90	Hochneukirch	...	...	...	...	6 59	9 51	...	...	2 19	...	...	...	9 4
...	4 10	3 10	2 10	Odenkirchen	...	...	...	...	7 29	10 12	...	...	2 40	...	...	...	9 25
...	4 30	3 20	2 20	Müllfort	...	...	...	...	7 36	10 19	...	...	2 47	...	...	...	9 32
...	4 40	3 30	2 20	Rheydt-Geneiken	...	...	...	...	7 44	10 27	...	...	2 55	...	...	...	9 40
...	4 70	3 50	2 40	**M. Gladbach**.....arr	...	...	...	...	7 51	10 34	...	...	3 2	...	...	...	9 47
...	...	...	...	DUSSELDORF ... ,,	...	...	...	...	9 0	11 28	...	...	4 8	...	...	...	11 4
...	...	...	...	AIX-LA-CHAP. ,,	...	...	...	...	10 5	12 53	...	...	4 54	...	1—4	1—4	11 36
...	...	...	...	VENLO ..... ,,	...	...	...	...	9 10	11 55	...	...	3 59	...	p.m.	p.m.	10 48
...	...	...	...	AIX-LA-CHAP. dep	...	...	...	...	6 50	9 58	...	...	1 48	1—3	4 0	6 4	9 34
...	...	...	...	ANTWERP ..... ,,	...	...	...	...	...	...	...	...	...	p.m.	...	...	...
Fro	m G	ladb	ach.	**M.Gladbach (140)** d	...	...	...	6 12	8 30	11 14	...	...	3 34	4 52	6 29	7 28	11 22
...	0 80	0 60	0 40	**Viersen (112)**.....arr	...	...	...	6 24	8 41	11 25	...	...	3 44	5 4	6 39	7 38	11 41
...	...	...	...	VENLO.....dep	...	...	...	5 20	...	9 57	...	...	12 11	4 13	...	...	7 34
...	...	...	...	Viersen..... ,,	...	...	...	6 27	8 43	11 26	...	...	3 46	5 6	6 40	7 39	11 43
...	1 20	0 90	0 60	Anrath..... ,,	...	...	...	6 36	8 51	11 34	...	...	3 54	5 14	6 49	7 48	11 52
...	1 90	1 40	1 0	**Crefeld (124)**.....arr	...	...	...	6 48	9 2	11 48	...	...	4 5	5 25	7 1	8 1	12 20
...	...	...	...	NEUSS ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Crefeld**.....dep	...	...	...	6 53	9 5	11 50	...	...	4 6	...	7 4	8 4	...
...	2 50	1 90	1 30	Uerdingen	...	...	...	7 4	9 15	12 0	...	...	4 16	...	7 15	8 14	...
...	3 50	2 60	1 80	Homberg	...	...	...	7 36	9 38	12 24	...	...	4 39	...	7 39	8 41	...
...	3 70	2 80	1 90	**Ruhrort (118)**.....arr	...	...	...	7 48	9 50	12 36	...	...	4 51	...	7 51	8 53	...
...	...	...	...	RUHRORT .....dep	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	OBERHAUSEN arr	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	BERLIN ..... ,,	a.m.	...	...	...	...	...	...	...	p.m.	...	...	...	...
...	...	...	...	**Ruhrort** .....dep	5 12	...	...	8 0	9 58	12 49	...	...	3 11	4 59	...	7 59	9 35
...	...	...	...	Meilderich.....	5 22	1—3	...	8 10	10 8	12 59	...	...	3 21	5 8	1—3	8 8	9 45
...	4 60	3 50	2 30	**Mulheim** .....arr	5 35	a.m.	...	8 24	10 21	1 12	p.m.	...	3 34	5 20	p.m.	8 21	9 58
Fro	m O	berh	aus	**Oberh'sen(117)**d	...	6 44	1—3	8 10	10 7	12 58	1 44	...	3 29	...	7 22	8 24	9 40
...	0 40	0 30	0 20	**Mulheim** .....arr	...	6 54	a.m.	8 20	10 17	1 8	1 54	...	3 39	...	7 32	8 33	9 50
Fro	m D	uisb	urg.	**Duisburg(119)**d	5 27	...	7 23	8 18	10 13	1 4	1 30	...	3 18	5 0	7 24	...	9 42
...	0 80	0 60	0 40	**Mulheim** .....arr	5 39	...	7 34	8 29	10 25	1 16	1 42	...	3 30	5 12	7 36	...	9 54
Fro	m G	ladb	ach.	**Mulheim** .....dep	5 41	6 55	7 35	8 32	10 28	1 19	...	...	3 42	5 23	7 40	...	10 4
...	4 60	3 50	2 30	Mülheim-Eppinghof ...	5 46	6 59	7 40	8 36	10 33	1 23	...	...	3 47	5 28	7 45	...	10 9
...	5 40	4 10	2 70	**Essen**.....arr	6 3	7 15	7 59	8 53	10 49	1 40	...	...	4 3	5 44	8 1	...	10 26
...	5 90	4 50	3 0	STEELE ..... ,,	6 16	7 42	...	9	8 11	7 1 56	...	...	4 19	5 58	8 19	...	11 2
...	8 20	6 20	4 10	DORTMD..... ,,	7 15	...	...	9 58	11 58	2 48	...	...	5 11	6 47	9 14	...	11 52
...	10 70	8 10	5 40	HAMM ..... ,,	9 16	...	...	11 49	...	4 34	...	...	...	8 32	10 53	...	...
...	12 0	9 10	6 0	SOEST ..... ,,	9 29	...	...	11 58	...	4 54	...	...	...	8 26	11 10	...	...
F	rom	Ess	en.	**Essen** .....dep	6 37	...	...	9	0 10	52	2 54	...	...	5 51	...	...	...
...	0 40	0 30	0 20	**Altenessen**...arr	6 47	...	...	9	10 11	2 3	3	...	...	6 1	...	...	...
F	rom	Ess	en.	**Essen** .....dep	6 10	7 27	...	...	11 46	...	...	...	4 7	...	...	...	...
...	0 80	0 60	0 40	Wattenscheid	6 25	7 42	...	...	12 0	...	...	...	4 22	...	1—4	...	...
...	1 30	1 0	0 70	Bochum ..... arr	6 35	7 52	...	...	12 10	...	...	...	4 32	...	p.m.	...	...
...	...	...	...	,, ...dep	...	8 8	...	...	12 18	...	...	...	...	...	6 36	...	...
...	1 30	1 0	0 70	Bochum Gussstahlfabr	...	8 16	...	...	12 26	...	...	...	...	...	6 44	...	...
...	1 60	1 20	0 80	Riemke	...	8 24	...	...	12 34	...	...	...	...	...	6 52	...	...
...	1 60	1 20	0 80	**Herne** .....arr	...	8 31	...	...	12 41	...	...	...	...	...	6 58	...	...

HANOVER and ALTENBEKEN.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	2—4	1—4	1—3	1—3	Stations.	2—4	1—4	1—3	1—3	2—4	1
m.pf	m.pf	m.pf		a.m.	a.m.	noon	p.m.	p.m.			a.m.	a.m.			p
from	Han	over	**Hanover 157** dp	6 55	8 45	12 0	4 35	8 0	**Altenbeken** dep.	...	6 52	11 53	...	...	
0 60	0 40	0 30	Linden	7 4	9 0	12 8	4 44	8 33	Bergheim	...	7 16	12 17	...	...	
1 40	0 90	0 50	**Weetzen** ...arr.	7 19	9 20	12 21	4 59	8 57	**Steinheim**	...	7 25	12 26	...	...	
3 20	2 70	1 0	HASTE.....arr.	...	12 44	...	6 32	...	Schieder	...	7 37	12 38	...	...	
...	...	...	**Weetzen145**dep	7 22	...	12 22	5 1	8 59	Pyrmont Lügde.....	...	7 53	12 54	p.m.	...	
1 70	1 30	0 90	Beenigsen	7 34	...	12 34	5 13	9 22	**Hameln**	...	8 27	1 33	6 0	...	
2 60	1 90	1 30	Springe	7 50	...	12 50	5 29	9 55	Münder	...	8 45	1 51	6 40	...	
3 20	2 40	1 60	Münder	8 2	...	1 2	5 42	10 15	Springe	...	8 57	2 3	7 5	...	
4 10	3 10	2 10	**Hameln (167)**...	8 34	...	1 37	6 9	10 44	Benningsen	...	9 15	2 21	7 44	...	
5 80	4 30	2 90	Pyrmont Lügde...	9 4	...	2 5	6 34	...	**Weetzen**	...	9 26	2 32	8 0	p.m.	1
6 70	5 0	3 30	Schieder	9 21	...	2 21	6 48	...	HASTE ..... dep.	a.m.	...	1 24	...	7 50	
7 30	5 50	3 70	**Steinheim**	9 40	...	2 40	7 1	...	**Weetzen**	7 28	9 27	2 34	8 5	9 30	1
7 70	5 80	3 90	Bergheim ...(115)	9 51	...	2 51	7 11	...	Linden	7 52	9 44	2 52	8 38	9 53	1

HERNE, ESSEN, GLADBACH, DUREN, and STOLBERG.

Stations.	1—4	1—4	1—4	1—3	1—4	1—4	1—3	1—3	1—3	1—4	1—4	1—3
					a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Herne ..... dep	—	—	—	—	8 56		1 12	—	—	—	—	7 13
Bochum	—	—	—	—	9 4		1 20	—	—	—	—	7 21
Bochum Gussstahlfabr.	—	—	—	—	9 13		1 30	—	—	—	—	7 30
Bochum ..... arr	—	—	—	—	9 19		1 35	—	—	—	—	7 35
" ..... dep	—	—	—	—	9 29		1 42	—	—	—	—	
Wattenscheid	—	—	—	—	9 40		1 53	—	—	5 0	—	
Essen ..... arr	—	—	a.m.	—	9 52		2 5	—	—	5 11	—	
" ..... dep	—	—	6 54	—	9 17	12 5	...	—	—	5 24	—	
Altenessen ..... dep	—	—	7 7	—	a.m.	9 30	12 19	—	—	3 41	6 8	7 46
Essen ..... arr	—	—	—	—	5 16	—	9 46	—	—	1 15	—	5 44
Süd-St ..... dep	—	—	—	—	5 24	—	9 53	—	—	1 27	—	5 41
Barmen ..... "	—	—	6 15	—	7 5	9 0	11 23	—	—	3 37	5 25	7 30
Dortmund ..... "	—	—	7 3	—	7 50	9 48	12 18	—	—	4 25	6 21	8 19
Steele ..... "	—	—	7 24	—	8 9	10 4	12 25	—	—	4 19	6 34	8 33
Essen ..... dep	—	—	7 46	—	8 27	10 23	12 41	—	—	5 5	6 50	8 49
Essen-im-Eppinghofen	—	—	7 44	—	8 21	10 28	12 45	—	—	5 9	6 54	8 53
Speldorf ..... arr	—	—	7 46	—	8 35	10 29	12 48	—	4 14	5 12	6 57	9 7
Mülheim ..... dep	—	—	7 56	—	8 45	10 39	12 58	—	4 24	5 20	7 7	9 17
Duisburg ..... arr	a.m.	—	7 58	—	8 43	10 34	1 19	—	2 41	5 32	7 1	9 3
Mülheim ..... dep	6 9	—	8 0	—	8 53	10 44	1 29	—	2 51	5 42	7 11	9 13
Oberh. (M&O) ..... arr	6 19	—	—	—	8 39	10 39	12 58	—	2 37	—	5 12	—
Mülheim ..... dep	—	6 30	—	—	8 51	10 51	1 3	—	2 49	—	5 24	1—4
Ulrich	—	6 41	—	—	9 0	11 0	1 11	—	2 58	—	5 33	p.m.
Ruhrort ..... arr	—	6 49	—	—	—	—	—	—	—	—	—	—
Berlin ..... dep	—	—	—	—	—	—	—	—	—	—	—	—
Osterhausen ..... "	—	—	—	—	—	—	—	—	—	—	—	—
Ruhrort ..... arr	—	—	—	—	9 13	11 47	1 36	—	—	5 46	8 1	9 28
Ruhrort ..... dep	—	6 56	—	—	9 34	11 56	1 54	—	—	6 6	8 23	9 50
Homberg ..... "	—	7 14	—	—	9 54	—	2 14	—	1—3	6 25	8 43	10 10
Uerdingen ..... "	—	7 34	—	—	10 4	—	2 24	—	p.m.	6 35	8 53	10 20
Crefeld ..... arr	1—4	7 44	—	—	—	—	—	—	—	—	—	—
Neuss ..... dep	a.m.	—	—	—	10 8	—	2 28	—	5 33	6 38	8 56	10 25
Crefeld (121) ..... dep	5 55	7 47	—	—	10 20	—	2 40	—	5 44	6 50	9 8	10 37
Anrath ..... "	6 8	7 58	—	—	10 27	—	2 47	—	5 52	6 58	9 16	10 45
Viersen (153) ..... arr	6 17	8 6	—	—	10 55	—	3 59	—	7 16	—	10 48	—
Venlo ..... "	—	9 10	—	—	10 31	—	2 49	—	5 53	7 2	9 18	10 48
Viersen ..... dep	6 20	8 7	—	—	10 43	—	3 0	—	6 6	7 13	9 29	11 0
M. Gladbach (141) a	6 32	8 18	—	—	—	—	—	—	—	—	—	—
Antwerp ..... arr	—	—	—	—	12 58	—	4 54	—	8 9	—	11 36	12 30
Aix-la-Chap ... arr	—	—	—	—	9 57	—	12 11	—	—	7 34	—	—
Venlo ..... dep	5 20	—	—	—	9 58	—	1 48	—	—	6 4	—	—
Aix-la-Chap ... "	—	—	—	—	9 58	—	2 10	—	—	5 31	—	—
Düsseldorf ..... "	5 40	—	—	—	11 11	—	3 43	—	—	9 1	—	—
M. Gladbach ..... dep	6 55	—	—	—	11 19	—	3 50	—	—	9 9	—	—
Nordt-Genicken ..... "	7 3	—	—	—	11 27	—	3 58	—	—	9 17	—	—
Rheydt ..... "	7 11	—	—	—	11 34	—	4 5	—	—	9 24	—	—
Odenkirchen ..... "	7 27	—	—	—	11 55	—	4 26	—	—	9 45	—	—
Hehnekirch ..... "	7 48	—	—	—	12 7	—	4 38	—	—	9 57	—	—
Neusrath ..... "	8 0	—	—	—	12 27	—	4 58	1—4	—	10 17	—	—
Venlen ..... "	8 20	—	—	—	12 53	—	5 24	p.m.	—	10 43	—	—
Jullich ..... arr	8 46	—	a.m.	—	1 32	—	5 36	7 20	—	—	—	—
Jullich ..... dep	9 1	—	6 20	—	2 17	—	6 17	8 6	—	—	—	—
Duren ..... arr	9 44	—	7 1	—	4 43	—	—	9 26	—	—	—	—
Euskirchen ..... "	3 0	—	8 56	—	4 10	—	7 23	9 50	—	—	—	—
Cologne ..... "	11 14	—	8 5	—	3 22	—	8 7	9 40	—	—	—	—
Aix-la-Chap. arr	—	—	a.m.	—	1 25	—	6 15	—	—	—	—	—
Jullich ..... dep	9 59	—	5 22	—	2 12	—	7 2	—	—	—	—	—
Rerkeller ..... "	10 23	6 14	—	—	2 24	—	7 24	—	—	—	—	—
Rerkeller-Ane ..... "	11 15	6 33	—	—	2 39	—	7 39	—	—	—	—	—
Stolberg ..... arr	11 23	6 41	—	—	—	—	—	—	—	—	—	—

HUTTE to HASSELKEU.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hütte ..... dep	6 25	8 55	10 30	1 30	2 45	7 10	...	...	...
Halthausen ..... "	6 33	9 3	10 38	1 37	2 50	7 7	...	...	...
Hasselkeu (154) a	6 43	9 13	10 24	1 48	3 1	7 18	...	...	...

HERWIG and WILHELMS-HÜTTE.

Stations.	1—4	1—4	1—3	1—4	1—4	1—3
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Herwig (145) ..... dep	7 45	12 0	2 15	3 33	7 40	...
Wilhelms-Hütte ..... "	7 55	12 10	2 25	3 43	7 50	...
Brelich ..... "	8 3	12 18	2 33	3 51	7 58	...
Sterth ..... "	8 12	12 27	2 42	4 0	8 7	...
Hasselkeu ..... "	8 19	12 34	2 49	4 7	8 14	...
Hütte ..... arr	8 24	12 39	2 54	4 12	8 19	...

1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	Distance	1—4	2—4
m. pf.	m. pf.	m. pf.	m. pf.			a.m. p.m.	p.m. p.m.
—	—	—	—	Hanover ..... dep.	0	8 45 4 35	... ...
—	—	—	—	Hanelle ..... "	9	8 27 1 33	... ...
						a.m. p.m.	p.m.
				Weetzen (146) dep.	0	9 31 5 5	...
0 60.	0 40.	0 20.	0 15.	Kloster Wennigsen ...	5	9 43 5 22	...
0 70.	0 50.	0 30.	0 20.	Egestorf	8	9 54 5 38	...
1 10.	0 90.	0 50.	0 30.	Barsinghausen	12	10 7 5 51	...
1 80.	1 40.	0 90.	0 50.	Neundorf	17	12 36 6 21	...
2 20.	1 60.	1 10.	0 80.	Haste (158) ..... arr.	20	12 44 6 32	...
—	—	—	—	Minden ..... "		... ...	...
—	—	—	—	Wunstorf ..... "		... ...	...

WEETZEN and HASTE.

Stations.	2—4	2—4	1—4	
	a.m.	p.m.	p.m.	
Wunstorf ..... dep.	...	...	...	...
Minden ..... "	...	...	...	...
Haste ..... "	...	1 19	7 50	...
Neundorf ..... "	...	1 32	8 4	...
Barsinghausen	6 40	1 56	8 50	...
Egestorf	6 54	2 7	9 5	...
Kloster Wennigsen ...	7 8	2 18	9 18	...
Weetzen ..... arr	7 19	2 29	9 29	...
	a.m.	p.m.	p.m.	
Hanelle ..... arr	8 19	5 59	...	...
Hanover ..... "	8 2	5 0	10 3	...

SCHERFEDE, WARBURG, CASSEL, AND GERSTUNGEN.

Stations.	1—4	1—4		1—4	1—3	1—3	1—4
	dep	a.m.	p m		a.m.	a.m.	a.m.	no'n
Cologne (Deutz)	...	7 55	...	...	9	0 11	0	12 0
Elberfeld ...dep	...	9 0	...	6 43	10	0 12	15	2 0
Scherfede (140) d	...	5 0	...	12 19	1 49	3 57		7 55
Warburg (115)dp	...	5 13	...	12 35	2 5	4 8		8 13
Liebenau	...	5 25	...	12 49	...	...		8 25
Hümme arr	...	5 40	...	1 5	...	...		8 40
Carlshafen116d	...	4 44	...	12 4	...	...		7 34
Helmarshausen	...	4 57	...	12 17	...	...		7 47
Trendelburg	...	5 23	...	12 43	...	...		8 13
Hümme arr	...	5 35	...	12 55	...	...		8 25
Hümme dep	...	5 41	...	1 6	...	...		8 41
Hofgeismar	...	5 50	...	1 16	2 35	4 40		8 51
Grebenstein	...	6 1	...	1 26	...	...		9 1
Mönchehof	...	6 19	...	1 45	...	...		9 19
Cassel (141, 150) a	...	6 36	...	2 1	2 5	5 11		9 35
,, dep		5 22	9 0		2 13	3 15	5 25	10 5
Wilhelmshöhe	...	5 30	9 8	...	2 23	...	5 37	10 13
Guntershaus (143	...	5 43	9 21	...	2 36	...	6 3	10 27
Guxhagen	...	5 52	9 29	...	2 43	...	6 22	10 34
Melsungen	...	6 9	9 46	...	3 0	...	6 55	10 51
Malsfeld (153) ... arr		...	9 52	...	3 6	...	7 2	...
Altmorschen	...	6 26	9 53	...	3 21	...	7 24	11 7
Rotenburg	...	6 45	10 29	1 & 2	3 39	...	7 56	11 25
Bebra (147,149)ar	...	6 54	10 38	p.m.	3 48	4 15	8 11	11 34
,, dep		7 5	10 51	12 43	4 42	4 24	8 30	11 46
Hönebach	...	7 27	11 14	...	5 5	...	8 53	...
Gerstungen(111)a	...	7 40	11 26	...	5 16	...	9 6	12 16
		a.m.	a.m.		p.m.			a.m.
Gerstungen...dep		7 44	11 33	...	5 20	...	...	12 17
Leipsic ...arr		1 43	5 46	5 46	11 11	9 10	...	4 44

Stations.	1 & 2	1—4	1—3	1—4	1—4	1—3	1—
	p.m.		a.m.	a. m.	a. m.	a.m.	p.m.
Leipsic ...dep	10 50	...	7 40	5 30	9 55	9 55	1 30
Gerstungen arr	...	...	...	11 45	3 53	...	7 45
(170)			a.m.	p.m.	p.m.		p.m.
Gerstungen ...dep	...	6 16	...	12 7	4 12	...	7 45
Hönebach	...	6 32	...	12 22	4 27	...	8 1
Bebra 147 ...arr	3 40	6 47	12 22	12 37	4 43	4 26	8 16
,, ...dep	3 50	7 11		12 50		4 34	8 25
Rotenburg	...	7 20	...	13 58	...	4 42	8 33
Altmorschen	...	7 39	...	1 12	...	...	8 54
Melsungen	...	7 52	...	1 27	...	5 4	9 13
Guxhagen	...	8 15	...	1 43	...	...	9 31
Guntershausen...	4 57	8 23	...	1 49	...	5 21	9 37
Wilhelmshöhe	...	8 37	...	2 2	...	5 33	9 51
Cassel 150 ...arr	4 55	8 44	1 — 4 class.	2 8	...	5 39	9 57
,, ...dep	†5 25	9 0		2 20	...	5 51	10 10
Mönchehof ...	5 43	9 19	+	2 36	...	...	10 34
Grebenstein	5 57	9 34		2 49	...	...	10 49
Hofgeismar	6 6	9 44		2 58	...	6 20	10 58
Hümme ...arr	6 14	9 52		3 5	p.m.	6 27	11 6
Hümme ...dep	6 24	...	...	3 14	9 4	...	...
Trendelburg	6 42	...	...	3 32	9 22	...	...
Helmarshausen	7 7	...	...	3 57	9 47	...	...
Carlshafen... arr	7 15	...	...	4 5	9 55	...	...
Hümme ...dep	6 16	9 54	...	3 6	...	6 28	11 8
Liebenau	6 31	10 9	...	3 19	...	...	11 24
Warburg (115) ...	6 43	10 21	...	3 32	...	6 40	11 46
Scherfede(141 arr	6 57	10 38	...	3 43	...	7 1	11 53
Elberfeld ...arr	12 55	4 14	...	7 57	...	10 8	7 16
Cologne(Deutz),,	2 28	5 46	...	9 18	...	11 24	8 19

HALBERSTADT & BLANKENBURG.—Halberstadt & Blankenburger Eisenbahn.

Stations.	1,2,3	1—3	1—3		S.M.	1 Cl.	2 Cl.	3 Cl.
					Dia.	m.pf	m.pf	m.pf
Aschersleben dp	9 55	12 0	2 24	...	Fr'm	Bia	nken	burg
Oschersleben ,,	10 10	1 20	3 20	...	24	0 40	0 30	0 20
Vienenburg...	9 13	12 57	5 8	...	5	0 75	0 60	0 40
Halberstadt166d	10 50	2 10	6 25	...	11½	1 60	1 20	0 80
Langenstein	11 16	2 36	6 51	...	...	...	...	...
Börnecke	11 29	2 49	7 4	...	...	...	...	...
Blankenburg arr	11 39	2 59	7 14	...	...	...	...	...

Stations.	1—3	1—3	1—3	
	a.m.	p.m.	p.m.	
Blankenburg...dp	8 45	12 40	4 50	...
Börnecke	8 56	12 51	5 1	...
Langenstein	9 9	1 4	5 14	...
Halberstadt ...arr	9 34	1 29	5 39	...
Vienenburg ,,	11 45	2 56	7 22	...
Oschersleben ,,	11 19	2 23	6 37	...
Aschersleben ,,	11 13	2 20	7 2	...

FRANKFORT AND CASSEL.—Main-Weser-Bahn.

E.M. Dis.	Stations. 129. 137	1—4	1—4	1,2,3	1—3	1—4	1—4	1—4	1 & 2	1—4
			a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	**Frankfort** ..... dep	...	6 21	8 17	9 47	12 37	2 30	5 21	7 15	11 0
1¼	Bockenheim	...	6 28	...	9 55	12 50	2 38	5 29	...	11 8
6¼	Bonames	...	6 40	...	10 7	1 8	2 51	5 42	...	11 21
8¼	Vilbel	...	6 49	...	10 16	1 22	3 0	5 52	...	11 30
11	Dortelweil	...	6 56	...	10 23	1 32	3 7	6 0	...	11 40
15	Gross-Karben	...	7 2	...	10 29	1 42	3 14	6 7	...	11 48
18	Niederweidstadt	...	7 11	...	10 39	1 58	3 24	6 18	...	11 59
20¼	**Friedberg**	...	7 23	8 59	10 53	2 21	3 39	6 32	7 57	12 13
23	Nauheim (Baths)	...	7 32	9 8	11 2	2 35	3 49	6 42	8 5	12 25
29	Butzbach	...	7 48	...	11 18	2 59	4 5	7 0	...	12 42
34¼	Lang-Göns	...	8 1	...	11 31	3 19	4 18	7 13	...	12 56
40¼	**Giessen** .....arr	a.m.	8 13	9 39	11 43	3 35	4 30	7 25	8 36	1 9
...	,, **(110,130)**dp	4 0	8 38	9 53	11 53	†1 21	4 42	8 53	8 42	1 39
45¼	Lollar (128)	4 13	8 51	...	12 5	...	4 55	9 14	...	1 48
49¼	Fronhausen	4 24	9 2	...	12 16	...	5 6	9 33	...	1 55
59	**Marburg** .....arr	...	9 25	...	...	...	...	10 1	...	...
...	,, ...dep	4 53	...	10 28	12 38	1 55	5 30	...	9 16	2 20
61¼	Cölbe	5 3	...	...	12 47	...	5 39	...	...	2 30
68¼	Kirchhain	5 22	...	10 47	1 4	...	5 58	...	9 35	2 48
79¼	**Neustadt**	5 59	...	...	1 32	...	6 26	...	...	3 17
85¼	**Treysa (153)**	6 13	...	11 22	1 50	2 47	6 45	...	10 11	3 37
93¼	Zimmersrode	6 31	...	...	2 6	...	7 2	...	...	3 55
96¼	Borken	6 43	...	...	2 16	...	7 13	...	...	4 6
103¼	Wabern	7 0	...	11 52	2 29	3 16	7 28	...	10 40	4 20
106	Gensungen	7 14	...	...	2 40	...	7 40	...	...	4 33
114¼	**Guntershausen...**	7 38	...	12 16	3 2	3 40	7 56	...	11 4	4 55
...	,, (146)...dep	7 44	...	12 18	3 4	3 41	8 4	...	11 6	4 55
122	Wilhelmshöhe	8 3	...	12 33	3 21	...	8 23	...	11 21	5 11
124	**Cassel(146,151)**ar	8 10	...	12 40	3 28	4 1	8 31	...	11 28	5 18

† p.m. 1,2,3 Cl.

LANDAU, PIRMASENZ, and SAARBRUCKEN.

Stations.	1,2,3	1,2,3	1 & 2	1,2,3
(138)	a.m.	p.m.	p.m.	p.m.
Landau H. dp	8 2	1 0	3 52	6 4
Landau Westbf.	8 9	1 8	3 59	6 12
Godramstein ...	8 16	1 15	4 6	6 19
Siebeldingen	8 22	1 22	4 11	6 25
Albersweiler ...	8 28	1 28	4 16	6 32
Landweiler 4d	8 37	1 37	4 24	6 41
,, 135,dep	8 40	1 38	4 25	6 43
Rinnthal ...	8 48	1 46	...	6 56
Wilgartswiesen	9 6	1 56	4 38	6 58
Hauenstein	9 15	2 4	...	7 6
Hinterweid-Kal	9 28	2 17	4 54	7 21
Münchweiler ...	9 38	2 27	...	7 31
Rodalben	9 51	2 40	...	7 44
Biebermüth.a	9 58	2 47	5 14	7 51
Biebermüth.d	10 0	3 0	5 15	7 53
Pirmasenz.a	10 20	3 20	5 35	8 13
dp	5 29	9 25	2 25	4 40
Biebermüth.a	5 49	9 45	2 45	5 0
Biebermüth.d	5 51	9 58	2 48	5 15
Thaleischweiler	5 58	10 6	2 55	...
Rieschweiler ...	6 9	10 17	3 7	...
Dellfeid	6 17	10 26	3 15	...
Contwig	6 26	10 34	3 24	...
Tschimick (138	6 34	10 41	3 32	...
Zweibrück'n	6 41	10 49	3 40	5 4
dep	6 43	11 13	...	5 55
Bierbach	6 58	11 29	...	6 1
Saarbrück arr	7 29	12 0	...	6 34

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SEBRA, HANAU, and FRANKFORT.

Stations.	3 & 4	1—2	1—4	1—4	1—3	1—4	1—3	1—4
	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Sebra(146-9)	8 39	3 50	...	7 20	12 32	1 0	4 44	5 2
Hers'eld	9 7	4 6	...	7 44	12 47	1 27	5 0	5 23
Fulda(130) ar.	11 15	5 0	...	8 52	1 37	2 40	5 52	6 29
,, dep.	...	5 3	6 0	9 1	1 40	2 50	5 55	6 34
Elm (147)	1— 4	5 48	6 59	10 0	2 23	3 50	6 42	7 31
Salmünster	a.m.	...	7 33	10 35	...	4 26	...	8 4
Gelnh'sen(131	5 40	6 33	8	11 11	6 3	4 57	7 26	8 33
Hanau ...arr.	6 16	6 55	8 36	11 43	3 25	5 34	7 49	9 5
,, (132) dep.	6 21	6 58	8 46	11 51	3 28	5 42	7 52	9 11
Offenbach(132)	6 53	7 14	9 11	12 19	3 44	6 12	8 8	9 38
Frankfort 8a.	7 13	7 24	9 28	12 38	3 54	6 28	8 18	9 53
,, (137) W.	7 20	7 30	9 35	12 45	4 0	6 35	8 25	10 0

Stations.	1—4	1—3	1—4	1—3	1—4	1—4	1 & 2	1—
	a.m.	a.m.	a.m.	p.m.	p.m	p.m.	p.m.	p.m
Frankfort(W.)	5 30	8 40	10 25	12 15	2 40	6 5	7 45	9 0
,, (Sach.)	5 42	8 48	10 37	12 23	2 53	6 16	7 53	9 13
Offenbach	5 55	8 58	10 52	12 32	3 5	6 31	8 3	9 28
Hanau ....arr.	6 21	9 14	11 18	12 48	3 30	6 59	8 19	9 55
,, (Ostb.) dp.	6 27	9 18	11 25	12 52	3 38	7 7	8 23	9 55
Gelnh'sen 131	7 4	9 44	12 7	1 18	4 17	7 51	8 49	10 34
Salmünster	7 32	...	12 36	...	4 46	8 21	...	...
Elm	8 24	10 46	1 32	2 18	5 41	9 15	9 54	3 & 4
Fulda ....arr.	9	11 19	2 17	2 50	6 23	10 0	10 37	a.m.
,, (130) dep.	9 14	11 22	2 23	2 53	6 29	...	10 31	6 25
Hersfeld	10 19	12 10	4	3 40	7 39	...	11 22	6 14
Sebra 149 ar.	10 37	12 25	4 25	3 55	8 0	...	11 37	6 54

Extra.—Offenbach to Frankfort, 5.0 a.m., *vice versa*, 10 35 p.m.

MÜNDEN and HALLE.

Stations.	1—3	1—4	1—4	1—4	1—3	1—4	1—4
			a.m.	a.m.	p.m.	p.m.	p.m.
Münden (150) dep	...	...	7 36	11 57	2 26	4 51	...
Witzenhausen	...	...	8 3	12 24	2 53	...	...
Eschenberg **(149)**	...	...	8 18	12 45	3 11	5 32	...
Heiligenstadt	...	...	8 44	1 9	3 36	...	...
Leinefelde (170)	...	...	9 15	1 38	4 0	6 11	...
Gerrorode	...	...	9 26	1 49	...	...	...
Wolkramshausen	a.m.	a.m.	10 8	2 31	p.m.	...	...
Nordhausen (149)	4 33	6 35	10 33	2 52	5 5	6 56	7 45
Rosela	5 5	7 11	11 4	3 24	5 41	7 19	8 24
Sangerhausen	5 49	7 32	11 22	4 8	6 5	7 39	8 53
Eisleben	6 31	...	12 13	4 51	...	8 10	9 35
Halle (152-6,176)	7 30	...	1 12	5 50	...	8 50	10 33

Stations.	1—4	1	1—3	1—4	1—4	1—4	1—
(152-6,176)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m
Halle.....dep	5 10	9 10	11 36	2 0	...	9 45	
Eisleben	6 15	10 24	12 30	3 7	...	10 48	
Sangerhausen	7 3	11 20	12 54	3 46	9 17	11 38	
Rosela	7 26	11 45	1 13	4 12	9 43	12 1	
Nordhausen **(172)**	8 9	12 23	1 39	5 2	10 20	12 36	
Wolkramshausen	8 23	12 37	...	5 15	...	...	
Gerrorode	9 1	1 16	...	5 55	...	a.m.	
Leinefelde	9 17	1 33	2 30	6 13	...	5 44	
Heiligenstadt	9 36	1 53	...	6 34	...	6 7	
Eichenberg	10 7	2 19	3 6	7	...	6 6	
Witzenhausen	10 32	2 27	...	7 16	...	6 42	
Münden (150) arr	10 40	2 53	3 32	7 40	...	7 5	

ELM and GEMUNDEN.—Bebra Hanauer Eisenbahn.

E.M.	1 Cl.	2 Cl.	3 Cl.
Dis.	m. pf	m. pf	m. pf
	F'ress	Elm.	
3	0 60	0 50	0 30
11	1 60	0 60	0 30
14½	2 00	1 50	1 00
18	2 40	1 80	1 20
21	2 80	2 10	1 40
25	3 30	2 50	1 70
29	3 80	2 90	1 90
—	7 40	5 50	3 80
—	—	—	—

Stations.	1—4.	1—3.	1—3.	1—4.			
	a.m.	a.m.	p.m.	p.m.			
Elm (147) dep	6 15	10 50	3 55	7 43	...	...	
Vollmerz	6 38	11 14	4 15	7 56	...	...	
Sterbfritz	7 5	11 42	4 34	8 8	...	...	
Jossa	7 36	12 15	4 56	8 25	...	...	
Mittelsinn	7 53	12 36	5 9	8 34	...	...	
Burgsinn	8 11	12 53	5 22	8 43	...	...	
Rineck	8 31	1 12	5 37	8 54	...	...	
Gemünd. 196	8 45	1 25	5 50	9 5	...	...	
Wurzburg ar	10 5	2 30	7 27	10 30	...	...	
Munich ,,	8 25	9 10	7 42	8 0	...	...	

Stations.	1—4.	1—3.	1—3.	1—4.			
Munich ...dp	7 5	7 18	...	7 5			
Wurzburg ,,	2 45	8 10	11 0	5 28	...	...	
	a.m.	a.m.	p.m.	p.m.	...	...	
Gemünden dp	5 57	9 17	11 50	6 15	...	...	
Rineck	6 17	9 25	12 5	6 29	...	...	
Burgsinn	6 40	9 34	12 21	6 46	...	...	
Mittelsinn	7 2	9 43	12 39	7 0	...	...	
Jossa	7 28	9 55	12 57	7 23	...	...	
Sterbfritz	8 23	10 17	1 36	8 13	...	...	
Vollmerz	8 39	10 25	1 48	8 26	...	...	
Elm..... ar	9 0	10 35	2 5	8 45	...	...	

CASSEL & FRANKFORT.—Main-Weser-Bahn.

Stations.	1—4, class	1—4, class	1 & 2 Ex.	1—3, class	1, 2, 3 class	1, 2, 3, Ex.	1—4, class	1—4 class
			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Cassel (151) ...dep	...	...	5 35	8 0	1 0	4 19	7 20	10 30
Wilhelmshöhe	...	...	...	8 9	1 8	4 27	7 29	10 39
Guntershausen ar	...	...	5 53	8 24	1 23	4 40	7 44	10 54
,, dep	...	...	5 54	8 29	1 25	4 42	7 50	11 1
Gensungen	...	...	...	8 49	1 46	...	8 16	11 22
Wabern	...	...	6 16	8 59	1 56	5 4	8 30	11 35
Borken	...	...	...	9 13	2 10	...	8 47	11 51
Zimmersrode	...	...	...	9 25	2 22	...	9	12 5
Treysa (153)	...	...	6 51	9 40	2 42	5 41	9 24	12 26
Neustadt	...	...	...	10 1	3 7	...	9 42	12 43
Kirchhain	...	...	7 21	10 25	3 22	6 10	10 11	1 12
Cölbe	...	...	...	10 37	3 34	...	10 25	1 25
Marburg ..... arr	...	...	...	...	...	...	...	p.m.
,, ...dep	...	...	5 43	7 41	10 50	3 46	6 29	10 43
Frankenau	...	...	6 8	...	11 8	4 5	...	11 5
Lollar	...	...	6 20	...	11 18	4 15	...	11 17
Giessen ..... arr	a.m.	...	6 32	8 10	11 29	4 26	6 58	11 29
,, ...dp	5	5	6 52	8 18	11 41	4 38	7 6	...
Lang Göns	5	25	7 10	...	11 57	4 54	...	...
Butzbach	5	41	7 26	8 41	12 11	5 8	...	...
Nauheim (Baths)	5	58	7 41	8 54	12 25	5 22	7 39	...
Friedberg	6	10	7 52	9	12 36	5 32	7 47	...
Niederwöllstadt	6	25	8 5	...	12 50	5 44	...	...
Gross-Karben	6	36	8 14	...	12 58	5 52	...	...
Dortelweil	6	43	8 21	...	1 5	5 58	...	...
Vilbel	6	58	8 31	...	1 10	6 7	...	...
Bonames	7	7	8 41	...	1 18	6 15	...	...
Bockenheim	7	17	8 54	...	1 29	6 26	...	...
Frankfort(125) ar.	7	23	9 0	9	40	1 35	6 32	8 25

SAARBRÜCKEN, PIRMASENZ, and LANDAU.

Stations.	1—3	1 & 2	1—3	1—3	1—3
(139)	a.m.	a.m.	a.m.	p.m	p.m
Saarbrucken dep	...	6 44	11 15	4 32	8 22
St. Ingbert .....dep	5 10	7 11	11 42	4 59	8 51
Bierbach	6 10	7 43	12 14	5 31	...
Zweibrucken arr	6 34	7 54	12 25	5 42	p.m.
,, dep	5 15	7 58	12 28	5 46	8 47
Tschiffilick	5 23	...	12 36	5 54	8 54
Contwig	5 31	...	12 44	6 1	9 2
Delifeld	5 40	...	12 53	6 10	9 11
Riesch weiler	5 49	...	1 1	6 18	9 19
Thaleischweiler	5 59	...	1 12	6 29	9 31
Bliebermuhle arr	6 5	8 29	1 18	6 35	9 37
Bliebermuhle dp	6 10	8 35	1 25	6 40	9 53
Pirmasens ...arr	6 30	8 55	1 45	7 0	10 13
,, ...dep	5 39	8 0	12 50	6 5	...
Bliebermuhle arr	5 49	8 20	1 10	6 25	...
Bliebermuhle dep	6 6	8 30	1 19	6 36	...
Rodalben	6 14	...	1 27	6 44	...
Munchweiler	6 27	...	1 40	6 56	...
Hinterweid, Kaltab.	6 37	8 51	1 50	7 6	...
Hauenstein	6 50	...	2 5	7 19	...
Wi gartswiesen	6 59	...	2 12	7 28	...
Rinnthal	7 8	...	2 21	7 37	...
Anweiler .....arr	7 15	9 16	2 28	7 44	...
,, ...dep	7 16	9 17	2 29	7 45	...
Albersweiler	7 26	...	2 39	7 54	...
Siebeldingen	7 33	...	2 45	8 0	...
Godramstein	7 39	...	2 52	8 6	...
Landau Westbahn ..	7 46	...	3 0	8 13	...
Landau Haup 138	7 53	9 38	3 6	8 20	...

HANOVER, BREMEN, GEESTEMÜNDE, BURG-LESUM and GROHN-VEGESACK.

Stations.	1, 2	3, 4	1, 2	3, 4	1, 2	3, 4	1, 2	3, 4
	1 Cl. 2 Cl.		1 Cl. 2 Cl.		1 Cl. 2 Cl.		1, 2 Cl.	
	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.
LEIPSIC ..... dep	8 45	10 0	7 5	11 0	...	...	...	...
BERLIN (via Stendal) ..... dep	11 40	0 12	9 0	0 30	...	...	...	...
BRUNSWICK ..... dep	12 41	1 40	10 26	1 20	...	...	...	...
CASSEL ..... ,,	11 41	6 0	1 3	...	...	...	...	...
(144.-55.-9-00)	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
Hanover (158) ..... dep	3 36	8 45	1 30	5 2	10 15	...	...	...
Hanover (158) ..... arr		9 20	2 15	...	11 5	...	...	...
Neustadt ..... ,,	4 7	9 50	2 55	5 25	10 48	...	...	...
Nienburg ..... ,,	4 56	10 34	3 43	6 11	11 35	...	...	...
Eistrup ..... ,,	5 18	10 58	3 15	6 19	11 55	...	...	...
Verden ..... ,,	5 46	11 4	3 40	6 37	12 19	...	...	...
Langwedel (163)	5 57	11 15	3 51	...	12 30	...	...	...
Achim ..... ,,	6 14	11 32	4 10	6 57	12 46	...	...	...
Sebaldsbrück ..... ,,	6 31	11 49	4 27	7 9	1 1	...	...	...
Bremen (119, 151) ..... ar	6 40	11 58	4 35	7 16	1 10	...	...	...
LEER ..... arr	9 49	4 1	7 33	10 16	...	—	0 50	0 40
OSNABRÜCK ..... dep	3 59	7 18	2 18	...	...	p.m.	10 25	2 40
Bremen ..... dep.	7 11	12 21	5 6	...	...	10 43	2 50	2 20
Burg-Lesum ..... dep	7 39	12 49	5 24	...	...	...	3 20	3 20
Burg-Lesum ..... arr	7 35	12 46	5 30	9 40	10 51	...	4 20	3 20
G. Vegesack ..... arr	7 49	1 0	5 45	9 54	11 4	...	4 10	3 35
G. Vegesack ..... dep	6 54	12 15	3 35	9 4	10 15	...	7 40	5 0
Burg-Lesum ..... arr.	7 11	12 31	3 51	9 30	10 30	...	7 10	5 0
Burg-Lesum ..... dep	7 33	12 43	5 38	...	...	10 47	3 80	4 10
Osterholz-Scharmbeck	7 52	1 2	5 47	...	...	11 6	4 10	4 50
Stubben ..... ,,	8 22	1 30	6 16	...	...	11 36	4 39	5 20
Geestemünde ..... arr.	8 48	1 56	6 42	...	...	12 0	5 0	5 51
(Bremerhafen)								

Stations.	1, 2	3, 4	1, 2	3, 4	1, 2	3, 4	1, 2	3, 4
	1 Cl. 2 Cl.		1 Cl. 2 Cl.		1 Cl. 2 Cl.		1 Cl. 2 Cl.	
	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.
Burg-Lesum ..... dep	8 45	10 0	7 5	11 0	...	...	...	...
G. Vegesack ..... arr	9 0	10 15	7 20	11 15	...	...	...	...
G. Vegesack ..... dep	9 4	10 41	7 40	11 41	...	...	...	...
Burg-Lesum ..... arr	9 20	10 58	7 56	11 58	...	...	...	...
Burg-Lesum ..... dep	7 39	9 30	3 49	10 0	...	...	...	...
Bremen (151) ..... arr	7 58	9 48	4 7	10 18	...	...	...	...
OSNABRÜCK ..... arr	...	...	...	...	...	1 38	10 28	3 27
LEER ..... dep	...	...	...	...	...	6 53	12 35	6 50
Bremen ..... dep	8 10	10 31	4 38	10 40				
Sebaldsbrück ..... ,,	8 28	10 49	4 56	10 58				
Langwedel ..... ,,	8 40	10 56	5 8	11 4				
Verden ..... ,,	8 56	...	5 23	11 22				
Eistrup ..... ,,	9 11	11 22	5 38	11 39				
Nienburg ..... ,,	9 35	11 42	6 3	11 59				
Neustadt ..... ,,	7 11	10 3	3 12	6 31	12 9			
Hanover ..... ,,	7 50	10 42	12 37	7 10	...			
Winstorf ..... ,,	8 8	10 58	12 53	7 29	12 51			
Hanover (150) ..... arr	8 40	11 30	1 21	8 0	1 17			
CASSEL ..... arr	2 30	3 51	9 42	...	5 12			
BRUNSWICK ..... ,,	11 13	1 10	3 35	10 20	7 30			
BERLIN (viaStendal),	4 9	...	6 45	8 30	7 10			
LEIPSIC ..... ,,	5 35	5 35	8 28	...	8 30			

Stations.	1, 2	3, 4	1, 2	3, 4	1, 2	3, 4	1, 2	3, 4
	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.
	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.
Wernigerode ..... dep	6 15	9 0	1 47	5 59	9 0	...	...	...
Frose (166) ..... dep	8 12	11 6	4 10	8 32	...	...	...	...
Ernstleben ..... ,,	8 30	11 24	4 29	8 56	...	...	...	...
Hadlenstedt ..... arr	8 40	11 34	4 39	9 11	...	...	...	...

Stations.	1, 2	3, 4	1, 2	3, 4	1, 2	3, 4	1, 2	3, 4
	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.
	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.	m. pf.
Frose (166) ..... dep	0 70	0 50	0 35	0 30	0 20	0 15	0 10	0 10
Ernstleben ..... ,,	0 90	0 65	0 45	0 40	0 25	0 20	0 15	0 10
Hadlenstedt ..... arr	0 90	0 65	0 45	0 40	0 25	0 20	0 15	0 10

Ex—Langewedel to Bremen 8.41 a.m., 3.8, 9.35 p.m. Bremen to Langwedel 1.0, 3.5 p.m. Nienburg to Bremen 6.25 a.m. Hanover to Verden, 6.50 p.m.; Verden to Winstorf 8.30 a.m., 3.5 p.m. Langwedel to Hanover 2.30 p.m.

WERNIGERODE and HETTEDEER.

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
VIENENBURG ..... dep	12 57	5 8	7 55	...
HALBERSTADT ..... ,,	2 4	6 20	...	...
Heudeber ..... dep	7 35	2 30	6 49	8 40
Werningerode ..... arr	8 30	3 5	7 11	9 10

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Ballenstedt ..... dep	5 30	9 5	2 30	6 0
Ernstleben ..... ,,	5 45	9 45	2 43	6 23

DÜSSELDORF and DORTMUND.

Stations.	1—4	1—3	1—4	1—4	1—3	1—4	1—4	1—3	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		p.m.	p.m.
Düsseldorf ..... dep	4 44	7 43	10 31	2 50	4 30	6 50	9 43	...	...
Kettwig ..... arr	5 29	8 27	11 15	3 35	5 16	7 34	10 23	...	...
Werden ..... ,,	5 38	8 35	11 23	3 44	5 24	7 42	10 31	1—3	1 23
Essen ..... ,,	5 59	8 54	11 42	4 3	5 43	8 1	10 48	a.m.	2 31
Essen ..... dep	6 5	8 58	11 51	4 10	5 48	8 8	10 52	a.m.	2 50
Steele ..... arr	6 16	9 8	12 1	4 19	5 58	8 19	11 2	7 32	1 46
Bochum ..... ,,	6 36	9 23	12 14	4 36	6 13	8 34	11 18	7 52	1 56
Langendreer ..... ,,	6 51	9 37	...	4 50	6 26	8 47	11 31	8 16	2 25
Witten ..... ,,	7 7	9 49	12 31	5 29	6 38	8 57	11 44	8 27	2 38
Dortmund ..... arr	7 15	9 58	...	5 11	6 47	9 14	11 52	...	2 48

Stations.	1—4	1—3	1—4	1—3	1—4	1—3	1—4	1—4	1—4	1—3	1—3	1—3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
Dortmund ..... dep	...	6 15	7 5	9 0	...	11 23	1 10	...	3 37	...	5 25	...
Witten ..... ,,	...	6 20	7 16	...	...	11 23	1 18	2 11	3 48	...	4 59	6 11
Langendreer ..... ,,	a.m.	6 36	7 26	9 21	a.m.	11 46	1 30	2 21	4 1	p.m.	5 46	6 20
Bochum ..... ,,	5 42	6 47	7 36	9 33	10 49	11 58	1 40	...	4 13	7 43	5 58	...
Steele ..... ,,	5 57	7 3	7 50	9 48	11 6	12 13	2 0	...	4 35	7 57	6 21	...
Essen ..... arr	6 6	7 12	7 58	9 57	11 15	12 21	2 9	...	4 44	p.m.	6 30	...
Essen ..... dep	6 10	...	8 10	5 8	a.m.	12 24	2 13	p.m.	4 48	5 54	p.m.	...
Werden ..... ,,	6 30	...	8 17	10 26	11	12 43	2 33	3 18	5 8	6 13	6 50	...
Kettwig ..... ,,	6 38	...	8 24	10 35	11	9 12	50	2 33	3 25	5 16	6 20	6 57
Düsseldorf ..... arr	7 22	...	8 58	11 21	...	...	1 25	3 24	...	6 0	...	...

Stations.	1—4	1—4	1—4	1—4	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
Dortmund ..... dep	...	7 36	9 50	...	...	...	...	...	...	...	...	...
Witten ..... ,,	...	7 39	8 34	10 10	8 56	...	...	...	...	...	...	...
Langendreer ..... ,,	...	7 51	8 44	10 20	9 7	...	...	...	...	...	...	...
Bochum ..... ,,	...	8 3	...	10 29	9 16	...	...	...	...	...	...	...
Steele ..... ,,	...	8 19	...	10 45	...	...	...	...	...	...	...	...
Essen ..... arr	...	8 28	...	10 53	...	...	...	...	...	...	...	...
Essen ..... dep	...	8 33	...	...	...	...	...	...	...	...	...	...
Werden ..... ,,	...	8 53	...	...	...	...	...	...	...	...	...	...
Kettwig ..... ,,	...	9 1	...	...	...	...	...	...	...	...	...	...
Düsseldorf ..... arr	...	9 45	...	...	...	...	...	...	...	...	...	...

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NORTHEIM, NORDHAUSEN (Halle Erfurt.)—HERZBERG, OSTERODE, & SEESEN.

Stations.	1,2,4	1,2,4	1,2,4	1,2,4	1,2,4	1,2,4	2,3,4
		a.m.		p.m.		p.m.	
Cassel ..... dep	...	6 0	...	1 3	...	6 0	...
Munster ..... ,,	...	...	...	7 56	...	...	...
Hanover..... ,,	...	5 45	...	12 10	...	4 27	...
Soest..... ,,	...	...	...	9 50	...	...	...
Ottbergen..... ,,	...	6 1	...	12 46	...	3 26	...
Northeim (116,150)	...	8 25	...	3 3	...	8 32	...
Catlenburg	...	8 37	...	3 15	...	8 47	...
Herzberg ..... arr	a.m.	9 5	p.m.	3 42	p.m.	9 18	...
Herzberg ..... dep	5 0	9 17	2 23	...	6 30	9 40	...
Osterode (182) ,,	5 34	9 54	2 43	...	7 5	9 57	...
Seesen (162)...arr	6 20	10 43	3 15	...	7 45	...	...
Brunswick...arr.	8 30	...	5 32	...	11 30	...	...
Kreiensen.....	7 27	11 35	6 30	...	10 55	p.m.	...
Kreiensen...dep	...	5 25	...	8 55	...	...	...
Brunswick ,,	...	4 40	...	11 35	...	3 55	...
Seesen .....dep	...	7 15	...	1 17	4 10	8 0	p.m.
Osterode ,,	...	8 20	...	1 45	5 10	8 53	10 17
Herzberg .....arr	...	8 53	...	2 2	5 40	9 20	10 40
Herzberg ..... dep	...	9 10	...	3 44	...	9 25	...
Scharzf.-Lauterberg ...	...	9 20	...	3 53	...	9 38	...
Walkenried.....	...	9 52	...	4 28	...	10 16	...
Ellrich	...	10 2	...	4 34	...	10 27	...
Wieder-Sachswerfen (Ilf)	...	10 16	...	4 48	...	10 43	...
Nordhausen 147 arr	...	10 25	...	4 57	...	10 53	...
Halle ..... arr	...	1 10	...	8 48	...	...	...
Erfurt ..... ,,	...	1 16	...	7 22	...	...	...

Hanoverian.

Prussian.

Stations.	1,2,4	1,2,4	1,2,4	1,2,4	1,2,4	2,3,4
				a.m.	p.m.	
Erfurt ..... dep	...	...	...	10 25	...	...
Halle ..... ,,	...	...	...	10 0	1 34	...
		a.m.		p.m.	p.m.	
Nordhausen (172) dp	...	6 6	...	12 50	5 6	...
Nieder-Sachswerfen Ilf	...	6 11	...	1 1	5 17	...
Ellrich	...	6 24	...	1 14	5 30	...
Walkenried	...	6 34	...	1 24	5 40	...
Scharzfeld-Lauterberg ...	...	7 7	...	1 55	6 11	...
Herzberg ..... arr	a.m.	7 17	...	2 4	6 20	p.m.
Herzberg .....dep	5 0	9 17	...	2 23	6 30	9 40
Osterode.....	5 34	9 54	...	2 43	7 5	9 57
Seesen ..... arr	6 20	10 43	...	3 15	7 45	...
Brunswick ..... ,,	8 30	...	...	5 30	11 30	1—
Kreiensen ..... ,,	7 29	...	a.m.	6 30	10 55	p.m.
Kreiensen ..... dep	...	5 35	8 55	3 36	...	...
Brunswick ... 2,3,4	...	4 40	11 35	...	3 55	...
Seesen ..... dep	p.m.	7 15	1 17	4 10	8 0	p.m.
Osterode ,,	10 17	...	1 45	5 10	8 53	10 17
Herzberg ..... arr	10 40	...	8 53	2 2	5 40	9 20
Herzberg ..... dep	...	7 22	...	2 7	6 28	...
Catlenburg	...	7 49	...	2 32	6 55	...
Northeim (150)...arr	...	8 1	...	2 43	7 7	...
Ottbergen .....art	...	9 54	...	6 53	...	...
Soest ..... ,,	...	12 55	...	9 39	...	...
Munster ..... ,,	...	5 44	...	12 0	...	...
Hanover..... ,,	...	10 43	...	4 51	11 1	...
Cassel ..... ,,	...	10 37	...	...	9 42	...

Hanoverian.

Prussian.

BRUNSWICK, HARZBURG, and GOSLAR.—Brauneschweigische Eisenbahn.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
(154,158)	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	
Brunswick.....dep	7 50	11 35	3 45	8 25	3 55	4 40	9 30
Wolfenbüttel (161) ...	8 8	11 50	4 0	8 42	4 15	4 55	
Borssum ..... arr	8 28	12 15	4 24	9 6	4 35	5 15	
(154,162)d	8 32	12 26	4 32	9 10			
Schaden	8 40	12 35	4 42	9 18			
Vienenburg (166)	8 57	12 52	5 0	9 36			
Vienenburg dep	9 5	1 0	5 8	9 42			
Oker	9 25	1 20	5 25	10 0			
Goslar ..... arr	9 35	1 30	5 40	10 12			
Vienenburg	9 3	12 55	5 5	9 40			
Harzburg ..... ar.	9 30	1 15	5 25	9 58			

Extra—Brunswick 4.30, Wolfenbüttel 12.40, 7.36, 9.30 a.m.; Harzburg 1.30, 7.0, 10.30 p.m.; Vienenburg 4.0, 5.25, 9.0 a.m.; Harzburg 1.0, 4.35, 9.0, 11.15 p.m.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.	p.m.	
Harzburg.....dep	7 35	11 35	3 40	7 22	...	
Vienenburg ... arr	7 47	11 47	3 52	7 35	...	
Goslar .....dep	7 20	11 20	3 25	7 10	...	
Oker	7 30	11 30	3 35	7 20	...	
Vienenburg...arr	7 47	11 47	3 52	7 35	a.m.	
Vienenburg ...dep	7 52	11 50	3 55	7 40	9 0	
Schaden	8 5	12 5	4 10	7 52	9 10	
Borssum ..... arr	8 15	12 15	4 20	8 2	9 21	
.....dep	8 25	12 25	4 50	8 5	9 24	
Wolfenbüttel	8 45	12 45	5 15	8 25	9 40	
Brunswick ..... arr	9 10	1 5	5 32	8 48	10 0	

Extra—Borssum to Brunswick 1.35, 5.14 p.m.; 10.30 p.m.

GOTTINGEN and REBRA.—Frankfurt, Hebra, Eisenbahn.

Stations.	1—4	3 & 4	1—4	1—3	1—4	1—4	1—4	
(150)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Gottingen ...dep	4 10	6 0	9 16	2 43	...	4 40	8 5	...
Friedland	4 34	6 51	9 40	...	...	5 5	8 30	...
Eichenberg arr	4 47	7 17	9 53	3 6	...	5 18	8 43	...
(147) . dep	4 52	—	10 5	3 11	2 31	5 28	8 56	...
Niederbone arr	5 35	...	10 47	3 49	3 9	6 10	9 41	...
,, (153)...dep	5 43	...	10 52	3 44	3 15	6 15	...	...
Hohneiche	6 2	...	11 11	...	3 29	6 32	...	...
Cornberg	6 37	...	11 43	...	4 3	7 4	...	...
Hebra 146-7 lar	6 55	...	12 0	4 33	4 2	7 21	...	...

Stations.	1—4	1—4	1—4	1—3	1—4	1—4	1—3	1—4	1—4
†3 & 4 Cl.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hebra .....dep	...	7 45	10 19	12 45	4 55	4 10	8 25	...	...
Cornberg	...	8 13	11 17	...	5 23	...	8 53	...	...
Hohneiche	...	8 38	11 40	...	5 47	...	9 17	...	...
Niederbone arr	...	8 52	11 51	1 38	6 1	4 53	9 31	...	...
,, ...dep	5 43	9	11 56	1 30	6 11	4 55	9 4	...	...
Eichenberg arr	6 30	9 50	12 37	2 8	6 50	5 27	10 3	...	...
.....dep	6 35	10 3	12 47	2 6	7 5	...	10 13	...	...
Friedland	6 47	10 15	2 24	...	7 16	...	10 47	...	...
Gottingen ...arr	7 10	10 37	3 11	2 27	7 38	...	11 7	...	...

VIENENBURG and SEESEN.

Stations.	1—4	1—4	1—4	1—4			
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Vienenburg (166) ...dep	9 5	11 55	3 1	7 47	...	...	
Grauhof (166)	9 33	12 20	4 15	8 15	...	...	
Langelsheim ..... ,,	9 45	12 31	4 34	8 35	...	...	
Seesen (162).....arr	10 20	12 56	...	9 20	...	...	

Stations.	1—4	1—4	1—4	1—4			
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Seesen .....dep	7 22	4 9	6 0	...	...	...	
Langelsheim ..... ,,	8 9	4 31	6 53	3 1	...	...	
Grauhof	8 32	4 41	7 8	4 11	...	...	
Vienenburg ..... arr	8 55	4 59	7 28	4 30	...	...	

WESTERSTEDE and OCHOLT.

Stations.	2 & 3	2 & 3	2 & 3			
	a.m.	p.m.	p.m.	p.m.	p.m.	
Westerstede	7 5	1 5	7 10	...	...	...
Ocholt (151)	7 25	1 25	7 30	...	...	...

Stations.	2 & 3	2 & 3	2 & 3			
	a.m.	p.m.	p.m.	p.m.	p.m.	
Ocholt (151).....	9 5	3 15	9 40	...	...	...
Westerstede	9 25	3 35	10 0	...	...	...

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HANOVER and CASSEL.—Hannoversche Staatsbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1,234	1,234	1,2,3	1—3	1,234	1,234
m. pf	m. pf	m. pf		p.m.			a.m.		a.m.	p.m.
...	...	...	HAMBURG .....dep	10 15	...	...	7 15	...	11 40	3 45
...	...	...	LUBECK via Lauen d	7 30	...	a.m.	6 40	...	10 50	3 15
...	...	...	BREMEN..... „	10 40	p.m.	5 17	8 10	...	10 57	4 38
...	...	...	BERLIN via Sten. „	7 0	10 0	12 0	5 0	...	12 30	...
			(148, 151, 160)	a.m.	a.m.	a.m.	p.m.	...	p.m.	p.m.
fro'	Han	over	Hanover .....dep	1 48	5 42	9 28	12 10	...	4 27	11 28
1 50	1 20	0 80	Sarstedt	...	6 11	9 56	...	...	5 2	12 1
2 20	1 70	1 10	Nordstemmen(156)	...	6 24	10 11	12 40	...	5 17	12 16
...	...	...	HILDESHEIM .....arr	...	7 3	10 37	1 30	...	5 50	12 49
...	...	...	HILDESHEIM .....dep	...	6 0	9 30	12 22	...	4 34	9 30
...	...	...	Nordstem. (156) dep	...	6 29	10 17	12 42	...	5 24	12 21
2 70	2 0	1 40	Elze	...	6 40	10 29	12 51	...	5 36	12 33
3 20	2 40	1 60	Banteln	...	6 50	10 42	...	...	5 47	12 45
4 0	3 0	2 0	Alfeld	...	7 5	11 0	1 12	...	6 4	1 2
4 80	3 60	2 40	Freden	...	7 19	11 17	...	...	6 19	1 17
5 60	4 20	2 80	Kreiensen (162) arr	2 59	7 33	11 33	1 34	...	6 33	1 31
			BERLIN .....dep	10 0	11 0	...	8 45	...	1 0	3 30
			MAGDEBURG ... „	12 10	2 40	5 45	11 0	...	3 3	6 38
			BRUNSWICK ..... „	12 40	4 40	7 46	11 35	...	3 45	8 25
			COLOGNE (Deutz) „	7 55	...	...	...	...	9 0	...
6 80	4 70	Exp.	Kreiensen ..... dep	3 7	7 43	11 45	1 42	...	6 43	1 41
6 20	4 70	3 10	Salzderhelden-Einbeck	...	7 56	11 58	1 54	...	6 57	1 55
7 20	5 40	3 60	Northeim (116, 149)	3 28	8 13	12 14	2 6	...	7 14	2 11
12 70	9 50	6 40	NORDHAUSEN ...arr	...	10 25	...	4 57	p.m.	10 53	...
...	...	...	NORDHAUSEN ...dep	...	6 0	...	...	12 50	5 6	...
8 10	6 0	Exp.	Northeim.....dep	3 30	8 26	12 18	2 9	2 59	7 19	2 16
7 90	5 90	4 0	Nörten ..... „	...	8 33	12 32	...	3 6	7 35	2 31
8 80	6 60	4 40	Gottingen.....arr	3 50	8 50	12 50	2 30	3 24	7 54	2 48
7 90	7 30	Exp.	„ (149) ..... dep	3 55	9 0	12 57	2 35	...	8 1	...
10 0	7 50	5 0	Dransfeld ..... „		9 30	1 25	2 59	p.m.	8 32	...
11 40	8 60	5 70	Münden (162) ..... „	4 43	10 2	1 55	3 22	7 44	9 5	...
13 40	10 10	6 70	Cassel (146-7).....arr	5 12	10 37	2 30	3 51	8 20	9 42	...
...	...	...	BEBRA ..... „	6 54	3 48	4 15	8 11	...	11 34	...
24 60	18 30	...	EISENACH ..... „	8 18	5 10	5 18	9 47	...	12 46	...
24 20	18 20	12 10	GIESSEN ..... „	8 10	4 26	...	6 54	...	2 30	...
28 30	21 20	14 20	FRANKFORT ..... „	9 40	6 32	...	8 31	...	5 0	...

HELDENBERGEN, WINDECKEN and HANAU.

Stations.	2	2—3	2—4	Stations.	2—4	2—4	2—4
	a.m.	a.m.	p.m.		p.m.	p.m.	p.m.
Heldenbergen Windd'p	7 36	2 2	8 12	Hanau Osthf ..... arr	6 23	12 58	7 23
Bruchköbel ..... „	7 57	2 23	8 33	Hanau Nordhf ..... „	6 47	1 13	7 47
Hanau Nordhf ..... „	8 12	2 38	8 48	Bruchköbel ..... „	7 6	1 32	8 7
Hanau Osthf. ..... arr	8 26	2 52	9 2	Heldenbergen Windarr	7 22	1 48	8 23

KREIENSEN and EINBECK.

Stations.										
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Kreiensen (150) ..... dep	7 43	11 45	1 42	3 33	7 21	8 43	...	...	...	...
Salzderhelden ..... „	8 37	12 12	2 7	4 27	8 15	9 5	...	...	...	...
Einbeck ..... arr	8 50	12 17	3 36	7 15	9	...	...	...	...	...
Einbeck ..... dep	7 35	11 20	1 34	6 33	8 34	...	...	...	...	...
Salzderhelden ..... „	7 48	11 33	1 47	6 48	8 47	...	...	...	...	...
Kreiensen ..... arr	8 44	11 59	3 25	...	9 37	...	...	...	...	...

OLDENBURG and WILHELMSHAFEN.—Oldenburgische Eisenbahn.

P. M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2, 3	1,2, 3	1,2, 3		Stations.	1,2, 3	1,2, 3	1,2, 3	
Dist.	m. pf	m. pf	m. pf		a.m.	p.m.	p.m.			a.m.	p.m.	p.m.	
...	...	...	...	BREMEN .....dep	7 5	1 10	7 41	...	Wilhelmshafen ...dep	6 44	12 25	6 49	...
Fro	m	O	lden	Oldenburg (151) ...dep	8 42	2 45	9 10	...	JEVER .....dep	6 19	12 2	6 19	...
7½	1 0	0 60	0 40	Rastede ..... „	8 55	3 5	9 25	...	Sande ..... „	6 55	12 40	7 0	...
19	2 40	1 40	1 0	Varel ..... „	9 30	3 45	9 55	...	Ellenserdamm ..... „	7 5	12 50	7 10	...
24½	3 0	1 80	1 20	Ellenserdamm ..... „	9 40	4 0	10 10	...	Varel ..... „	7 20	1 5	7 25	...
28	3 50	2 10	1 40	Sande ..... „	9 51	4 10	10 21	...	Rastede ..... „	7 50	1 40	7 55	...
	4 50	2 70	1 80	JEVER ..... arr	10 29	4 46	10 49	...	Oldenburg 151 .....arr	8 5	2 0	8 10	...
32½	4 0	2 40	1 60	Wilhelmshafen 150 arr	10 4	4 25	10 31	...	BREMEN .....arr	9 55	3 44	9 46	...

JEVER, SANDE, and WILHELMSHAFEN.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	2 & 3	2 & 3	2 & 3	Stations.	2 & 3	2 & 3	2 & 3	2 & 3
Dist.	m. pf	m. pf	m. pf		a.m.	p.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.
—	Fro	m	Jever.	Jever .....dep	6 19	12 2	6 19	9 35	Wilhelmshafen ...dep	9 35	3 51	6 49	...
6½	...	0 50	0 40	Sander-Busch ..... „	6 40	12 23	6 43	9 55	Sande ..... arr	9 49	4 5	6 59	...
8	...	0 60	0 40	Sande ..... arr	6 47	12 30	6 52	10 3	OLDENBURG .....dep	8 42	2 45	...	9 10
...	...	2 70	1 80	OLDENBURG ..... „	8 5	2 0	8 10	...	Sande ..... dep	10 1	4 20	7 7	10 23
...	...	...	...	Sande .....dep	7 2	12 45	...	10 21	Sander-Busch	10 8	4 25	7 12	10 28
12½	...	1 0	0 70	Wilhelmshaf. (150) ar	7 16	12 59	...	10 31	Jever ..... arr	10 29	4 46	7 33	10 49

HUDE, BRAKE, and NORDENHAMM.

E. M	1 Cl.	2 Cl.	3 Cl	Stations.	2 & 3	2 & 3	2 & 3	Stations.	2 & 3	2 & 3	2 & 3
Dist	m. pf	m. pf	m. pf		a.m.	p.m.	p.m.		a.m.	a.m.	p.m.
...	...	...	...	BREMEN .....dep	7 5	1 10	7 41	GESTEMUNDE (Steamer	...	...	...
...	...	...	...	OLDENBURG ..... „	8 36	2 20	8 39	Nordenhamm .....dep	5 45	11 49	6 20
...	Fro	m	Hude.	Hude (151) .....dep	9 3	3 0	9 4	Rodenkirchen ..... „	6 10	12 20	6 50
5½	...	0 50	0 30	Berne ..... „	9 15	3 19	9 20	Brake ..... arr	6 38	12 45	7 16
9½	...	0 70	0 50	Elsfleth ..... „	9 30	3 30	9 35	... dep	6 58	12 57	7 26
16	...	1 20	0 80	Brake ..... arr	9 51	3 53	9 57	Elsfleth ..... „	7 10	1 20	7 45
...	...	...	...	.....dep	10 3	4 3	10 7	Berne..... „	7 25	1 30	8 0
20½	...	1 60	1 10	Rodenkirchen ..... „	10 25	4 30	10 30	Hude ... (151) .....arr	7 43	1 50	8 19
27½	...	2 0	1 40	Nordenhamm ..... arr	10 50	4 50	11 2	OLDENBURG ..... „	8 17	2 25	8 53

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CASSEL and HANOVER.—Hannoversche Staatsbahn.

L.M.	1 Cl.	2 Cl	3 Cl.	Stations.	1,2,3,4	1,2,3,4	1,2,3	1,2,3,4	1,2,3,4	1 & 2	1 2,3
Dist.	m. pf	m. pf	m. pf							a.m.	p.m.
—	—	—	—	FRANKFORT .....dep	11 0	...	8 17	9 47	...	7 15	9 47
—	—	—	—	GIESSEN ..... ,,	1 29	4 4	9 53	11 53	...	8 42	11 53
—	—	—	—	EISENACH ..... ,,	3 48	5 35	...	3 32	...	7 11	11 33
—	—	—	—	BEBRA ..... ,,	3 50	7 11	...	4 30	...	8 29	12 50
					a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
	Fro'		Cassel.	Cassel..... dep	6 0	9 0	1 0	6 0	11 16	11 41	4 16
15	2 8	1 50	1 0	Munden (172) ,,	6 36	9 41	1 35	6 40	11 57	12 16	4 51
34	3 50	2 60	1 80	Dransfeld ,,	7 11	10 17	2 5	7 15	...	...	...
47	4 70	3 50	2 40	Gottingen.....arr	7 33	10 40	2 27	7 39	a.m.	1 6	p.m.
				,, ...dep	7 40	10 48	2 36	7 51	4 20	1 11	3 46
63	5 60	4 20	2 80	Morton ,,	7 57	11 6	...	8 9	4 37	...	4 5
84	6 20	4 70	3 20	Northeim (146)...arr	8 9	11 18	2 57	8 21	4 50	1 33	4 18
				NORDHAUSEN ...arr	10 25	...	4 57	10 53	...	...	...
				,, ...dep	6 0	...	12 50	5 6	...	...	...
85	7 30	5 40	3 60	Northeim.....dep	8 15	11 23	3 0	8 27	4 58	1 36	...
61	7 90	5 90	4 0	Salzderhelden-Einb. ,,	8 32	11 40	3 14	8 45	5 14	...	...
				Kreiensen .....arr	8 44	11 52	3 25	8 57	5 26	1 58	...
	14 70	11 0	7 40	BRUNSWICK .....arr	1 5	...	5 32	11 30	...	4 30	...
	19 50	14 70	9 80	MAGDEBURG ,,	2 55	...	6 23	...	...	5 5	...
	31 40	23 60	15 80	BERLIN ,,	6 40	...	9 0	...	...	7 47	...
				COLOGNE (Deuts) ,,	...	9 16	11 27	...	...	8 21	...
				Kreiensen .....dep	8 51	11 58	3 32	9 5	5 34	2 6	
67	8 70	6 50	4 40	Freden ,,	9 4	12 13	...	9 21	5 49	...	
72	9 40	7 10	4 70	Alfeld ,,	9 19	12 27	3 52	9 35	6 2	...	
79	10 30	7 70	5 20	Banteln ,,	9 34	12 42	...	9 50	6 17	...	
87	11 80	8 10	5 40	Elze ,,	9 45	12 53	4 10	10 1	6 28	...	
87	11 80	8 40	5 60	Nordstemmen ...arr	9 55	1 3	4 18	10 11	6 38	...	2,3,4
	12 20	9 20	6 10	HILDESHEIM .....arr	10 37	1 30	4 39	12 49	7 3	...	p.m.
				,, ...dep	9 30	12 22	3 39	9 30	6 0	...	4 34
				Nordstem .....dep	10 0	1 7	4 20	10 17	6 42	...	5 0
92	11 90	8 90	6 0	Barstedt ,,	10 16	1 25	...	10 34	7 1	...	5 36
63	13 40	10 10	6 70	Hanover (p. 156) arr	10 43	1 52	4 50	11 1	7 28	3 16	6 35
				BERLIN via Sten. ar	...	6 45	12 30	7 10	5 0	...	...
	33 30	17 40	11 60	BREMEN ,,	4 32	...	7 16	...	11 56	6 40	...
	30 50	22 80	15 60	LUBECK via Lauen a	6 20	...	10 15	10 50	3 10	8 2	...
	28 40	21 30	14 30	HAMBURG ,,	3 55	...	9 5	8 40	12 42	7 3	...

OLDENBURG to OSNABRUCK.

1,2,3	1,2,3	2—4	Stations.	1,2,3	1,2,3	1—4
				a.m.	p.m.	a.m.
...	...	...	Osnabruck (158)d	6 0	11 36	3 13
...	...	...	Bramsche ,,	6 18	12 18	3 48
...	...	...	Quakenbruck ,,	6 52	...	...
...	...	...	Essen ,,	7 6	1 25	4 22
...	...	...	Cloppenburg ,,	7 23	1 43	4 44
...	...	...	Ahlhorn ,,	7 45	1 53	5 1
...	...	...	Hanticsen ,,	8 19	2 21	5 36
...	...	...	Oldenburg .....arr	...	p.m.	...
10 4	...	...	WILHELMSHAFAT	...	4 22	1
9 55	...	...	LEER (Neuschanz)	...	4 1	4 44
...	...	...	BREMEN ..... ,,	...	...	...

Stations.	1	2	3
	a.m.	a.m.	a.m.
BREMEN .....dep	7 5	9 30	12 30
LEER (Neuschanz)	7 45	10 5	1 30
WILHELMSHAF ,,	8 6	10 25	1 50
(130-1)	8 35	10 45	2 13
Oldenburg (130)	9 5	11 15	3 30
Ahlhorn ,,	9 30	11 35	3 50
Cloppenburg .....(119	9 45	12 30	4 25
Essen ,, ...(119	a.m.	10 5	1 30
Quakenbruck	8 35	10 25	1 3
Bramsche .....(119	9 20	11 50	4 25
Osnabruck (119	...	...	...

Ex.—Cassel to Munden 6.55 a.m. 1.45, 7.25 p.m.

BREMEN to LEER and NEUSCHANZ.—Oldenburgische Eisenbahn.

L.M.	1 Cl.	2 Cl	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
Dist	m. pf	m. pf	m. pf		p.m.	night	a.m.	p.m.	
—	—	—	—	BERLIN .....dep	10 0	12 0	9 0	12 30	...
—	—	—	—	UELZEN ,,	...	...	...	...	...
—	—	—	—	HANOVER ,,	3 36	8 45	1 30	5 2	...
				(119, 148, 163)	a.m.	p.m.	p.m.	p.m.	
	Fro'	Bre	men.	Bremen (148).....dep	7 5	1 10	5 0	7 41	...
12	...	...	...	,, (Neustadt)...	7 10	1 15	5 5	7 48	...
8	1 30	0 70	0 50	Delmenhorst ,,	7 28	1 35	5 24	8 5	...
17	2 20	1 30	0 90	Hude (150) .....arr	7 49	1 57	...	8 25	...
				BRAKE ,,	9 51	3 53	...	9 57	...
				,, ...dep	6 50	12 57	...	7 26	...
27				Hude ,,	7 54	2 0	...	8 28	...
	3 80	2 10	1 40	Oldenburg .....arr	8 17	2 25	6 0	8 51	...
37	4 30	2 70	1 80	,, (150-1) dep	8 30	2 38	...	9 1	...
	4 80	2 70	1 80	Zwischenahn ,,	8 50	2 55	...	9 20	...
	5 20	3 10	2 10	Ocholt (149).....arr	9 0	3 10	...	9 25	...
51	6 40	3 80	2 60	Stickhausen..... a.m.	9 24	3 35	...	9 55	...
63	7 56	4 50	3 0	Leer (125).....	11 19	10 9	4 14	...	10 28
	8 70	5 20	3 50	Weener.....	12 10	10 30	4 40	...	10 55
	9 50	5 70	3 80	Neuschanz 110	12 36	10 47	4 57	...	11 9

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(116)	p.m.	a.m.	a.m.	a.m.	p.m.
Neuschanz dep	3 50	5 33	...	11 25	5 59
Weener ,,	4 37	5 57	...	11 54	6 23
Leer .....dep	5 19	6 45	...	12 36	6 57
Stickhausen ,,	...	7 0	...	12 55	7 15
Ocholt.....dep.	7 35	...	...	1 30	7 42
Zwischenahn ,,	7 49	...	...	1 40	7 55
Oldenburg .....arr	8 11	...	...	2 6	8 18
Oldenburg (150)dep	8 36	11 30	...	2 29	8 29
Hude .....arr	9 0	11 51	...	2 54	8 54
BRAKE ,,	9 51	...	...	3 53	9 57
,, ...dep	6 50	...	...	12 57	7 26
Hude .....dep	9 5	11 53	...	2 58	8 59
Delmenhorst ,,	9 25	12 10	...	3 19	9 20
Bremen (Neustd).....	9 45	12 30	...	3 37	9 40
,, (163).....	9 55	12 37	...	3 44	9 46
HANNOVER ,,	1 21	...	...	8 0	1 17
UELZEN ,,	...	...	...	...	...
BERLIN ,,	6 45	7 45	...	...	7 10

LEIPSIC and EILENBURG.—Halle, Sorau, Gubener Eisenbahn.

L.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1 - 3	2,3,4	
Dist.	m. pf	m. pf	m. pf		a.m.	p.m.	p.m.	
—	Pro'	Let	psig	Leipsic .....dep	8 20	1 56	7 34	...
8.3	0 60	0 45	0 40	Taucha ,,	8 37	2 12	8 3	...
15	1 80	1 0	0 70	Jesewitz ,,	8 51	2 25	8 26	...
2	2 0	1 50	1 0	Eilenburg (152) .....arr	9 5	2 36	8 41	...
13	9 9	9 0	6 9	COTTBUS ,,	12 43	5 36	...	...
16	70 12	50,	8 40	SORAU ,,	2 15	6 55	...	...
20	40 21	30	14 30	BRESLAU ,,	3 50	10 30	...	...
14	90 11	20	7 50	GUBEN ,,	1 44	6 35	...	...

Stations.	3—4	1—4	1—3
	a.m.	a.m.	p.m.
GUBEN .....dep	...	7 44	3 13
BRESLAU ,,	...	10 30	10 15
SORAU ,,	...	5 27	1 50
COTTBUS ,,	...	8 36	3 10
	a.m.	a.m.	p.m.
Eilenburg .....dep	6 35	11 51	6 5
Jesewitz ,,	7 5	12 9	6 19
Taucha ,,	7 25	12 15	6 29
Leipsic .....arr	7 41	12 28	6 42

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HALLE, COTTBUS, and GUBEN.—Halle-Sorau-Gubener Eisenbahn.

M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	3 Cl.	1—4	1—3.	2—4		Stations.		1—4.	1,2,3	2,3,4	
Dis.	m.pf	m.pf	m.pf	m.pf			a.m.	a.m.	p.m.					a.m.		
...	...	...	...	...	MAGDEBURG dep	...	6 0	11 0	5 0	...	POSEN .....dep	...	a.m.	10 26	p.m.	...
...	...	...	...	...	FRANKFURT ,,	...	...	6 55	11 16	...	FRANKFURT ,,	...	5 45	12 20	4 41	...
						a.m.	a.m.	p.m.	p.m.				a.m.	p.m.	p.m.	
...	Fro	m H	alle.	...	**Halle(147,156** d	...	8 0	1 33	7 34	...	**Guben** .....dep	...	7 44	2 12	6 55	...
162	2 20	1 70	1 10	0 60	**Delitzsch(176)**d	6 10	8 39	2 12	8 15	...	Peitz.....	...	8 16	2 38	7 42	...
104	4 0	3 0	2 0	1 0	Eilenburg (151) arr	7 17	9 10	2 41	8 44	...	**Cottbus**.....arr	...	8 29	2 57	8 9	...
...	...	...	...	...	LEIPSIC .....dep	...	8 20	1 56	7 34	...	GÖRLITZ .....arr	...	12 50	7 0	11 56	...
47½	6 30	4 70	3 20	1 60	Torgau.....	8 51	9 56	3 24	9 54	...	GROSSENHAIN ,,	...	10 30	5 2	...	...
59	7 70	5 80	3 90	2 0	**Falkenberg** arr	...	10 16	3 46	10 26	...	DRESDEN.....	...	11 34	6 25	...	...
...	...	...	...	...	KOHLFURT ...arr	...	1 13	6 56	...	...	SORAU.....dep	...	5 27	1 50	7 27	...
...	...	...	...	...	BRESLAU .....arr	...	3 50	10 30	...	...	**Cottbus** .....dep	...	8 36	3 10	9 24	...
...	...	...	...	...	WITTENBERGdep	...	9 1	1 16	6 0	...	Eichow	3 Cl.	8 56	3 26	9 50	...
					[176,194-7						Calau	a.m.	9 12	3 39	10 14	...
					Falkenberg dep	...	10 37	3 49	10 35	...	Finsterwalde	7 45	9 48	4 7	11 5	...
64	8 40	6 30	4 20	2 10	Beutersitz	2—4	10 48	4 0	10 52	...	Dobrilugk-Kirch.	8 1	10 9	4 27	11 32	...
72½	9 50	7 10	4 80	2 40	Dobril-Kirchh.**190**	a.m.	11 15	4 22	11 28	...	Beutersitz	...	10 28	4 44	12 1	...
79½	10 40	7 80	5 20	2 60	Finsterwalde.....	5 31	11 33	4 37	11 51	...	**Falkenberg** arr	...	10 37	4 52	12 16	...
93	12 10	9 10	6 10	3 10	Calau [187]	6 17	12 1	5 5	...	...						
99	12 90	9 70	6 50	3 30	Eichow	6 39	12 15	5 19	...	...	WITTENBERG arr	...	...	7 47	...	...
108	14 0	10 50	7 0	3 50	**Cottbus 152, 181**	7 7	12 33	5 36	...	...	BRESLAU.....dep	2—4	10 30	10 15	...	...
...	...	...	...	...	SORAU .....arr	...	2 15	6 55	...	...	KOHLFURT...dep	a.m.	6 12	1 35	...	...
...	...	...	...	...	DRESDEN ...dep	...	6 15	2 25	...	...	**Falkenberg** dep	4 49	10 40	4 56	...	...
...	...	...	...	...	GROSSENHAIN ,,	...	7 44	3 33	...	...	Torgau	5 23	11 9	5 22	...	...
...	...	...	...	...	GÖRLITZ ..... ,,	...	6 15	1 0	...	...	Eilenburg (151) arr	6 9	11 42	5 52	...	...
...	...	...	...	...	**Cottbus(184)** dep	7 44	12 57	5 46	...	...	LEIPSIC ..... arr	7 41	12 28	6 42	...	...
162	15 20	11 40	7 60	3 80	Peitz.....	8 11	1 18	6 6	...	...	**Delitzsch**	6 52	12 21	6 29	...	...
217	17 0	12 80	8 50	4 30	**Guben(174,183)**	8 52	1 44	6 35	...	...	**Halle (156)** ...arr	7 29	1 0	7 4	...	...
...	...	...	...	...	FRANKFURT-a-O	1 30	3 32	7 48	...	...	CASSEL.....arr	3 30	8 20	...	...	...
...	...	...	...	...	POSEN .....arr	...	5 51	...	...	...	MAGDEBURG ,,	9 23	3 24	10 50	...	...

COTTBUS and SORAU.

M.	1 Cl	2 Cl.	3 Cl.	4 Cl.	Stations.	2,3,4	1—4	1—3	2,3,4		Stations.	2,3,4	1—4.	1,2,3	2,3,4	
Dis.	m.pf	m.pf	m.pf	m.pf			a.m.	p.m.	p.m.			p.m.	a.m.	a.m.	p.m.	
...	...	...	...	...	**BERLIN** .....dep	...	7 25	2 20	6 15	...	BRESLAU.....dep	10 30	6 30	10 15	2 44	...
...	...	...	...	...	**HALLE** ..... ,,	...	8 0	1 33	...	...	GLOGAU ..... ,,	...	7 18	10 38	2 50	...
...	...	...	...	...	**GROSSENHAIN** ,,	...	7 44	3 33	...	...		a.m.	a.m.	p.m.	p.m.	
	a.m.	p.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.		**Sorau**.....dep	5 37	11 1	1 50	7 27	...
—	Fro	m Co	ttbus	—	**Cottbus 152, 184**	6 16	12 52	5 41	9 31	...	Forst	6 55	11 48	2 36	8 39	...
13½	1 90	1 40	1 0	0 50	Forst	7 15	1 34	6 8	10 16	...	**Cottbus**.....arr	7 34	12 17	3 2	9 16	...
36½	4 80	3 60	2 40	1 20	**Sorau(174, 182)**	8 30	2 15	6 55	11 31	...						
											GROSSENHAIN ar	3 30	...	5 2	...	...
...	10 70	8 0	5 40	2 70	GLOGAU .....arr	...	4 23	8 24	...	...	HALLE ..... ,,	1 0	...	7 4	...	...
...	...	...	...	...	BRESLAU ..... ,,	3 50	9 0	10 30	6 33	...	BERLIN... ... ,,	11 30	...	5 22	...	...

COTTBUS and GROSSENHAIN.—Oberlausitzer Eisenbahn.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	2—4.	1—4.	1—3.	1—4.		Stations.	1—3	1—4	2—4	1—4.	
Dis.	m.pf	m.pf	m.pf				a.m.	p.m.			a.m.	a.m.	a.m.	p.m.	
...	...	...	...	**BERLIN** .....dep	...	...	10 0	3 0	...	CHEMNITZ ...dep	4 15	...	8 31	12 40	...
...	...	...	...	**POSEN** ..... ,,	...	a.m.	10 22	...	...	DRESDEN ..... ,,	6 15	9 30	...	4 45	...
...	...	...	...	**FRANKFORT**... ,,	...	6 10	1 15	5 20	...	LEIPSIC..... ,,	5 10	7 50	9 10	2 45	...
...	...	...	...	**GUBEN** ..... ,,	...	7 44	2 12	...	...	PRISTEWITZ... ,,	7 31	10 36	11 15	5 46	...
...	...	...	...	**SORAU** ..... ,,	...	5 35	1 46	...	...	GROSSENHAINarr	7 41	10 36	11 30	5 56	...
						a.m.	p.m.	p.m.		**[190.190]**	a.m.	a.m.	a.m.	p.m.	
Fr	om C	ottb	us	**Cottbus(152,181)**d	...	8 40	3 15	7 15	...	**Grossenhain**...dep	7 45	10 36	11 45	6 0	...
8	1 10	0 85	0 55	Drobkau	...	8 58	3 36	7 49	...	Ortraud	8 18	11 9	1 0	6 33	...
13	1 65	1 25	0 85	**Petershain**	...	9 9	3 46	7 57	...	**Ruhland**	8 33	11 23	1 27	6 48	...
...	...	...	...	LUBBENAU ...dep	...	5 5	9 32	3 34	...	KOHLFURT ...arr	12 2	1 35	6 50	...	...
20½	2 70	2 5	1 35	**Senftenberg(187)**	...	9 28	4 6	8 20	...	DRESDEN.....dep	...	...	...	12 19	...
...	...	...	...	KAMENZ .....arr	...	1 48	7 21	...	...	PIRNA ..... ,,	...	...	...	12 9	...
...	...	...	...	PIRNA ..... ,,	...	...	9 34	...	...	KAMENZ ..... ,,	5 45	...	...	3 45	...
...	...	...	...	DRESDEN ..... ,,	...	5 51	9 40	...	...	**Senftenberg**	8 51	11 40	...	7 6	...
...	...	...	...	KOHLFURT ...dep	a.m.	4 0	1 43	4 30	...	LUBBENAU ...arr	...	3 7	...	1 0	...
28	3 75	2 80	1 90	**Ruhland (184)** dep	5 0	9 45	4 23	8 45	...	**Petershain**	9 12	12 1	...	7 23	...
36	4 70	3 85	2 35	Ortrand	5 35	10 0	4 38	9 7	...	Drobkau.....	9 24	12 13	...	7 49	...
49	6 40	4 80	3 20	**Grossenhain190a**	6 40	10 30	5 7	9 50	...	**Cottbus**... .....arr	9 44	12 30	...	8 0	...
...	...	...	...	GROSSENHAINdep	6 45	10 34	5 11	11 20	...	SORAU ..... ,,	...	2 9	...	11 31	...
...	6 90	5 10	3 40	PRISTEWITZ... arr	8 34	10 43	5 20	11 39	...	GUBEN ..... ,,	11 10	1 44	...	...	...
...	11 90	8 90	5 90	LEIPSIC ..... ,,	9 34	2 41	8 36	2 6	...	FRANKFORT... ,,	11 25	2 45	...	9 50	...
...	9 20	6 90	4 60	DRESDEN ..... ,,	8 24	11 31	6 25	12 45	...	POSEN ..... ,,	...	5 51	...	...	...
...	...	...	...	CHEMNITZ ...,,	11 16	6 1	12 1	...	...	BERLIN ..... ,,	3 50	4 40	...	...	...

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...SWERTE, UNNA, HAMM, and SOEST.

Stations.	1—4	1—3	1—4	1—3	1—3	1—3
		a.m.	a.m.	p.m.	p.m.	
AIX-LA-CHAPELLE d	...	6 50	9 4	1 48	6 4	...
	a.m.	a.m.	p.m	p.m.	p.m.	p.m.
Aschwerde (140)...dep	8 18	11 3	3 41	7 7	10 3	...
Holzwickede	8 33	...	3 56	7 22	...	10 18
Unna ..... arr	8 43	11 22	4 6	7 32	10 26	10 18
Unna ..... dep	8 49	11 24	4 9	8 2	10 27	...
Bonen	9 3	11 36	4 21	8 17	10 40	...
Hamm (137) ..... arr	9 16	11 49	4 34	8 32	10 53	...
Unna ..... dep	8 47	11 23	4 12	7 41	10 29	...
Hemmerde	9 0	...	4 25	7 54	10 42	...
Werl	9 11	11 42	4 37	8 6	10 53	...
Soest (115) ..... arr	9 28	11 58	4 54	8 26	11 10	...
HANOVER	3 0	...	10 48	...	...	...

Stations.	1—3	1—4	1—3	1—3	1—4	1—3	1—4
			a.m.	noon			
HANOVER ..... dep	...	...	6 55	12 0	...	...	...
	a.m.	a.m.	p.m	p.m	p.m	p.m	...
Soest (115) ..... dep	5 16	9 45	1 18	5 44	7 2	...	...
Werl	5 29	10 2	1 36	5 56	7 20	...	...
Hemmerde	...	10 13	1 47	...	7 33	...	...
Unna ..... arr	5 47	10 23	1 57	6 11	7 43	...	...
Hamm	5 24	9 53	1 27	5 41	7 13	...	...
Bonen	5 34	10 5	1 39	5 53	7 29	...	...
Unna ..... arr	5 45	10 17	1 52	6 5	7 45	p.m.	p.m.
Unna ..... dep	5 55	10 28	2 3	6 14	7 52	6 27	8 1
Holzwickede	...	10 43	2 14	...	8 3	6 37	8 11
Schwerte (141)...arr	6 13	10 55	2 26	6 34	8 15	...	...
AIX-LA-CHAPELLE a	10 5	4 54	8 9	11 26	12 30	...	...

DORTMUND and HOLZWICKEDE.

Stations	1—3	1—3	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Dortmund ..... dep	7 51	10 8	12 12	3 15	6 57	9 35
Horde	8 8	10 22	12 30	3 29	7 11	9 49
Holzwickede ..... arr	8 25	10 40	...	3 47	7 27	10 7

Stations.	1—3	1—4	1—3	1—3	1—3	1—3	1—4
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Holzwickede ...dep	6 1	10 44	...	2 35	6 39	8 12	...
Horde	6 19	11 0	12 30	2 43	6 55	8 28	...
Dortmund ..... arr	6 32	11 13	12 53	2 56	7 8	8 41	...

M. GLADBACH, VIERSEN, and VENLO.

E.M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.
Dis.	m.pf	m.pf	m.pf	m.pf
—	From	Gladb	ach.	
5	...	...	...	...
	Fro	m	Vierse	n.
0½	0 40	0 30	0 15	
1½	0 80	0 60	0 40	0 30
2½	1 10	0 90	0 60	0 40
3½	1 50	1 10	0 80	0 50
4½	1 90	1 40	1 0	0 60

Stations.	1—4	1—3	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
M. Gladbach d.	8 23	11 7	3 10	6 23
Viersen ..... arr	8 34	11 17	3 20	6 34
,, (145)...dep	8 35	11 18	3 21	6 37
Dülken	8 44	11 27	3 29	6 46
Boisheim	8 51	11 35	3 37	6 54
Breyell	8 57	11 41	3 44	7 1
Kaldenkirch	...	4 11	11 49	3 52
Venlo (109) ...a	9 10	11 55	3 58	7 16

Stations.	1—4	1—4	1—3	1—4	1—4
	a.m.	a.m.	p.m.	p.m.	p.m.
Venlo (109) dep	5 20	9 57	12 11	4 13	7 34
Kaldenkirch	5 39	10 14	12 30	4 32	7 51
Breyell	5 48	10 21	12 37	4 40	7 59
Boisheim	5 54	10 27	12 42	4 47	8 6
Dülken	6 3	10 35	12 50	4 56	8 15
Viersen ..... arr	6 10	10 41	12 57	5 3	8 23
,, ... dep	6 11	10 53	1 8	5 16	8 35
M. Gladbach a	6 23	10 53	1 8	5 16	8 35

HAGEN and BRUGGE.

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Brügge ..... dep	5 23	9 26	1 36	7 16
Schalksmühle	5 36	9 33	1 51	7 31
Kalklerbrücke	5 43	9 40	1 58	7 38
Rummenohl	5 52	9 48	2 8	7 48
Dahl	6 0	9 56	2 22	8 2
Dahlerau	6 10	10 16	2 37	8 17
Oberhagen	6 25	10 26	2 57	8 33
Hagen (140) arr	6 34	10 33	2 58	8 39
	a.m.	a.m.	p.m.	p.m.
DORTMUND ...arr	7 43	11 51	4 13	9 10
SCHWERTE ... ,,	8 23	10 58	3 51	10 0
ELBERFELD ... ,,	7 16	12 56	4 14	10 8

E.M.	1 Cl.	2 Cl.	3 Cl.
Dist.	m.pf	m.pf	m.pf
Fro	m	Hagen.	
...	...	...	...
1	0 40	0 30	0 20
2½	0 50	0 40	0 30
5½	0 80	0 60	0 40
8	1 20	0 90	0 60
10	1 40	1 10	0 70
11	1 60	1 20	0 80
15	2 0	1 50	1 0

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
ELBERFELD dep	6 43	10 0	3 0	9 0
SCHWERTE... ,,	6 16	10 22	2 38	...
DORTMUND ,,	6 45	9 35	2 8	8 3
	a.m.	a.m.	p.m.	p.m.
Hagen (141) dep	7 53	10 51	3 26	9 56
Oberhagen	8 0	11 2	3 37	10 3
Dahlerau	8 9	11 12	3 47	10 12
Dahl	8 23	11 24	4 0	10 26
Rummenohl	8 35	11 40	4 15	10 38
Dahl Kalklerbrücke	8 45	11 50	4 25	10 48
Schalksmühle	8 52	11 59	4 33	10 55
Brügge ..... arr	9 5	12 13	4 47	11 9

TREYSA, NIEDERHONE, and ESCHWEGE.

Stations.	2—4	2—4	2—4	2—4	2—4	2—4	2—4
		a.m			p.m	p.m	
Treysa (146) d	...	...	7 40	...	1 55	6 50	...
Ziegenhain	...	...	7 56	...	2 2	6 57	...
Friedendorf	...	...	8 23	...	2 17	7 14	...
Homberg	...	...	8 37	...	2 35	7 26	...
Oberbeisheim	...	...	8 46	...	2 46	7 45	...
Malsfeld ...arr	...	...	9 43	...	3 9	8 1	...
(146) dep	...	...	9 55	...	3 10	8 11	...
Morshausen	...	...	10 16	...	3 20	8 21	...
Spangenberg	...	...	10 29	...	3 31	8 33	...
Bergheimfeld	...	...	11 1	...	3 53	8 57	...
Waldkappel (153)	...	...	11 19	...	4 4	9 12	...
Wichhausen	...	...	11 32	...	4 13	9 22	...
Niederhone ar	a.m.	a.m.	11 46	p.m	p.m	4 24	9 33
,, (149) dp	5 45	9 51	0 1	35	3 50	4 58	9 46
Eschwege arr	5 58	9 12	13	7 1	42	3 57	5 5

Stations.	2—4	2—4	2—4	2—4	2—4	2—4
	a.m	a.m	p.m	p.m	p.m	p.m.
Eschwege dep	5 20	8 40	10 37	1 15	2 55	4 40
Niederhone ar	5 37	8 47	10 42	1 22	3 2	4 47
,, (149) dp	5 44	...	12 6	...	...	...
Bichhausen	6 11	...	12 20	...	...	...
Waldkappel	6 33	...	12 34	...	...	...
Burghofen	6 56	...	12 47	...	...	...
Spangenberg	7 23	...	1 5	...	...	...
Morshausen	7 34	...	1 14	...	...	...
Malsfeld ...arr	7 42	...	1 20	...	...	...
,, ...d p	7 55	...	1 28	...	...	...
Oberbeisheim	8 30	...	1 51	...	...	...
Homberg	8 49	...	2 3	...	...	...
Friedendorf	9 9	...	2 16	...	...	...
Ziegenhain	9 28	...	2 29	...	...	...
Treysa (146) ar	9 35	...	2 34	...	...	...

Stations.	2—4	2—4	2—4	2—4	2—4
	a.m.	a.m.	p.m.	p.m.	p.m.
Waldkappel ...dep	5 16	12 41	...	...	...
Hasselbach	5 33	1 7	...	...	...
Walburg	5 49	1 36	...	...	...
Fürstenhagen	6 11	2 12	...	...	...
Helsa	6 36	2 42	...	...	...
Bettenhausen	7 21	3 40	...	...	...
Wilhelmshöhe ...arr	7 44	4 14	...	...	...

WILHELMSHOHE and WALDKAPPEL.

E.M.	2 Cl.	3 Cl.	4 Cl.
Dist.	m.pf	m.pf	m.pf
Fro	m	Wilhelms	höhe
...	0 60	0 40	0 20
...	1 40	0 90	0 50
...	1 80	1 20	0 60
...	2 20	1 50	0 80
...	2 60	1 70	0 90
...	2 80	1 90	1 0

Stations.	2—4	2—4
	a.m.	p.m.
Wilhelmshöhe ...dep	8 20	5 44
Bettenhausen	8 50	6 16
Helsa	9 43	7 35
Fürstenhagen	10 4	8 12
Walburg	10 26	8 51
Hasselbach	10 42	9 11
Waldkeppel (153) ar	11 0	9 30

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BÖRSSUM, EILSLEBEN, MAGDEBURG, and BERLIN.
Berlin-Potsdam Magdeburger Eisenbahn.

Station.	1—4.	1—3.	1—4.	1—4.	1—3.	1—4.	1—4.	1—3.		1 & 2	1—4.
FRANKFORT ... ,,	...	...	...	...	...	...	...	...	...	...	...
CASSEL ..... ,,	...	...	...	...	...	...	...	...	...	...	...
LONDON ..... ,,	...	...	...	...	...	...	...	...	...	...	...
PARIS ..... ,,	...	...	...	...	...	...	...	...	...	...	...
OSTEND ..... ,,	...	...	...	...	...	...	...	...	...	...	...
BRUSSELS ... ,,	...	...	...	...	...	...	...	...	...	...	...
AIX-LA-CHAPE.	...	...	...	...	...	...	...	...	...	...	...
DUSSELDORF ,,	...	...	...	...	...	...	...	...	...	...	...
DEUTZ (Cöln) ,,	...	...	...	...	...	...	...	...	...	...	...
ELBERFELD ,,	...	...	...	...	...	...	...	...	...	...	...
HARZBURG ... ,,	...	...	...	...	7 35	11 35	3 40	3 40	...	...	...
[149. 162]		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		p.m.	
Borssum .....dp		3 33	...	...	8 33	12 22	4 58	4 48	...	6 36	...
Hedeper	...	...	...	...	...	...	...	...	2—4	...	...
Mattierzoll	...	...	...	...	8 55	12 45	5 20	...	p.m.	...	...
Jerxheim (161-2)	...	...	...	...	9 15	1 6	5 38	...	3 25	...	...
Söllingen	...	...	...	...	9 25	1 15	5 50	...	3 35	...	...
Schöningen...(162)	...	4 10	...	...	9 45	1 33	6 3	...	4 35	...	...
Offleben.....	...	...	...	...	9 53	1 40	6 10	...	4 45	...	...
Völpke	...	...	...	...	10 8	1 55	6 23	...	5 0	...	...
Eilsleben .....arr	...	...	...	...	10 26	2 15	6 37	5 45	5 20	...	p.m.
,, (162)...dep	...	...	6 20	9 10	10 30	2 18	6 38	5 48		...	9 25
Dreileben-Drackens.	...	...	6 35	9 25	10 50	2 30	6 55	...	...	...	9 38
Ochtmersleben	...	...	6 43	9 30	10 58	2 40	7 0	...	...	...	9 43
Niederndodeleben....	...	...	6 58	9 43	11 20	...	7 13	...	...	...	9 55
Sudenburg-Magdeb.	...	...	7 10	...	11 35	...	7 23	...	...	...	10 5
Magdeburg [154]	...	5 5	7 20	9 56	11 45	2 57	7 35	6 23	...	7 57	10 15
SCHÖNEBECK dep	...	...	...	6 56a	9 3	...	12 43p	7 53	4 57	...	...
THALE ..... ,,	...	...	...	6 35a	...	...	...	1 0	...	5 10p	...
HALBERSTDT ,,	...	...	5 0a	7 35a	...	...	...	2 0	...	6 9p	...
LEIPSIC ..... ,,	...	...	4 15	...	...	9 10a	...	2 0p	...	...	...
DESSAU ..... ,,	...	...	6 4	...	...	1040a	...	4 3p	...	...	...
ZERBST ..... ,,	...	...	6 40	...	...	11 13a	...	4 48p	...	...	...
GOMMERN ..... ,,	...	...	7 10	...	...	11 43	...	5 30p	...	...	...
[163]	2—4.	1—3.	1—4.	1—4.	...	1—4.	1—4.	1—3.	...	1—3	...
Magdeburg ...dep	a.m. 4 30	a.m. 5 12	a.m. 7 30	a.m. 10 5	...	p.m. 3 10	p.m. 8 30	p.m. 6 28	...	p.m. 8 0	...
Neustadt-Magdeb'g	4 38	...	7 37	10 10	...	3 15	8 36	6 33	...	...	...
Biederitz	...	...	7 45	...	...	3 25	...	...	...	...	...
Gerwisch	4 55	...	7 50	...	...	3 30	8 53	...	...	...	...
Gross-Kreutz	5 9	...	8 0	...	...	3 40	9 3	...	...	...	...
Burg	5 24	5 38	8 15	10 40	...	3 53	9 13	6 58	...	...	...
Güsen	...	...	8 28	10 55	...	4 5	9 33	...	...	...	...
Genthin	1—4	...	8 50	11 15	...	4 28	9 55	...	...	...	...
Wusterwitz	a.m.	...	9 8	11 33	...	4 45	10 20	...	...	...	...
Brandenburg	8 0	6 35	9 30	11 55	...	5 8	10 46	7 50	...	9 15	...
Gross-Kreutz	8 15	...	9 48	12 13	...	5 25	11 8	...	...	...	a.m.
Werder.....	8 33	...	10 5	12 28	...	5 43	11 28	...	...	...	6 10
Wildpark (158)...	8 43	...	10 18	...	...	5 53	...	...	...	...	6 20
Potsdam	9 0	7 12	10 30	12 50	...	6 5	11 48	8 30	...	9 48	6 35
Berlin .....arr	9 35	7 42	11 5	1 25	...	6 40	12 25	9 0	...	10*15	7 33

BRUNSWICK, MAGDEBURG, and BERLIN.—Berlin-Potsdam Magdeburger-Eisenbahn.

Stations.	1—4	1—3	1—4	2—4	1—4	1—4						
[158]	a.m.	p.m.	p.m.		p.m.	p.m.						
Brunswick ...dep	7 40	1 15	4 0	...	7 50	12 40	...	...	...	...	...	...
Weddel	7 55	...	4 15	...	...	...	...	...	...	...	...	...
Schandelah.....	8 0	...	4 25	...	8 10	...	...	...	...	...	...	...
Bornum	8 5	...	4 35	...	...	...	...	...	...	...	...	...
Königslutter	8 15	1 40	4 45	...	8 25	Via Borssum.	...	...	...	...	...	...
Frellstedt.....	8 23	...	5 0	...	8 35		...	...	...	...	...	...
Helmstedt.....(162)	8 40	2 0	5 13	...	8 52		...	...	...	...	...	...
Marienborn	8 53	...	...	...	9 5		...	...	...	...	...	...
Wefensleben	9 0	...	5 33	...	9 13	...	2—4	1—4	...	...	...	...
Eilsleben .....arr	9 9	2 17	5 46	p.m.	9 23	...	a.m.	a.m.	...	...	...	...
,, ...dep	9 10	2 18	5 48	6 38	9 25	...	10 30	6 20	...	...	...	...
Magdeburg ...arr	9 58	2 57	6 23	7 35	10 15	5 5	11 45	7 20	...	...	...	...
Magdeburg ...dep	10 5	3 10	6 28	8 30	...	...	...	7 30	...	...	...	...
Berlin .....arr	1 25	6 40	9 0	12 25	...	...	...	11 5	...	...	...	...

MAGDEBURG to ROSSLAU, (BITTERFELD and LEIPZIG.)

	a.m.	a.m.	p.m.	p.m.	p.m.		E. M.	m. pf	mpf.	m.pf		a.m.	a.m.	p.m.	p.m.
BRUNSWICK dep	...	7 40	1 15	4 0	...		Fro	m	Lejsic		LEIPSIC.....dep	4 15	9 10	...	2 0	8 40
Magdeburg(154) dp	6 45	10 20	3 0	6 40	8 8	...	20		2 70	2 10	1 50	...	...	...	3 4	9 17
Neust.-Magdeburg ...	6 50	10 28	3 5	6 48	8 13	...	30		3 50	3 40	2 50	5 15	9 56	...	3 4	9 17
Biederitz	7 0	...	...	7 0	...	...	38		5 10	3 90	2 80	5 40	10 40	...	4 3	9 44
Gerwisch	7 5	10 45	...	7 13	...	...	46		6 0	4 50	3 30	6 18	10 53	12 3	4 20	9 59
Königsborn	7 20	11 3	3 25	7 35	8 35	...	59		7 80	5 90	4 20	6 40	11 13	12 20	4 48	10 14
Gommern	7 54	11 54	3 47	8 45	9 5	...	65		8 40	6 30	4 50	7 10	11 43	12 50	5 30	10 30
Burg	8 11	12 16	4 1	9 23	...	...	67		8 70	6 60	4 70	Biederitz				
Wildpark	8 31	12 40	4 14	9 34	...	...	70		9 20	6 90	4 80	Neust.-Magdeburg ...				
Zerbst ..... ,,	9 15	1 39	4 48	10 18	...	...	72½		9 50	7 20	4 80	**Magdeburg 155** arr				
BITTERFELD ,,	11 13	3 45	6 90	...	...	...	...	...	...	...	...	BRUNSWICK ... ,,				
LEIPSIC ..... ,,	10 12	2 45	5 35	11 18	...	...	...	...	...	...	...					

	a.m.	a.m.	p.m.	p.m.	p.m.
Biederitz	7 0	...	4 0	...	...
Gerwisch	7 5	10 45	...	7 13	...
Königsborn	7 20	11 3	3 25	7 35	8 35
Gommern	7 54	11 54	3 47	8 45	9 5
Burg	8 11	12 16	4 1	9 23	...
Wildpark	8 31	12 40	4 14	9 34	...
Zerbst ..... ,,	9 15	1 39	4 48	10 18	...
BITTERFELD ,,	11 13	3 45	6 90	...	...
LEIPSIC ..... ,,	10 12	2 45	5 35	11 18	...

* Mann Boudoir Sleeping Cars by this Train.

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BERLIN, MAGDEBURG, EILSLEBEN, and BORSSUM.—Berlin-Potsdam Magdeburger-Eisenbahn.

E.M.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	Express. 1 Cl.	2 Cl.	3 Cl.	Stations.	1—4. class	1—4. class	1—3. class	1—4 class	1—2. class	1—4. class		1—4. class	1—3 *Ex.	1—4. class
Dist.	m.pf	m.pf	m.pf	m. pf	m.pf	m.pf		a.m.	a. m.	a. m.	a.m.	p.m.	p.m.		p.m.	p. m.	p. m.
—	Fro'	Ber	lin	—	—	—	**Berlin** .....dep	...	6 0	8 45	10 45	1 0	3 30	...	7 45	10 0	11 0
—	2 10	1 60	1 10	2 70	1 80	1 40	Potsdam (158).....	...	6 38	9 10	11 18	1 23	4 2	...	8 16	10 26	11 35
—	2 40	1 80	1 20	...	...	...	Wildpark (158).....	...	6 45	...	11 25	...	...	...	...	...	11 45
—	2 90	2 20	1 50	...	...	...	Werder	...	6 55	...	11 38	...	4 15	...	8 30	...	12 0
—	3 80	2 90	1 90	...	...	...	Gross-Kreutz	...	7 10	...	11 50	...	...	...	8 43	...	...
—	5 0	3 80	2 50	6 20	4 20	3 10	Brandenburg	...	7 35	9 40	12 10	1 53	4 45	...	9 3	10 58	12 35
—	6 20	4 70	3 10	...	...	...	Wusterwitz	...	8 0	...	12 28	...	5 0	...	9 18	...	...
—	7 45	5 60	3 70	9 20	6 20	...	Genthin.....	...	8 35	...	12 48	...	5 20	...	9 35	...	1 10
—	8 60	6 50	4 30	...	...	...	Güsen	...	9 0	...	1 5	...	5 35	...	9 53	...	...
—	9 50	7 10	4 80	11 90	7 90	...	Burg	6 20	9 25	10 25	1 23	...	5 50	...	10 5	...	1 45
—	...	...	...	...	...	...	Moeser	6 36	...	...	1 33	...	...	...	...	...	...
—	...	...	...	...	...	...	Gerwisch	6 40	9 53	...	1 43	...	6 8	...	10 25	...	...
—	...	...	...	...	...	...	Biederitz	6 50	...	...	1 48	...	...	...	...	...	...
—	11 80	8 90	5 90	...	...	...	Neustadt-Magdeb'g	7 3	10 15	...	2 0	...	6 20	...	10 40	...	2 18
—	12 0	9 0	6 0	15 0	10 0	7 50	**Magdeburg** ...arr	7 15	10 30	10 55	2 10	3 0	6 30	...	10 47	12 7	2 25
								a.m.					p.m.					
—	...	...	...	...	...	...	GOMMERN .....arr	7 19	11 2a	...	3 24	...	8 34	...	...	...	...
—	...	...	...	...	...	...	ZERBST ..... „	7 52	11 49a	...	3 45	...	9 3	...	...	...	...
—	...	...	...	...	...	...	DESSAU ..... „	8 31	12 40p	...	4 14	...	9 34	...	...	...	...
—	...	...	...	...	...	...	LEIPZIG ..... „	10 12	2 45p	...	5 35	...	11 18	...	...	...	...
—	...	...	...	...	...	...	HALBERS'DT „	10 41	1 52	1 53	6 0	...	8 50	...	...	...	7 20a
—	...	...	...	...	...	...	THALE ..... „	...	2 55	2 55	7 15	...	10 0	...	...	...	8 30a
—	...	...	...	...	...	...	SCHÖNEBECK „	7 54	11 24	11 24	3 55	...	7 33	...	...	...	6 20
								1—4.	1—4.	1—3.	1—4	1—2.	1—4.		1—3.	1—3.	1—4.
								a.m.	p.m.	Ex.	p.m.	p.m.	p.m.		Ex.	night	p.m.
—	...	...	...	...	...	...	**Magdeburg** ...dep	8 0	12 40	11 0	2 15	3 3	6 38	...	11 2	12 10	2 40
—	12 40	9 30	6 20	...	...	...	Sudenburg-Magdeb.	8 5	12 46	...	...	...	6 45	...	...	...	...
—	13 0	9 70	6 50	...	...	...	Niederndodeleben...	8 15	1 0	...	2 25	...	6 58	...	11 15	...	...
—	13 70	10 30	6 90	...	...	...	Ochtmersleben	8 25	1 20	...	2 40	...	7 13	...	...	...	...
—	13 80	10 40	6 90	...	...	...	Drelleben-Drackens.	8 33	1 30	...	2 45	...	7 20	...	...	...	...
—	14 60	10 90	7 30	...	...	...	**Eilsleben** .....arr	8 44	1 51	...	2 57	...	7 36	...	11 29	...	3 33
—	...	...	...	...	...	...	„ .....dep	8 50	2 0	...	...	...	7 40	...	11 39	...	3 35
—	15 20	11 40	7 60	...	...	...	Völpke	9 8	2 20	...	...	...	7 53	...	...	...	...
—	15 60	11 70	7 80	...	...	...	Offleben.....	9 20	2 35	...	...	...	8 0	...	...	...	...
—	15 90	12 0	8 0	...	...	...	Schöningen.....	11 15	2 50	...	...	...	8 10	...	...	...	4 4
—	...	...	...	...	...	...	Söllingen	11 25	3 0	...	...	...	8 20	...	...	...	...
—	16 70	12 60	8 40	20 90	14 0	10 0	Jerxheim	11 40	3 23	11 58	...	...	8 30	...	...	...	4 25
—	17 40	13 10	8 70	...	...	...	Mattierzoll	...	3 35	...	...	...	8 40	...	...	...	...
—	...	...	...	...	...	...	Hedeper	...	...	...	...	...	...	...	...	...	...
—	18 60	14 0	9 30	23 30	15 50	11 60	**Borssum (162)**...ar	...	3 59	12 19	...	4 14	9 1	...	...	1 26	4 54
—	...	...	...	...	...	...	HARZBURG ...arr	...	5 30	1 15	...	...	9 58	...	...	...	9 20
—	40 80	30 60	20 50	45 90	34 20	...	ELBERFELD „	...	...	...	...	...	...	...	...	...	...
—	46 80	35 10	23 50	52 60	39 10	...	DEUTZ(Köln) „	...	...	...	...	...	...	...	...	...	...
—	43 70	32 80	21 90	49 20	36 60	...	DUSSELDORF ...	...	...	...	...	...	...	...	...	...	...
—	51 50	38 60	25 80	60 80	45 0	...	AIX LA CHAPEL ...	...	...	...	...	...	...	...	...	...	...
—	...	...	...	74 40	56 50	...	BRUSSELS ... „	...	...	...	...	...	...	...	...	...	...
—	...	...	...	82 80	64 90	...	OSTEND ..... „	...	...	...	...	...	...	...	...	...	...
—	...	...	...	100 80	83 30	...	PARIS ..... „	...	...	...	...	...	...	...	...	...	...
—	...	...	...	120 20	102 80	...	LONDON ..... „	...	...	...	...	...	...	...	...	...	...
—	31 40	23 60	15 80	38 20	26 60	...	CASSEL ..... „	...	...	...	...	...	...	...	...	...	...
—	43 40	32 60	21 80	48 90	36 30	...	FRANKFORT ... „	...	...	...	...	...	...	...	...	...	...

BERLIN, MAGDEBURG, and BRUNSWICK.—Berlin-Potsdam Magdeburger-Eisenbahn.

Eng. Mils.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	Express. 1 Cl.	2 Cl.	3 Cl.	Stations.	1—4 class	1—4 class		1—4 class	1—2 class	1—4 class	1—4 class	1—4 class	
Dist.	m.pf	m.p		m.pf	m.pf	m.pf			a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
—	Fro			m		Berlin.	**Berlin** .....dep	...	6 0	8 45	10 45	1 0	3 30	7 45	11 0	...
—	12 0	9 0	6 0	15 0	10 0	7 50	**Magdeburg** ...arr	...	10 30	10 55	2 10	3 0	6 30	10 47	2 25	...
										2—4				1—3.		
—	...	...	...	...	...	...	**Magdeburg** ...dep	a.m.	a.m.	p.m.	p.m.	p.m.	1—4.	11 2	1—4.	...
—	14 60	10 90	7 30	18 20	12 20	...	**Eilsleben** .....arr	8 0	11 0	12 40	2 15	3 3	6 38	11 39	2 40a	...
—	...	...	...	...	...	...	„ .....dep	8 44	...	1 51	2 57	...	7 36	11 49	3 33	...
—	15 0	11 30	7 50	...	...	...	Wefensleben	8 45	...	...	2 58	...	7 58	11 40	3 35	...
—	...	...	...	...	...	...	Marienborn	8 53	...	...	3 5	...	7 50	...	...	...
—	16 0	12 0	8 0	19 20	13 30	...	Helmstedt.....	9 0	...	...	3 13	...	7 58	...	...	...
—	...	...	...	...	...	...	Frellstedt.....	9 15	...	...	3 25	...	8 14	11 58	...	...
—	16 50	12 40	8 30	19 20	13 30	...	Königslutter	9 25	Via	...	3 35	...	8 25	...	...	...
—	...	...	...	...	...	...	Bornum	9 35	Borssum.	...	3 45	...	8 35	...	...	...
—	...	...	...	...	...	...	Schandelah	9 45		...	...	...	8 45	...	Via Borssum.	...
—	...	...	...	...	...	...	Weddel ..... [150	9 50		...	3 55	...	8 55	...	...	...
—	18 30	13 70	9 20	19 50	15 30	11 50	**Brunswick** ...arr	10 0		...	4 14	5 32	9 17	12 35	5 44	...
								10 16	1 5	...						...

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HANOVER, HARBURG, HAMBURG.

E.M.	1 Cl.	2 Cl	3 Cl.	Stations.	1 & 2	1—4		1—4		1, 2, 3	1—4
Dis.	m.pf	m.pf	m.pf		p.m.			a.m.		p.m	p.m.
...	...	...	...	Cassel .....dep	11 41	...	...	6 0	...	1 3	6 0
	...	...	...		...	...	...	...	...	...	...
	From	Han	over		a.m.	a.m.				p.m.	p.m.
10	1 40	1 10	0 70	Hanover (151-61)d	3 30	7 54	...	11 10	...	5 3	11 45
				Lehrte(151-8,161)a	3 48	8 19	...	11 32	...	5 21	12 9
...	...	...	...	Leipsic .....dep	8 45	10 0	...	4 15	...	11 0	2 5
...	...	...	...	Brunswick.....,,	12 41	6 0	...	10 26	...	4 22	9 30
...	...	...	...	Lehrte..... dep	3 55	8 25	...	11 42	...	5 29	12 27
15	2 0	1 30	1 0	Burgdorf	...	8 39	...	11 56	...	5 40	12 51
27½	3 60	2 70	1 80	Celle	4 26	9 9	...	12 27	...	6 5	1 45
38½	5 0	3 80	2 50	Eschede.....	...	9 34	1—3	12 53	...	6 28	2 35
61	7 80	5 90	3 90	Uelzen (162).....arr.	5 23	10 23	a.m.	1 42	p.m.	7 10	4 7
...	...	...	...	Berlin via Sten.dep	...	...	9 0	8 0	12 30	2 0	12 0
...	...	...	...	Magdeburg	...	...	9 30	6 0	1 2	3 0	1 30
...	...	...	...	Uelzen .....dep	5 28	10 31	12 50	1 48	4 3	7 16	6 12
68	8 80	6 60	4 40	Bevensen	...	10 49	...	2 5	...	7 31	6 31
82	10 60	8 0	5 30	Lüneburg (165 arr.	6 3	11 19	1 23	2 34	4 38	7 58	7 1
...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	Lüneburg (169) dp	6 6	11 25	1 25	2 40	4 40	8 3	7 9
94	12 10	9 0	6 10	Winsen.....	...	11 46	...	3 5	...	8 25	7 37
105½	13 70	10 30	6 90	Harburg 169)...arr.	6 44	12 19	2 1	3 33	5 16	8 46	8 8
113	15 60	11 70	7 90	Hamburg (164) ,,	7 2	12 43	2 25	3 55	5 35	9 5	8 40
...	...	...	...		...	...	...	...	...	...	...
...	20 70	15 50	10 50	Lubeck .....arr	12 30	3 7	...	7 0	11 5	...	12 30

NORDSTEMMEN, HILDESHEIM, and LEHRTE.

E.M.	1 Cl	2 Cl	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	m.pf	m pf	m.pf		p.m.	a.m.	a.m.	p.m.	p.m.	p.m	
...	...	...	...	Cassel.....dep	11 41	6 0	9 0	1 3	...	6 0	...
...	...	...	...	Hanover..... ,,	5 42	9 28	12 10	...	4 27	11 28	...
				(151, 166)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m	
...	...	...	...	Nordstemmen dep.	6 44	10 21	1 11	4 23	5 23	12 23	...
...	...	...	...	Hildesheim ..... arr	7 3	10 37	1 30	4 39	5 59	12 49	a.m.
...	...	...	...	(167) dp	...	10 40	1 34	4 42	10 10	...	6 46
...	...	...	...	Algermissen.....	...	10 58	1 52	5 0	10 52	...	7 28
...	...	...	...	Lehrte (150, 158) ar	...	11 18	2 13	5 20	11 30	...	8 10
...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	Hanover .....arr	...	11 58	2 45	5 53	12 33	...	8 35
...	...	...	...	Brunswick... ,,	...	1 10	3 35	7 40	...	...	11 13

OELS and GNESEN.

Stations.		1—4	1—4	1—4	1—4
			a.m.	a.m.	p.m.
Breslau .....dep		...	8 15	10 20	5 50
Oels ... . arr		...	9 16	11 20	6 48
Beuthen ... dep		...	5 15	...	9 19
(165, 228)		a.m.	a.m.	a.m.	p.m.
Oels.....dep		...	9 32	11 59	6 58
Juliusburg		...	9 46	12 14	7 17
Gross-Graben ...		...	9 57	12 41	7 39
Craschnitz.....		...	10 20	1 17	8 11
Militsch		...	10 34	1 42	8 27
Zduny		...	10 54	2 15	9 6
Krotoschin.....		...	11 9	2 43	9 36
Koschmin		...	11 28	3 15	10 4
Jarotschin .. arr		...	11 47	3 45	10 30
	(163) dep	6 10	11 50	4 2	...
Zorkow		6 36	12 5	4 28	...
Miloslaw		7 10	12 25	5 2	...
Wreschen		7 53	12 46	5 42	...
Schwarzenau.....		8 18	1 1	6 5	...
Gnesen(274) arr		8 43	1 17	6 30	...
		a.m.	p.m.	p.m.	
Gnesen.....dep		9 15	1 56	8 43	...
Posen .....arr		10 15	3 34	9 56	...
Gnesen .....dep		...	1 42	7 11	...
Bromberg ...arr		...	5 34	9 56	...

Stations.		1—4	1—4	1—4	1—4
			a.m.	a.m.	p.m.
Bromberg ...dep		...	...	9 59	...
Gnesen .....arr		...	...	1 42	...
Posen .....dep		...	5 8	11 40	6 1
Gnesen .....arr		...	6 35	1 27	7 3
		a.m.	p.m.	p.m.	p.m.
Gnesen .....dep		...	6 48	2 22	7 36
Schwarzenau		...	7 10	2 38	8 4
Wreschen		...	7 38	2 55	8 37
Miloslaw		...	8 6	3 13	9 7
Zorkow		...	8 40	3 34	9 43
Jarotschin ...arr		...	9 1	3 50	10 4
,, ...dep		5 16	9 13	4 0	...
Koschmin		5 49	9 53	4 22	...
Krotoschin.....		6 30	10 35	4 48	...
Zduny		6 50	11 2	5 0	...
Militsch		7 26	11 42	5 22	...
Craschnitz		7 50	12 6	5 37	...
Gross-Graben		8 26	12 47	6 3	...
Juliusburg		8 46	1 6	6 17	...
Oels .....arr		9 3	1 22	6 30	...
Beuthen.....arr		4 1	...	11 19	...
Oels .....dep		9 19	2 13	6 48	...
Breslau .....arr		10 19	3 16	7 39	...

MAGDEBURG and LEIPSIC—Magdeburg-Cothen-Halle-Leipsic Railways.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4	1—4	1—4	1—4	1—4	1—4
Dis.	m.pf	m.pf	m.pf		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
From M.	...	...	...	Magdeburg dep.	1 45	4 0	7 30	11 0	2 30	5 0	7 30
2½	1 20	1 0	0 60	Schonebeck arr.	2 9	4 26	7 54	11 24	2 54	5 24	7 54
...	...	...	...	,, dep.	2 21	4 37	8 0	11 31	3 0	5 31	8 0
13	7 20	6 0	3 60	Gnadau	3 15	5 31	8 54	12 25	3 54	6 25	8 54
17	9 30	7 80	4 70	Cothen	3 45	5 57	9 20	12 51	4 20	6 51	9 20
21	11 40	9 60	5 80	Bernburg	4 10	6 22	9 45	1 16	4 45	7 16	9 45
25	13 50	11 40	6 90	Gröbzig	4 36	6 48	10 11	1 42	5 11	7 42	10 11
31	16 60	13 90	8 30	Könnern	5 6	7 18	10 41	2 12	5 41	8 12	10 41
36	18 70	15 70	9 40	Bennstedt	5 30	7 42	11 5	2 36	6 5	8 36	11 5
41	21 0	17 50	10 50	Halle	5 55	8 7	11 30	3 1	6 30	9 1	11 30
53	27 0	22 50	13 50	Leipsic .....arr.	6 55	9 0	12 30	4 0	7 30	10 0	12 30
74	37 80	31 50	18 90	Bebrgstock	8 30	10 30	2 0	5 30	9 0	11 30	2 0
74	37 80	31 50	18 90	Leipsic .....dep	7 5	7 20	9 20	12 57	3 24	4 57	7 53
95	48 60	40 50	24 30	Weissenfels	8 30	8 45	10 45	2 22	4 45	6 22	9 18
113	57 60	48 0	28 80	Naumburg	9 30	9 45	11 45	3 22	5 45	7 22	10 18
131	66 60	55 50	33 30	Weissenfels	10 30	10 45	12 45	4 22	6 45	8 22	11 18
148	75 60	63 0	37 80	Merseburg	11 30	11 45	1 45	5 22	7 45	9 22	12 18
161	82 80	69 0	41 40	Leuna	12 30	12 45	2 45	6 22	8 45	10 22	1 18
169	87 0	72 50	43 50	Merseburg	1 0	1 15	3 15	6 52	9 15	10 52	1 48
178	92 70	77 30	46 40	Corbetha	1 30	1 45	3 45	7 22	9 45	11 22	2 18
185	96 30	80 50	48 30	Weissenfels	1 55	2 10	4 10	7 47	10 10	11 47	2 43
205	106 20	88 50	53 10	Lützen	2 55	3 10	5 10	8 47	11 10	12 47	3 43
220	114 0	95 0	57 0	Leipsic ..... arr.	3 30	3 45	5 45	9 20	11 45	1 20	4 20

Magdeburg to Bebrgstock 7.55 a.m., 4.5 p.m.

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HAMBURG, HARBURG, & HANOVER.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,234	1,2,3	1,2,3	1,2,3	1,234	1,234	1 & 2
—	—	—	Lubeck ...dep	...	...	7 1:	10 17	1 10	5 54	...
Dist	m pf	m pf		a.m.	a.m.	a.m.	p.m	p.m	p.m.	p.m.
Fro	H'm	burg	Hamburg 164	7 15	10 5	11 40	1 45	3 4.	8 5:	10 15
0 90	0 70	0 50	Harburg (119	7 40	10 26	12 2	2 6	4 17	9 21	10 33
3 6	2 30	1 80	Winsen	8 2	10 48	12 27	...	4 51	9 52	...
5 10	3 80	2 60	Lüneburg arr.	8 34	11 9	12 48	2 46	5 22	10 20	11 13
—	—	—	Lüneburg (160)	8 39	11 12	12 54	2 49	5 31	10 30	11 16
6 96	5 90	3 50	Bevensen	9 8	11 35	1 19	...	6 5	11 1	...
7 90	5 90	4 0	Uelzen ....arr	9 28	11 48	1 32	3 28	6 23	11 17	11 50
23 0	17 90	12 50	Berlin ....arr	...	4 9	...	7 45	12 30	..	1 35
21 50	15 90	10 70	Magdeburg ,,	...	3 23	...	7 0	11 5	a.m.	8 50
9 90	6 70	Exp.	Uelzen ....dep	9 26	...	1 37	...	6 34	4 30	11 56
10 70	8 0	5 40	Eschede	10 17	...	2 25	...	7 30	5 57	...
12 10	9 10	6 10	Celle	10 40	...	2 47	...	8 3	6 50	12 41
13 60	10 20	6 90	Burgdorf	11 8	...	3 13	...	8 35	7 42	...
14 30	10 70	7 20	Lehrte ......arr.	11 19	...	3 23	...	8 49	8 1	1 12
15 80	11 80	8 0	Brunswick ar	12 43	...	7 40	...	10 20	...	...
			Leipzig	5 15	...	...	...	...	...	8 36
—	—	—	Lehrte (158) d	11 25	...	3 29	...	8 59	...	1 1
15 80	11 70	7 90	Hanover 161a	11 44	..	3 47	...	9 22	8 36	1 34
25 40	21 30	14 30	Cassel	3 51	...	9 42	...	...	2 30	5 12

LEHRTE, HILDESHEIM, and NORDSTEMMEN.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,234	1,234	1,234	1,234	1,234	
Dis	m pf	m pf	m pf		p.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	Hanover dep	11 45	7 54	11 10	2 2	5 30	...
—	—	—	—	Brunswick ...	12 41	6 0	10 26	1 20	4 22	...
				[158	a.m.	a.m.	a.m.	p.m.	p.m.	
—	Fro	Leh	rte	Lehrte ......dep	1 40	8 30	11 41	2 35	6 16	...
8½	1 20	0 90	0 60	Algermissen	2 13	8 55	12 1	2 59	7 2	...
15	2 0	1 50	1 0	Hildesheim ar	2 39	9 15	12 18	3 17	7 30	...
Fro	Hil	desh	eim.	,, dep	6 0	9 30	12 22	3 39	9 0	...
7	1 0	0 80	0 50	Nordstemm'n	6 23	9 47	12 38	4 4	9 54	...
—	12 20	9 20	6 10	Cassel ......arr	10 37	2 30	3 51	9 42	...	...
—	3 20	2 40	1 60	Hanover ,,	7 28	10 43	1 52	4 50	11 1	...

WOLFSGEFARTH & WEISCHLITZ.—Sachsisch-Thuringische Eisenbahn.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	p.m.	a.m.	p.m.	
Saalfeld ......dep.	...	5 30	...	10 45	4 0	...
Gera (172)...... ,,	5 0	9 20	...	2 50	6 44	...
Wolfsgefarth dep	6 0	10 0	...	3 13	7 6	...
Wunschendorf (172)...	...	...	...	...	...	...
Berga..................	6 37	10 35	...	3 37	7 35	...
Greiz (203) ......arr	7 5	11 3	12 45	3 59	8 3	...
Elsterberg	8 35	...	1 0	4 14	8 29	...
Plauen (187).........	9 26	...	1 40	4 50	9 20	...
Weischlitz (188) a	9 46	...	1 56	5 5	9 40	...
Eger .... ,,	12 2	...	4 28	7 28	12 10	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	p.m.	p.m.	
Eger................dep	...	8 45	2 25	5 15	...
Weischlitz ......dep	5 45	11 15	4 23	9 0	...
Plauen	6 11	11 38	4 49	9 22	...
Elsterberg	7 0	12 22	5 20	10 5	...
Greiz	7 20	12 39	5 36	10 21	...
Berga	7 55	1 8	5 59	10 40	...
Wunschendorf	...	...	...	...	...
Wolfsgefarth(172)	8 23	1 35	6 22	11 16	...
Gera ....arr	8 47	1 56	6 44	11 37	...
Saalfeld ...... ,,	12 18	6 2	9 55	...	...

(MAGDEBURG) SCHONEBECK, and STASSFURT.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4
m.pf	m pf	m.pf		a.m.	p.m.	p.m.	p.m.
...	...	...	Magdeburg ......dep	7 55	1 46	6 5	8 30
Sch	oneb	eck	Schonebeck(150)d	8 22	2 13	6 31	9 0
1 30	0 90	0 60	Förderstedt	8 49	2 41	7 1	9 35
1 80	1 40	0 90	Stassfurt (162) arr	9 1	2 53	7 11	9 48

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Stassfurt ....dep	6 0	11 58	4 11	6 50
Förderstedt............	6 12	12 10	4 23	7 1
Schonebeck......arr	6 37	12 35	4 50	7 28
Magdeburg... ...arr	7 5	1 7	5 23	8 20

POSEN to CREUZBURG—Posen Creuzburger Eisenbahn.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4		
Dis.	m pf	m.pf	m pf		a.m.	a.m.	p.m.	
—	Fro	m P	osen.	Posen (174,184) ...dep.	6 43	10 54	6 21	...
8½	1 30	1 0	0 70	Gondek	7 6	11 29	6 50	...
20½	2 80	2 10	1 40	Schroda	7 30	12 20	7 33	...
26½	3 60	2 70	1 80	Sulencin	7 45	12 44	7 52	...
31½	4 20	3 20	2 10	Falkstätt	7 57	1 9	8 13	...
41½	5 50	4 10	2 60	Jarotschin (156)	8 19	1 42	8 44	...
				Oels ....arr.	1 22	6 30	...	...
49	6 50	4 90	3 30	Kotlin	8 45	2 25	9 20	...
53½	7 0	5 30	3 50	Pleschen	8 57	2 52	9 40	...
64½	8 40	6 30	4 20	Binlew	9 19	3 33	10 12	...
70½	9 20	6 90	4 60	Ostrowo ....arr.	9 33	3 54	10 29	...
				,, ...dep.	9 40	4 14	...	...
76½	10 0	7 50	5 0	Przygodzice	9 53	4 37	...	...
80½	10 50	7 90	5 30	Antonin	10 4	4 56	...	...
88	11 50	8 60	5 80	Schildberg	10 24	5 35	...	...
93	12 40	9 30	6 20	Domanin	10 40	6 2	...	...
98½	12 80	9 60	6 40	Kempen (225) ....arr.	10 50	6 31	...	...
—	—	—	—	Breslau .... ,,	2 33	9 55	...	...
—	—	—	—	Kempen ....dep.	10 56	6 34	...	...
[illegible]	[illegible]	10 30	6 90	Lenka	11 21	7 4	...	...

Stations.	2—4	1—4	2—4	2—
	a.m.	a.m.	p.m.	p.m.
Creuzburg ....dep.	...	8 56	...	8 46
Pitschen	...	9 18	...	9 21
Lenka	...	9 36	...	9 53
Kempen ....arr.	...	9 50	...	10 12
Breslau ....dep.	...	6 25	...	5 50
Kempen ....dep.	...	9 57	...	10 17
Domanin	...	10 8	...	10 49
Schildberg	...	10 26	...	11 19
Antonin	...	10 43	...	11 4[illegible]
Przygodzice	...	10 55	...	11 59
Ostrowo ....arr.	...	11 9	...	12 16
,, ...dep.	5 48	11 21	1 41	...
Binlew..........................	6 7	11 35	2 10	...
Pleschen	6 42	12 3	3 7	...
Kotlin	6 55	12 13	3 24	...
Oels ....dep.	...	9 32	11 52	...
Jarotschin	7 29	12 30	4 6	...
Falkstätt	8 5	1 1	4 51	...
Sulencin	8 19	1 14	5 16	...
Schroda	8 43	1 31	5 54	...

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RHEINE, MINDEN, HANOVER, and BRUNSWICK.—Hannoversche Staatsbahn.

E.M Dist.	1 Cl. m.pf	2 Cl. m.pf	1 Cl. m.pf	2 Cl. m.pf	3 Cl. m.pf	Stations.	1,2,3	1—4	1,234	2,3,4	1 - 4	1 & 2	1,234	1,2,3	1,234	2—4		
...	...	...	...	...	...	Emden.....dep	4 55	...	...	...	5 20	...	...	...	8 55	...	...	...
...	...	...	...	...	...	Hague ..... ,,	4 15	...	...	...	...	...	...	...	6 25	...	...	...
...	...	...	...	...	...	Rotterdam ..... ,,	4 30	...	...	...	...	...	...	...	6 30	...	...	...
...	...	...	...	...	...	Amsterdam ..... ,,	5 0	...	...	...	...	...	...	...	7 15	...	...	...
...	...	...	...	...	...	Arnheim ..... ,,	6 45	...	...	...	...	...	...	...	9 58	...	...	...
...	...	...	...	...	...	Salzbergen ..... ,,	9 49	...	...	...	8 28	...	...	...	1 25	...	...	...
...	...	...	...	...	...	Munster ..... ,,	7 14	...	...	...	6 14	...	...	...	12 36	5 51	...	...
	Exp Fr	ress om	Ordi Rh	nary eine.	—		1 & 2 p.m.					1,2,3 a.m.		1,2,3 p.m.	1,2,3 p.m.	p.m.		
—	...	...	...	...	—	**Rheine (112, 115)** d	10 10	...	...	...	8 49	...	...	...	1 50	7 13	...	...
7½	...	...	1 0	0 80	0 50	Hörstel	10 24	...	...	...	9 5	...	...	...	2 6	7 52	...	...
13½	...	...	1 80	1 40	0 90	Ibbenbüren	10 38	...	...	...	9 20	...	...	...	2 22	8 41	...	...
29	4 30	3 20	3 80	2 90	1 90	**Osnabrück**.....arr	11 8	...	a.m.	..	9 57	...	...	...	2 59	10 0	...	...
...	...	...	...	...	...	**,,(119,151)** dep	11 16	...	4 41	...	10 3	...	...	6 30	3 10		...	...
45½	...	...	5 60	4 20	2 80	Melle	11 41	...	5 23	...	10 35	...	...	7 48	3 44	...	...	...
59½	...	...	6 80	5 10	3 40	Bünde	12 1	...	5 58	...	11 2	...	...	8 49	4 14	...	...	...
60	...	...	7 60	5 70	3 80	**Lohne (117, 162)**	12 16	...	6 25	...	11 22	...	...	10 2	4 38	...	...	...
63½	...	...	8 10	6 10	4 10	Oeynhausen(Rehme)...	12 26	...	6 39	...	11 34	...	...	10 27	4 51	...	...	...
72	10 30	7 80	9 30	7 0	4 70	**Minden (117)** .....arr	12 44	...	7 7	...	11 56	...	a.m.	11 10	5 15	p.m.	...	...
...	...	...	...	...	...	London via Ost. dep	8 30	...	7 45	...	7 45	...	7 45	...	...	8 30	...	...
...	...	...	...	...	...	Paris	7 20	...	...	...	3 50	8 0	3 50	...	...	9 10	...	...
1 Cl.	2 Cl.	3 Cl.	1 Cl	2 Cl.		Aachen	5 41	...	9 53	...	3 50	6 47	3 50	...	...	10 16	...	...
...	...	Ordi nary		Exp ress		Cologne (Deutz) ...	8 0	...	11 40	...	7 0	9 30	6 0	...	8 5	12 40	p.m.	...
—	Fr	om	Min	den.	—	**Minden**.....dep	1 12	...	7 20	...	12 20	2*22	3 0	p.m.	5 40	9 30	...	...
77½	0 80	0 60	0 40	0 90	0 70	Bückeburg	1 23	...	7 35	...	12 31	...	3 16	...	5 55	9 45	...	...
81½	1 30	1 0	0 70	...	...	Kirchhorsten	...	...	7 47	...	...	...	3 28	...	6 7	9 57	...	...
85	1 80	1 40	0 90	..	...	Stadthagen	...	...	7 57	...	...	* p.m.	3 38	...	6 17	10 7	...	...
94	2 90	2 20	1 50	3 30	2 50	Haste (145)	...	...	8 21	...	...	...	4 3	...	6 42	10 31	...	...
98½	3 50	2 60	1 80	3 90	2 90	**Wunstorf 148** arr	2 0	...	8 31	† noon	1 10	...	4 14	...	6 53	10 41	...	...
...	...	...	...	...	...	Bremen .....arr	...	...	11 56		4 32	...	7 16	...	9 46	...	...	...
...	...	...	...	...	...	Oldenburg ..... ,,	...	...	...		...	...	...	...	...	...	...	...
...	...	...	...	...	...	**Wunstorf**.....dep	2 1	...	8 35	1, 2, 3	1 13	...	4 18	...	6 58	10 45	...	...
113½	5 20	3 90	2 60	5 90	4 40	**Hanover(157)**.....arr	2 25	...	9 7	a.m.	1 37	3 26	4 50	...	7 30	11 15	...	...
...	...	...	...	...	...	Bremen .....dep	10 40	...	5 17	8 10	10 37	...	...	...	4 38	4 38	...	...
...	...	...	...	...	...	Cassel ..... ,,	6 0	a.m.	...	6 0	9 0	...	1 3	p.m.	...	6 0	...	...
113½	Fro	m H	anov	er.	...	**Hanover** .....dep	2*40	6 0	9 31	12† 0	2 2	3 34	5 30	6 10	8 45	11 45	...	...
21½	1 40	1 10	0 70	1 60	1 20	**Lehrte (156,161)** arr	2 58	6 21	9 59	12 18	2 21	...	5 54	6 32	9 7	12 9	...	...
...	20 60	15 50	10 30	23 20	17 20	Berlin via Stend. arr	7 10	..	4 9	...	6 45	7 45	12 30	...	...	8 30	...	...
...	...	...	...	...	...	Magdeburg, via Oeb.	5 28	...	1 35	...	4 53	...	...	...	...	...	...	...
...	...	...	...	...	...	**Lehrte** .....dep	...	6 25	10 6	12 21	2 26	...	...	6 35	9 14	...	...	...
33½	2 90	2 20	1 50	3 30	2 50	Peine	...	6 53	10 36	12 42	2 55	...	...	7 4	9 44	...	...	...
40½	3 80	2 90	1 90	...	...	Vechelde.....	...	7 9	10 53	...	3 12	...	...	7 20	10 1	...	...	...
49½	5 0	3 80	2 50	5 70	4 20	**Brunswick.154,160**	...	7 30	11 13	1 9	3 35	...	...	7 40	10 20	...	...	...
...	12 0	9 0	6 10	12 40	9 30	Magdeburg .....arr	...	9 56	...	2 55	6 23	...	...	10 15	...	...	...	...
...	20 60	15 50	10 30	21 10	15 80	Berlin	...	1 25	...	6 40	9 0	...	...	...	...	...	...	...
...	21 10	15 90	10 80	24 70	18 10	Leipsic, (Zerbst) ...	...	1 48	...	5 35	11 18	...	...	...	...	...	...	...
...	...	...	...	...	...	Leipsic, (Halle)	...	2 80	...	5 45	9 30	...	...	...	...	...	...	...
...	30 70	23 20	15 50	35 70	25 26	Dresden	...	4 47	...	8 8	...	...	...	...	...	...	...	...

POTSDAM and BERLIN.

Stations.	1—4	1—4	1—3	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1 - 4	1—4	1—4	1—3	1—4	1—3	1—4	1—4
(45-6)	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Wildpark	6 20	...	8 43	...	10 18	...	...	1 45	...	2 48	...	5 53	6 45	...	...	8 48	...	...
Potsdam	6 35	8 0	9 0	...	10 30	12 0	12 56	2 0	...	3 0	4 0	6 5	7 0	...	7 45	8 30	9 0	9 48
Zehlendf.	7 8	...	...	9 25	...	...	...	...	2 3	3 35	...	...	...	7 53	...	...	...	...
Lichterfelde	7 15	...	...	9 30	...	12 25	...	...	2 8	3 40	...	...	...	7 58	...	...	...	...
Steglitz ...	...	...	...	9 35	...	...	...	...	...	3 45	...	...	...	8 8	...	...	...	...
Berlin arr	7 33	8 40	9 35	9 50	11 5	12 40	1 25	2 44	2 22	4 0	4 35	6 40	7 33	8 25	8 47	9 0	9 35	10 15

Stations.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Berlin dep	8 0	8 45	10 0	10 45	12 0	1 0	1 33	2 0	3 0	3 30	4 38	5 0	6 30	7 45	7 50	9 0	10 0	10 10
Steglitz ...	...	...	...	...	...	...	1 48	...	...	...	4 53	...	...	...	8 3	...	...	10 23
Lichterfelde	...	...	...	...	...	...	1 53	...	...	...	4 58	...	...	...	8 8	...	...	10 30
Zehlendof	...	...	...	...	12 17	...	2 0	...	...	...	5 6	...	6 44	...	8 13	...	...	10 38
Potsdam a	8 45	9 9	10 30	11 15	12 50	1 22	...	2 30	3 48	4 0	...	5 30	7 10	8 15	8 35	9 36	10 25	...
Wildpk (155)	...	...	...	...	1 4	...	...	2 43	...	...	...	5 43	...	...	8 48	...	...	11 44

Extra.—Berl into Zehlendorf, calling at intermediate Stations, 7.35, 8.50, 10.5, 11.35 a.m., 2.30, 3.35, 6.0, 7.20, 8.35 p.m. Berlin to Steglitz, 6.50 a.m. and 12.35 p.m. Berlin to Potsdam, 6.0, 7.10 a.m. 4.30 p.m. **Extra.**—Zehlendorf to Berlin, calling at intermediate Stations, 8.3, 10.58 a.m., 12.5 noon, 3.0, 4.8, 5 23, 6 35, 9.30, 10.45 p.m. Steglitz to Berlin, 7.13 a.m., 12.58 p.m. Potsdam to Berlin, 5.45, 7.12 a.m., 5.0 p.m.

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FRANKENSTEIN, NEISSE, and COSEL KANDRZIN.

All 1, 2, 3, 4 class.		a.m.	a.m.	p.m.	p.m.
Frankenstein 180 d	...	7 45	8 40	12 10	7 3
Kamenz (**180**)	...	7 57	8 52	12 22	7 17
BRESLAU ....arr	...	10 1	...	2 24	9 18
Giessmannsdorf	a.m.	...	9 52	1 29	8 21
Neisse (**185**).......dep	4 45	...	10 17	1 40	8 48
Deutsch Wette...(**185**)	5 9	...	10 42	3 15	9 29
Ziegenhals..........arr	...	...	11 6	3 27	...
Rasselwitz (**206**)......	6 5	...	11 33	4 17	10 38
Leobschutz ....arr	...	...	12 9	...	...
Ober Glogau	6 22	...	11 47	4 33	...
Cosel ....(**184**).......	6 55	...	12 14	5 6	...
Cosel Kandrz 188a	7 4	...	12 22	5 15	...
ODERBERG ....arr	...	...	...	...	...

All 1, 2, 3, 4 class.			a.m.		p.m.	p.m.	
ODERBERG ...dep	...	...	5 56	...	12 20	6 9	
Cosel Kandrz dp	...	...	9 9	...	3 37	7 43	...
Cosel	...	...	9 18	...	3 52	7 53	...
Ober Glogau	...	...	9 45	...	4 31	8 23	...
Leobschutz ...dep	a.m.	...	9 18	...	3 35	...	...
Rasselwitz	4 51	...	10 2	p.m.	4 54	8 42	p.m.
Ziegenhals	...	...	10 2	2 16	5 27	...	2 16
Deutsch Wette	6 32	...	10 46	2 30	5 48	9 34	2 30
Neisse ....arr	7 0	...	11 3	...	6 8	9 51	...
Giessmannsdorf......	7 24	a.m.	11 37	...	6 31	...	...
BRESLAU ......dep	6 40	...	10 30	...	5 23	...	...
Kamenz	8 28	9 18	12 37	...	7 30	...	...
Frankenstein arr	8 40	9 30	12 49	...	7 45	...	...

BRUNSWICK, HANOVER, MINDEN, and RHEINE.

Stations.	1,2,3	1,234	2,3,4	1,234	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,234	1,234	1,2,3
	p.m.			p.m.		p.m.		a.m.		a.m	p.m.	
BERLIN ....dep.	7 45	...	...	11 0	...	...	...	8 45	...	11 0	3 30	...
DRESDEN .... ,,	6 20	...	...	...	...	...	...	...	...	8 35	...	...
LEIPSIC (ZERBST) ,,	8 40	...	...	...	...	4 15	...	...	...	9 10	2 5	...
LEIPSIC (HALLE) ,,	8 45	...	...	10 0	...	4 15	...	7 5	...	11 0	12 20	...
MAGDEBURG...... ,,	11 2	...	...	2 40	...	8 0	...	11 0	...	2 25	6 38	...
	1 & 2					1,234						
	a.m.			a.m.		a.m.		p.m.		p.m.	p.m.	
Brunswick (161) d.	12 41	...	...	6 0	...	10 26	...	1 20	...	4 22	9 33	...
Vechelde..................	...	...	...	6 17	...	10 47	†noon	1 38	...	4 42	9 52	...
Peine	1 9	...	...	6 33	...	11 5		1 54	...	4 57	10 14	...
Lehrte ....arr	1 29	...	...	6 56	...	11 28		2 18	...	5 22	10 40	...
HAMBURG ....arr	7 3	...	...	12 42	...	3 55	a.m.	...	...	9 5	8 40	p.m.
MAGDGER. via Oebsfl	11 10	7 30	...	...	...	...	10 0	...	1 20	...	...	8 30
BERLIN via Stendal	10 0	a.m.	a.m.	...	a.m.	...	9 0	...	12 30	...	...	7 0
Lehrte(160)......dep	1 37	11 2	6 21	7 0	8 15	11 33	12†48	2 24	p.m.	5 30	10 48	12 20
Hanover (160)...arr	1 53	11 24	6 40	7 21	8 35	11 55	1 4	2 45	4 5	5 53	11 11	12 39
BREMEN ....arr	10 37	3 51	2 30	2 30	2 30	3 51	...	9 42	9 42	...	5 12	5 12
CASSEL............... ,,	6 40	...	11 56	11 56	11 56	4 32	4 32	7 16	7 16	9 46	...	...
Hanover ....dep	2 3	...	...	7 40	...	12 30	1 24	...	4 14	6 50	...	1 2
Wunstorf ....arr	2 24	...	...	8 8	...	1 0	1 45	...	...	7 20	...	1 32
,, ...dep	2 25	...	...	8 14	...	1 5	1 48	...	...	7 29	...	1 37
Haste	...	...	...	8 25	...	1 17	...	...	...	7 41	...	1 49
Stadthagen	...	...	...	8 47	...	1 40	...	...	...	8 3	...	2 13
Kirchhorsten	...	...	...	8 56	...	1 49	...	...	...	8 13	...	2 23
Bückeburg................	2 58	...	...	9 7	...	2 0	2 26	...	...	8 25	...	2 35
Minden (160) ...arr	3 8	...	...	9 20	...	2 13	2 36	...	5 15	8 38	...	2 48
COLOGNE(Deutz.)arr	7 50	...	...	5 40	...	11 42	7 35	...	9 30	...	...	11 35
AACHEN .... ,,	9 55	...	...	8 7	...	...	9 45	...	12 2	..	...	3 22
PARIS .... ,,	7 40	...	...	...	...	...	...	...	9 45	...	...	...
LONDON .... ,,	3 45	...	a.m.	...	...	...	...	...	5 30	...	...	...
Minden..............dep	3 24	...	4 30	9 40	...	2 52	...	...	...	8 55	...	...
Oeynhausen (Rehme)..	...	...	5 15	10 4	...	3 16	...	...	...	9 24	...	...
Löhne (116)	...	...	6 40	10 17	...	3 26	...	...	...	9 41	...	...
Bünde......................	3 56	...	7 21	10 25	...	3 43	...	...	...	10 6	...	...
Melle	4 14	2,3,4	8 12	11 0	...	4 7	...	...	...	10 38	...	...
Osnabrück (151) arr	4 36	a.m.	9 0	11 28	...	4 35	...	...	...	11 13	...	...
,, ...dep	4 43	4 4		12 10	..	6 55	...	...	...		...	...
Ibbenbüren	5 13	5 47	...	12 49	...	7 32	...	...	...	...	...	...
Hörstel	...	6 16	...	1 3	...	7 45	...	...	...	..	...	...
Rheine (112,115) arr	5 36	6 41	...	1 18	...	8 0	...	...	...	...	...	...
MUNSTER............arr	7 49	7 49	...	2 45	...	9 44	...	...	...	...	...	...
SALZBERGEN ...... ,,	...	7 26	...	1 48	...	8 26	...	...	...	...	...	...
ARNHEIM............ ,,	8 35	1 25	...	5 20	...	...	...	...	...	...	...	...
AMSTERDAM ...... ,,	11 5	3 15	...	7 13	...	...	...	...	...	...	...	...
ROTTERDAM ...... ,,	11 20	3 20	...	7 20	...	..	...	...	...	...	...	...
HAGUE............... ,,	11 25	3 35	...	7 32	...	...	...	...	...	...	...	...
EMDEN .... ,,	10 43	10 43	...	5 31	...	11 30	...	...	...	...	...	...

CHEMNITZ, ADORF, and KLINGENTHAL.

E.M.	1 Cl.	2 Cl	3 Cl	Stations.	1—4	1—3	1—4	1—3	1—4
Dist Fro	m.pf m C	m.pf hem	m.pf nitz	[199,203	a.m.	a.m.	a.m.	p.m.	p.m.
				Chemnitz.........arr.	...	4 40	9 15	2 14	6 15
5½	0 90	0 70	0 50	Einsiedel	...	5 9	9 49	2 48	6 53
11	1 60	1 20	0 80	Burkhardtsdorf	...	5 33	10 13	3 18	7 18
16	2 30	1 70	1 20	Thalheim	...	5 49	10 29	3 39	7 35
21¼	3 0	2 30	1 50	Zwönitz	...	6 12	10 52	4 8	7 59
24¾	3 50	2 60	1 80	Lössnitz	...	6 25	11 5	4 22	8 12
30½	4 10	3 10	2 10	**Aue (187)**.........arr.	...	6 45	11 25	4 43	8 32
...	...	...	...	,, ...dep.	3 20	6 53	11 35	4 51	...
39	5 20	3 90	2 60	Wolfsgrün..................	4 6	7 37	12 8	5 23	...
41½	5 60	4 20	2 80	Eibenstock................	4 23	7 53	12 22	5 36	...
43	5 80	4 40	2 90	Schönheide	4 34	8 5	12 31	5 44	...
48½	6 40	4 80	3 20	Rautenkranz.............	5 2	8 30	12 50	6 3	...
50¼	6 70	5 0	3 40	Jägersgrün................	5 14	8 41	1 0	6 13	...
58¼	7 80	5 90	3 90	Schöneck	6 0	9 21	1 30	6 43	...
62	8 20	6 20	4 10	**Zwota** ....arr.	6 14	9 34	1 42	6 55	...
...	...	...	...	**Zwota** ....dep	6 25	9 45	2 35	7 10	...
67½	8 80	6 60	4 40	**Klingenthal** arr.	6 58	10 18	3 8	7 43	...
...	...	...	...	,, dep.	4 55	8 20	1 5	6 15	...
...	...	...	...	**Zwota** ....arr.	5 28	8 53	1 38	6 48	...
...	...	...	...	**Zwota** .... dep.	6 18	9 37	1 46	6 59	...
67½	8 90	6 70	4 50	Markneukirchen	6 42	9 59	2 7	7 19	...
69½	9 20	6 90	4 60	**Adorf (188)** ... arr.	6 50	10 7	2 14	7 26	...
...	...	...	...	EGER .... ,,	10 45	12 2	4 28	12 10	...
...	...	...	...	OELSNITZ.......... ,,	7 19	10 44	4 9	8 13	...

Stations.	1—4	1—3	1—4	1—3	1—4
	a.m.	a.m.	a.m.	a.m.	p.m.
OELSNITZ ......dep.	...	3 39	7 14	10 15	5 34
EGER .... ,,	...	...	5 20	12 20	2 25
Adorf............dep.	...	4 40	8 10	1 55	6 5
Markneukirchen	...	4 57	8 28	2 5	6 21
Zwota ....arr.	...	5 27	8 58	2 26	6 51
Zwota ....dep.	...	6 25	9 45	2 35	7 10
Klingenthal arr.	...	6 58	10 18	3 8	7 43
,, dep.	...	4 55	8 20	1 5	6 15
Zwota ....arr.	...	5 28	8 53	1 38	6 48
Zwota ....dep	...	5 32	9 3	2 30	6 55
Schöneck	...	5 56	9 26	2 45	7 16
Jägersgrün..............	...	6 30	10 2	3 15	7 45
Rautenkranz............	...	6 37	10 9	3 22	7 52
Schönheide..............	...	7 0	10 33	3 44	8 13
Eibenstock	...	7 11	10 44	3 55	8 24
Wolfsgrün	...	7 22	10 55	4 5	8 34
Aue ....arr.	...	7 56	11 29	4 35	9 4
,, ...dep.	5 35	8 25	11 40	5 6	...
Lössnitz	5 57	8 55	12 1	5 28	...
Zwönitz	6 14	9 18	12 16	5 44	...
Thalheim	6 36	9 44	12 38	6 7	...
Burkhardtsdorf	6 56	10 9	12 58	6 26	...
Einsiedel..................	7 17	10 36	1 19	6 50	...
Chemnitz.........arr	7 44	11 12	1 45	7 16	...

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BERLIN, OEBISFELDE, HANOVER, COLOGNE, PARIS, LONDON.—

Magdeb-Halberstadter Eisenb.

Dist.	ORDINARY. 1 Cl.	2 Cl.	3 Cl.	3 Cl.	EXPRESS. 1 Cl.	mix'd	2 Cl.	3 Cl.
E.M.	m.pf	m.pf	m.pf	m.pf	m.pf	m.pf	m.pf	m.pf
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
Dist.	m.pf	m.pf	m.pf	m.pf	m.pf	m.pf	m.pf	m.pf
...	...	Fro	m		Berl	in.	...	...
8	1 0	0 80	0 60		1 20	...	1 10	0 70
18½	2 50	1 90	1 25		...	...	...	...
37¼	4 90	3 70	2 50		...	...	...	...
43½	5 70	4 30	2 90		6 50	...	4 80	3 60
57	7 40	5 60	3 70		...	...	...	...
65½	8 40	6 30	4 20		9 30	...	7 0	5 30
...	...	...	...		12 0	...	9 6	6 0
...	17 0	12 75	8 50		19 20	...	14 20	10 70
...	23 0	17 20	12 50		27 20	...	20 10	14 66
...	27 20	20 50	13 60		30 70	...	22 70	17 0
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
72½	9 50	7 10	4 75		...	...	...	...
91½	11 0	8 25	5 50		12 40	...	9 20	6 90
103½	13 40	10 10	6 70		15 10	...	11 20	8 40
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
109½	14 10	10 60	7 10		...	...	...	...
114½	14 90	11 20	7 50		...	...	...	...
128	15 90	11 90	8 0		...	...	...	...
148½	19 20	14 40	9 60		21 60	...	16 0	12 0
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
158½	20 60	15 50	10 30		23 20	...	17 20	12 80
...	30 40	22 80	15 20		34 20	...	25 30	18 50
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
171½	...	...	...		25 10	...	18 60	13 80
199	25 70	19 30	12 90		28 90	...	21 50	15 80
...	...	...	...		60 80	...	46 40	...
...	...	...	...		...	...	...	...
...	...	...	...		...	...	...	...
208½	34 80	26 10	17 50		39 10	...	29 10	21 10
217½	41 10	30 90	20 60		46 20	...	34 40	24 80
237½	43 70	32 80	21 90		49 20	...	36 60	26 40
261½	46 80	35 10	23 50		...	...	...	...
262½	47 40	35 60	23 80		53 30	...	39 60	28 50
...	...	...	...		60 80	...	45 0	32 30
...	...	...	...		67 20	49 70	48 50	...
...	...	...	...		100 80	83 30	73 80	...
...	...	...	...		74 40	56 90	53 90	...
...	...	...	...		82 20	64 90	59 90	...
...	...	...	...		120 20	102 80	86 30	...
...	...	...	...		93 30	75 90	68 10	...
...	...	...	...		124 60	107 10	91 10	...

Stations.	1—4 class	1—3 class	1 & 2 Exp.	1—4 class	1—4 class	1*2 class	1—4 class	1—4 class	1—4 class
		p.m.	p.m.			p.m.			
St. Petersburg dp	...	1 30	1 30	...	...	5 30	...	...	...
		a.m.	a.m.						
Berlin .....arr	...	6 10	6 10	...	...	6 0	...	...	...
	a.m.	a.m.	noon	p.m.	p.m.	p.m.	nght	a.m.	p.m.
Berlin (155, 158 dep	5 0	9 0	12 30	2 0	7 0	10 0	12 0	7 45	8 0
Spandau ..... ,,	5 19	9 17	12 46	2 21	7 19	10 16	12 23	8 5	8 20
Wustermark ..... ,,	5 43	...	...	2 46	7 43	...	12 46	...	...
Nennhausen ..... ,,	6 22	...	...	3 27	8 22	...	...	...	...
Rathenow ..... ,,	6 36	10 6	...	3 43	8 36	11 4	1 48	...	...
Schönhausen ..... ,,	7 4	...	...	4 11	9 2	...	2 16	...	...
Stendal...(163) ...arr	7 24	10 39	1 59	4 30	9 24	11 34	2 39	...	...
Magdeburg ...arr	8 59	12 0	3 23	7 0	11 5	...	5 33	...	...
Uelzen ..... ,,	1 12	12 44	3 57	7 2	...	...	5 52	...	...
Hamburg ..... ,,	...	2 25	5 33	9 5	...	...	8 40	...	...
Bremen ..... ,,	...	3 46	...	10 15	...	...	9 20	...	...
Wittenberge dep	5 20	...	12 10	...	6 55	...	...	p.m.	...
Stendal.....dep	7 46	10 49	2 1	...	9 39	11 36	3 4	2 12	...
Vinzelberg	7 56	...	...	...	9 53	...	3 20	2 44	...
Gardelegen	8 26	11 14	...	...	10 16	...	3 51	3 49	...
Oebisfelde.....arr	9 5	11 35	2 48	...	10 45	12 30	4 27	4 36	...
Leipsic .....dep	4 35	7	11 0	...	4 50	8 45	10 0	...	...
Magdeburg ...dep	...	10 0	1 20	...	8 36	11 10	1 20	...	...
Oebisfelde....arr	8 58	11 25	2 42	...	10 35	12 20	via	Sten	dal
Oebisfelde (100)dep	9 20	11 41	2 51	...	10 50	12 33	4 32	...	...
Vorsfelde ..... ,,	9 33	...	...	...	11 2	...	4 46	...	...
Fallersleben ..... ,,	9 46	...	...	...	11 13	...	5 0	...	...
Gifhorn ..... ,,	10 2	...	...	...	11 28	...	5 19	...	...
Lehrte (156) .....arr	10 56	12 46	...	...	12 16	1 33	6 16	...	...
,, ...dep	11 2	12 48	...	...	12 20	1 37	6 21	...	...
Hanover (159) ...arr	11 24	1 4	4 5	...	12 39	1 53	6 40	...	...
Bremen ..... ,,	4 35	4 35	7 16	...	6 40	6 40	11 58	...	...
Hannover .....dep	12 10	...	4 27	...	1 48	...	9 28	...	...
Cassel .....arr	3 51	...	9 42	...	5 12	...	2 30	...	...
Frankfort ..... ,,	8 25	...	5 0	...	9 40	...	...	...	...
Hanover ..... dep	12 30	1 24	4 14	...	1 3	2 3	7 40	...	...
Wunstorf **(150)**	1 5	1 48	...	...	1 37	2 25	8 14	...	...
Minden ...(159)...arr	2 13	2 36	5 14	...	2 48	3 8	9 20	...	...
Rotterdam ..... ,,	...	...	...	...	...	11 20	7 20	...	...
Minden (116).....dep	3 0	2 41	5 20	...	3 40	3 13	9 29	...	...
Hamm .....arr	6 13	4 39	6 56	...	6 53	4 57	12 30	...	...
Oberhausen ... ,,	9 15	6 7	8 11	...	9 23	6 23	3 0	...	...
Dusseldorf..... ,,	10 19	6 48	8 46	...	10 23	7 3	4 26	...	...
Deutz ..... ,,	...	...	...	...	11 35	...	5 40	...	...
Cologne ..... ,,	11 42	7 35	9 30	...	...	7 50	...	...	...
Aix-la-Chap. ,,	...	9 45	12 2	...	3 22	9 55	...	...	...
Liége..... ,,	...	...	2 4	...	5 50	11 46	...	...	...
Paris..... ,,	...	...	9 45	...	...	7 40	...	...	...
Brussels..... ,,	...	...	4 38	...	9 24	2 5	...	...	...
Ostend..... ,,	...	...	9 52	...	...	5 30	...	...	...
London ..... ,,	...	...	5 30	...	...	3 45	...	...	...
Calais ..... ,,	...	...	12 20	...	...	6 0	...	...	...
London ..... ,,	...	...	5 30	...	...	6 0	...	...	...
			p.m.			a.m.			

MAGDEBURG to OEBISFELDE.

E.M. Dist.	Stations.	1—4 a.m.	1,2,3 a.m.	1 & 2 a.m.	1—4 p.m.	1,2,3 p.m.	
...	Leipsic .....dep.	4 15	7 5	11 0	4 50	8 45	...
...	Halle ..... ,,	5 7	7 44	11 31	5 51	9 22	...
...	Cothen ..... ,,	6 4	8 22	12 7	6 53	10 27	...
—	**Magdeburg(156)** dep	7 30	10 0	1 20	8 30	11 10	...
6½	Barleben ..... ,,	7 48	...	...	1 36	8 55	...
9¼	Meitzendorf ..... ,,	7 56	10 25	1 44	9 6	...	...
11½	Gross-Ammensleben ... ,,	8 3	10 32	1 51	9 16	11 34	...
16½	Neuhaldensleben ..... ,,	8 16	10 44	2 4	9 34	11 44	...
26	Flechtingen ..... ,,	8 33	...	2 21	9 53	...	...
33½	Rätzlingen ..... ,,	8 47	...	2 34	10 17	...	...
40½	**Oebisfelde (160)**arr	8 58	11 25	2 45	10 35	12 20	...
...	Hanover ..... ,,	11 24	1 4	4 5	1 39	1 53	...
...	Cologne ..... ,,	...	...	...	...	...	...

Stations.	1 & 2	1—4	1—4	1,2,3	1 & 2	1—4	
Cologne .....dep.	...	...	9 34	2 2	3 24	5 30	
Hanover ..... ,,	2 40	...	...	...	...	...	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	
Oebisfelde (161) ,,	4 13	4 38	11 58	3 38	...	8 2	
Rätzlingen ..... ,,	...	4 59	12 13	...	...	8 18	
Flechtingen ..... ,,	...	5 36	12 50	...	...	8 38	
Neuhaldensleben ... ,,	4 44	6 6	1 18	...	Via	8 58	
Gross-Ammensleben ... ,,	...	6 29	1 3	4 27	Stendal.	9 14	
Meitzendorf ..... ,,	...	6 41	1 10	4 33		9 22	
Barleben ..... ,,	...	6 52	1 18	...	...	9 3	
Magdeburg(156) arr.	5 28	7 30	1 35	4 53	7 0	9 5	
Cothen ..... ,,	7 2	8 30	4 29	6 24	8 13	...	
Halle ..... ,,	7 46	9 57	5 6	7 24	9 53	...	
Leipsic ..... arr	8 30	11 0	5 45	8 3	9 30	...	

* Mann Boudoir Sleeping Cars by this Train.

LONDON, PARIS, COLOGNE, HANOVER, OEBISFELDE, BERLIN.—Magdeb. Halberstadter Eisen.

Ordinary.				Express.				Stations.	1—4	1 & 2	1 & 2	1—4	1—3	1 & 2	1—4					
1 Cl. m.pf	2 Cl. m.pf	3 C m.pf	m pf	1 Cl. m.pf	2 Cl. m.pf	3 Cl. m.pf	m pf		p.m.	...	a.m.	a.m.	a.m							
Prices of Tickets from London, Brussels, Paris, & to the return 1st direction, page 160.								London.....dep	8 30	...	7 45	...	7 45	...	...	...	...	...	...	...
								Calais ..... ,,	1 27	...	12 15	...	3 20	...	...	...	...	...	...	...
								London..... ,,	8 30	...	7 45	...	7 45	...	...	...	...	...	...	...
								Ostend ..... ,,	3 50	...	3 50	9 0	6 4	...	...	...	...	...	...	...
								Brussels ..... ,,	6 15	a.m.	5 20	1 47	11 0	p.m.	...	...	...	...	...	...
								Paris ..... ,,	9 10	7 20	...	...	3 50	a.m.	...	...	...	...	...	...
								Liege ..... ,,	8 14	3 32	7 40	4 55	1 15	4 35	...	...	...	...	...	...
								Aix-la-Chapelle ,,	10 16	5 41	9 53	7 46	3 56	6 47	...	...	...	...	...	...
									p.m.	p. m.	p.m.	p.m.	a.m	a.m.	a.m.					
From	m	Deutz		From		Cologne		**Cologne (117)** .....dep	...	8 0	11 40	...	7 0	9 30	...	...	...	...	...	...
...	...	...	...	...	...	...	...	**Deutz**	12 40	...	...	10 30	...	...	6 0	...	...	...	...	...
3 20	2 40	1 60		4 20	3 10	2 20		**Dusseldorf**.....	1 53	8 44	12 25	11 50	7 43	10 10	7 13	...	...	...	...	...
5 70	4 0	2 90		7 20	5 30	3 70		**Oberhausen**	3 34	9 28	1 0	12 48	8 26	10 48	8 34	...	...	...	...	...
9 50	6 90	4 60		14 30	10 60	7 40		**Hamm**	6 13	11 9	...	3 32	10 1	12 15	11 10	...	...	...	...	...
18 60	13 70	9 20		24 40	18 10	12 70		**Minden** .....arr	9 21	1 4	...	6 55	12 12	2 2	2 45	...	...	...	...	...
...	...	...	...	...	...	...	...	Rotterdam.....dep	6 30	4 30	...	...	...	...	p.m.	...	...	...	...	...
...	...	...	...	...	...	...	...	**Minden**..... dep	9 30	1 12	...	7 20	12 20	2 22	3 0	...	...	...	...	...
24 38	16 50	12 25		28 30	21 0	14 80		Wunstorf..... ,,	9 45	2 1	...	8 35	1 13	...	4 18	...	...	...	...	...
26 39	19 70	13 20		30 30	22 50	15 80		**Hanover**..... arr	11 15	3 25	...	9 7	1 37	3 26	4 50	...	...	...	...	...
									a.m.	a. m.	...	a.m.	p.m.	...	a. m.					
...	...	...	...	...	...	...	...	Frankfurt.....dep	9 47	9 47	...	...	11 0	...	8 17	...	...	...	...	...
...	...	...	...	...	...	...	...	Cassel ..... ,,	6 0	6 0	...	...	9 0	...	1 0	...	...	...	...	...
...	...	...	...	...	...	...	...	Hanover .....arr	11 1	11 1	...	...	1 52	...	4 50	...	...	...	...	...
...	...	...	...	...	...	...	...	Bremen.....dep	4 38	10 40	...	5 17	10 31	...	...	...	...	...	...	...
									p.m.	a. m.	...	a.m.	p.m.	p.m.	p.m.					
...	...	...	...	...	...	...	...	**Hanover** .....dep	11 45	2 40	...	9 34	2 2	3 34	5 30	...	...	...	...	...
27 63	19 0	13 88		28 80	23 40	17 60		**Lehrte** .....arr	12 9	2 58	...	9 59	2 21	...	5 54	...	...	...	...	...
From		Lehrte.		...	...	...	...	**Lehrte**.....dep	12 15	3 1	...	10 3	2 23	...	5 59	...	...	...	...	...
3 30		2 50	1 70	...	...	...	...	Gifhorn	1 17	...	...	11 5	...	...	6 57	...	...	...	...	...
4 40		3 25	2 20	...	...	...	...	Fallersleben.....	1 35	...	...	11 23	...	...	7 15	...	...	...	...	...
5 10		3 90	2 60	...	...	...	...	Vorsfelde	1 50	...	...	11 38	...	Via Stendal.	7 30	...	...	...	...	...
5 80		4 40	2 90	...	...	...	...	**Oebisfelde** ..... arr	2 1	4 8	...	11 49	3 33		7 49	...	...	...	...	...
...		...	...	...	...	...	...	Oebisfelde .....dep	4 32	4 13	...	11 58	3 38		8 2	...	...	...	...	...
...		...	...	...	...	...	...	Magdeburg .....arr	7 20	5 28	...	1 35	4 53	7 0	9 50	...	...	...	...	...
...		...	...	...	...	...	...	Leipsic ..... ,,	11 0	8 30	a.m.	5 45	8 28	9 30	...	...	...	...	...	...
8 20		6 20	4 10	40 90	30 40	21 60		**Oebisfelde**.....dep	2 6	4 10	7 0	11 54	3 35	...	7 46	...	...	...	...	...
9 75		7 30	4 95	...	...	...	...	Gardelegen	2 49	...	8 32	12 38	4 5	...	8 30	...	...	...	...	...
10 75		8 10	5 40	48 80	32 60	23 30		Vinzelberg	3 17	...	9 33	1 6	...	...	8 58	...	...	...	...	...
								Stendal (163).....arr	3 39	5 14	10 4	1 30	4 40	5 52	9 19	...	...	...	...	...
													p.m.	p.m.	p.m.					
...		...	...	...	...	...	...	Wittenberge.....arr	...	8 58	2 4	...	...	5 56	...	11 54	...	...	...	...
...		...	...	...	...	...	...	Bremen.....dep	...	...	...	8 35	...	1 0	3 5	...	...	...	...	...
...		...	...	...	...	...	...	Hamburg ..... ,,	...	...	a.m.	10 5	...	1 45	3 45	...	...	...	...	...
...		...	...	...	...	...	...	Uelzen ..... ,,	...	...	4 20	11 54	...	3 38	6 35	...	...	...	...	...
...		...	...	...	...	...	...	Magdeburg .....dep	1 20	1 20	9 30	1 2	3 30	...	8 1	...	...	...	...	...
									a.m.	a.m.	a.m.	p.m.	p. m.	p. m.	p. m					
								Stendal .....dep	5 25	5 18	10 51	2 8	4 46	5 57	9 4	...	...	...	...	...
11 80		8 90	5 90					Schönhausen	5 51	...	11 11	2 25	...	...	9 8	...	...	...	...	...
13 50		10 20	6 75	46 90	34 90	25 0		Rathenow	6 26	5 55	11 46	2 48	5 24	...	10 41	...	...	...	...	...
14 40		10 80	7 20	...	...	...	...	Nennhausen	6 43	...	12 1	...	...	...	10 57	1—4	1—4	...	...	...
16 70		12 60	8 40	...	...	...	...	Wustermark	7 33	...	12 43	3 32	...	...	11 42	a.m.	p.m.	...	...	...
18 20		13 60	9 10	52 10	38 70	27 90		Spandau	8 5	6 51	1 12	3 52	6 23	7 27	12 11	11 0	10 0	...	...	...
19 20		14 40	9 60	55 30	39 60	28 50		**Berlin** ..... arr	8 30	7 10	1 35	4 9	6 45	7 45	12 30	11 21	10 21	...	...	...
...		...	...	...	...	...	...	Berlin .....dep	...	9 30	...	...	...	11 15	11 15	...	...	...	...	...
...		...	...	...	...	...	...	St. Petersburg ...arr	...	11 15	...	...	...	6 0	6 0	...	...	...	...	...
										a.m.			p.m.	p.m.						

OSCHERSLEBEN to BRUNSWICK.—Brauneschweigische Eisenbahn.

Stations.	1—4	1—4	1—4	1—4	E.M.	1 Cl.	2 Cl	3 Cl.	Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.	Dist.	m.pf	m.pf	m.pf		a.m.	a.m.	noon	p.m
Magdeburg .....dep	...	...	...	...	...	...	...	...	Hanover .....dep	6 0	9 24	12 0	2 3
Thale ..... ,,	...	...	...	...	...	From	Brns	wick	Brunswick (158)..... ,,	7 36	11 35	1 30	7 0
Oschersleben (166) ,,	6 52	10 58	2 30	6 47	7½	0 90	0 70	0 50	Wolfenbüttel (163)	7 55	11 50	1 55	7 28
Wegerleben	7 16	11 10	2 45	7 5	13½	1 80	1 30	0 90	Dattum.....	8 15	...	2 20	7 50
Jerxheim (156).....	7 41	11 45	3 20	7 40	18½	2 40	1 80	1 20	Schuppenstedt	8 35	...	2 45	8 15
Borsum ..... arr	8 25	12 19	3 59	8 1	...	4 60	3 40	2 30	Hoklum .....dep	8 23	12 27	...	8 6
Schoppenstedt	8 15	...	3 55	8 15	25½	3 40	2 50	1 70	Jerxheim (166)	9 13	1 50	3 25	8 56
Dattum	8 35	...	4 10	8 35	35	3 40	4 0	2 70	Wegerleben	9 40	1 45	4 0	9 21
Wolfenbüttel (163).....	9 0	12 45	4 35	9 0	41½	6 30	4 30	4 20	Oschersleben ..... arr	10 4	2 10	4 25	9 45
Brunswick (158)..... arr	9 25	1 5	5 5	9 25	...	6 90	6 30	4 80	Thale ..... ,,	...	...	...	...
Hanover ..... ,,	11 50	3 45	...	11 11	...	...	...	...	Magdeburg ..... ,,	...	...	...	...

* Mann Boudoir Sleeping Cars by this Train.

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MAGDEBURG, BRUNSWICK, KREIENSEN, and HOLZMINDEN.—Brunswick Railway.

Stations.	1, 2, 3	1, 2, 3 & 4	1—4	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	2 & 3
	p.m.	p.m.		a.m.	p.m.			p.m.
Berlin.....dep	10 0	11 0	...	8 45	1 0	...	...	3 30
Leipsic via Zerbst	...	...	...	...	...	...	...	...
,, ,, Halle	...	...	...	...	...	...	...	...
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.
Magdeburg (154-5) d	12 10	2 40	5 45	11 0	3 3	12 40	6 38	8 0
Sudenburg	...	...	...	...	...	12 46	6 43	8 5
Niederndodeleben	...	...	...	...	...	1 0	6 56	8 18
Barckenstedt	...	...	...	...	...	1 30	7 30	8 35
Ellsleben	...	3 35	...	...	...	2 0	7 40	8 50
Völpke	...	...	...	...	...	2 20	7 53	9 8
Offleben	...	...	...	...	...	2 35	8 0	9 20
Schoningen	arr	4 2	7 5	...	...	2 45	8 8	9 30
Helmstedt	dep	...	...	...	...	...	...	...
Schoningen (162)	dep	4 6	7 10	...	...	2 50	8 10	11 15
Söllingen	...	...	...	...	...	3 0	8 20	11 25
Jerxheim (161)	...	4 25	7 45	11 57	...	3 23	8 30	11 40
Sattlerzoll	...	...	7 58	...	...	3 35	8 40	...
Borsuum (149)	arr	1 16	4 54	8 20	12 19	4 14	3 59	9 1	...
Wolfenbuttel	arr	3 58	5 22	8 44	12 44	5 12	5 12	11 12	...
Brunswick	,,	4 30	5 44	9 10	1 5	5 32	5 32	11 30	...
Harzburg	...	...	...	9 30	1 15	5 30	5 25	9 58	...
Goslar	,,	...	...	9 35	1 30	5 45	5 40	10 12	...
Leipsic (via Vienna)	dep	...	...	...	...	...	...	...	...
Brunswick (149)	d	12 40	4 40	7 45	11 35	3 45	3 55	8 25	...
Wolfenbüttel	...	1 0	4 55	8 0	11 50	4 0	4 15	8 42	...
Borsuum	...	1 29	5 25	8 40	12 25	4 31	4 46	9 15	...
Salzgitter	...	...	5 55	9 20	...	...	5 5	9 35	...
Lingelheim (166)	...	...	6 5	9 40	...	...	5 15	9 45	...
Lutter	...	...	6 20	10 0	...	...	5 30	10 0	...
Gesen (149)	...	...	6 50	10 50	1 10	...	5 55	10 25	...
Sandersheim	...	...	7 15	11 20	1 25	...	6 18	10 45	...
Kreiensen (150)	arr	2 27	7 27	11 35	1 34	5 27	6 30	10 55	...
Göttingen	arr	...	...	...	...	...	...	...	...
Cassel	,,	...	...	...	...	...	...	...	...
Frankfurt	,,	...	...	...	...	...	...	...	...
Hanover	...	...	...	...	...	...	...	...	...
Hanover	dep	...	...	...	...	...	...	...	4 22
Frankfurt	,,	...	...	...	...	...	...	...	...
Cassel	,,	...	...	...	...	...	...	...	...
Göttingen	...	...	...	...	...	...	...	...	...
Kreiensen	dep	2 30	7 45	12 5	1 54	5 28	6 40	...	...
Iesnen	...	...	8 0	12 20	...	...	6 55	...	...
Terwohle	...	...	8 20	12 40	...	...	7 15	...	...
Stadtoldendorf	...	...	8 35	12 50	2 25	...	7 30	...	...
Holzminden (161)	a	3 15	8 57	1 15	2 42	6 13	7 50	...	...
Elbergfeld	arr	...	...	...	...	...	...	...	...
Cöln (Deutz)	,,	...	...	...	...	...	...	...	...
Dusseldorf	,,	...	...	...	...	...	...	...	...
Aachen	...	...	...	...	...	...	...	...	...
Paris	...	...	...	...	...	...	...	...	...
London	...	...	...	...	...	...	...	...	...

Extra—Borsum to Brunswick, 5.4 a.m.; Jerxheim to Fallersleben, 2.5 p.m.

Stations.	1, 2, 3	1—4	1—4	1, 2, 3 & 4	1, 2, 3	1 & 2	1—4	1—4
London.....dep	...	...	...	...	...	...	...	...
Paris ,,	...	...	...	...	...	...	...	...
Aachen ,,	...	...	...	...	...	...	...	...
Dusseldorf ,,	...	...	...	...	...	...	...	...
Cöln (Deutz) ,,	...	...	...	...	...	...	...	...
Elbergfeld ,,	...	...	...	...	...	...	...	...
	a.m.	a.m.			p.m.	p.m.	p.m.	p.m.
Holzminden.....dep	1 28	5 15	...	...	1 25	2 27	4 46	7 40
Stadtoldendorf	...	5 40	...	...	1 50	...	...	8 10
Vorwohle	...	5 50	...	...	2 0	...	...	8 20
Naensen	...	6 5	...	...	2 20	...	...	8 40
Kreiensen.....arr	2 16	6 55	...	...	3 16	3 16	...	8 57
Göttingen.....arr	...	...	...	...	...	...	...	...
Cassel ,,	...	...	...	...	...	...	...	...
Frankfurt ,,	...	...	...	...	...	...	...	...
Hanover ,,	...	...	...	...	...	...	...	...
Hanover .....dep	...	...	...	...	...	...	...	...
Frankfurt ,,	...	...	...	...	...	...	...	...
Cassel ,,	...	...	...	...	...	...	...	...
Göttingen ,,	...	...	...	a.m.	...	...	...	...
Kreiensen .....dep	2 24	6 30	8 55	2 40	3 36	...	9 5	...
Gandersheim	...	6 40	9 15	2 50	...	...	9 15	...
Seesen	...	7 10	10 5	3 20	4 0	...	9 45	...
Lutter	...	7 30	10 40	3 40	...	...	10 10	...
Ringelheim	...	7 40	11 0	3 50	...	...	10 20	...
Salzgitter	...	7 50	11 20	4 0	...	...	10 30	...
Borsuum .....arr	3 29	8 18	11 55	4 23	4 43	6 32	10 54	...
Harzburg .....arr	...	9 20	1 15	5 25	...	9 58	...	...
Goslar ,,	...	9 35	1 30	5 40	...	10 12	...	...
Leipsic (via Vienna)	ar	...	...	...	...	...	...	...
Borsuum .....dep	3 35	8 25	12 25	4 50	4 50	6 40	10 55	...
Wolfenbuttel	4 0	8 45	12 45	5 15	5 15	6 55	11 15	...
Brunswick	4 30	9 10	1 5	5 32	5 32	7 16	11 30	...
Brunswick .....dep	12 40	7 50	11 35	...	3 55	...	...	...
Wolfenbuttel ,,	1 0	8 0	11 50	...	4 15	...	...	...
Borsuum .....dep	3 33	8 23	12 22	4 58	4 48	6 36	8 6	...
Mattierzoll	...	8 58	12 43	5 20	...	...	8 30	...
Jerxheim	...	9 15	1 6	5 38	...	...	8 55	...
Söllingen	...	9 25	1 15	5 50	...	...	9 5	...
Schoningen .....arr	...	9 40	1 32	6 1	...	...	9 19	...
Helmstedt.....arr	...	...	...	...	...	...	...	...
Schoningen .....dep	...	9 45	1 33	6 3	...	...	...	...
Offleben ,,	...	9 55	1 40	6 10	...	...	...	...
Völpke ,,	...	10 8	1 55	6 23	...	...	...	...
Ellsleben ,,	...	10 31	2 18	6 38	5 48	...	...	...
Drackenstedt ,,	...	10 50	2 30	6 55	...	...	...	...
Niederndodeleben ,,	...	11 20	2 40	7 13	...	...	...	...
Sudenburg ,,	...	11 35	...	7 28	...	...	...	...
Magdeburg .....arr	5 5	11 45	2 57	7 35	6 23	7 57	11 0	...
Leipsic via Halle ar	...	...	...	...	...	...	...	...
,, ,, Zerbst ,,	...	...	...	...	...	...	...	...
Berlin .....arr	7 42	...	6 40	12 25	9 0	10 15	...	...

JERXHEIM and HELMSTEDT.

Stations.	1—4	1, 2 & 3	1, 2 & 3	1, 2 & 3	1, 2 & 3	1, 2 & 3	1—4
Jerxheim 161 d.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Söllingen	6 40	10 50	2 15	5 50	9 15	12 5	1 54
Schoningen (162)	6 55	11 0	2 30	6 5	9 30	12 20	2 10
Helmstedt ...arr	7 10	11 15	2 50	6 25	9 50	12 40	2 30
Helmstedt ...dep	7 10	11 15	3 0	6 30	9 55	12 40	2 35
Jerxheim 161 ...arr	7 40	11 40	3 15	7 45	10 15	1 0	2 50

GUSTEN and STASSFURT.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Dist. m. pf. from Güs ten.	3 58	6 36	8 3	8 18	11 55	4 8	6 45
Gusten 167 dep	11 45	3 58	6 36	8 3	...	...	...
Stassfurt 157 a.	5 53	11 55	4 8	6 45	8 18	Gusten	...
Stassfurt .....dep	6 40	9 6	3 56	7 23	9 53	...	...
Gusten .....arr	6 55	9 16	3 6	7 33	10 6	...	...

HELMSTEDT and STASSFURT.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Helmstedt 154 d.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Büddenstedt	...	6 40	10 50	2 15	5 50	...	...
Schoningen	4	7 10	11 15	2 50	6 25	...	...
Söllingen	...	7 25	11 30	3 0	6 40	...	...
Jerxheim 161 arr	4 21	7 40	11 40	3 15	7 45	6 29	...
Söllingen	...	...	...	...	...	...	...
Jerxheim 161 dep	...	...	...	...	...	...	...

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MAGDEBURG, UELZEN, and BREMEN.—Magdeburg-Halberstaedter Eisenbahn.

E.M	1 Cl	2 Cl	3 Cl.	stations.	1—4	1—4	1—3	1 & 2	1—3	1—4
Dist.	m. pf	m. pf	m. pf	[per Halle	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	LEIPSIC dep	10 0	—	7 5	11 0	12 20	—
—	—	—	—	THALE ,,	8 10	—	6 35	—	1 0	5 10
—	—	—	—	HALBERSTA.† ,,	9 15	—	7 35	10 49	2 0	6 9
				(156.166)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
From	M	agde	burg	Magdeburg d	1 20	6 0	9 30	1 3	3 30	8 8
8½	1 20	6 20	0 60	Wolmirstedt	1 44	6 23	9 48	1 20	3 48	8 31
15	2 0	1 50	1 0	Rogätz	1 59	6 37	—	—	—	8 44
21½	2 20	2 20	1 30	Mahlwinkel	2 14	6 51	—	—	—	8 59
24½	3 20	2 40	1 60	Tangerhütte	2 35	7 1	10 14	—	4 15	9 8
36	4 75	3 60	2 40	Stendal 160a	2 54	7 20	10 34	2 3	4 36	9 34
—	12 0	9 0	6 0	BERLIN ,,	7 10	—	1 35	4 9	6 45	12 30
—	—	—	—	WITTENBERGE	—	8 58	2 4	—	5 56	11 54
—	—	—	—	HANOVER ,,	6 40	11 24	1 4	—	—	12 39
—	—	—	—	COLOGNE ,,	5 40	11 43	7 35	—	—	11 35
—	—	—	—	BERLIN ...dep	12 0	5 0	9 0	12 30	2 0	—
—	—	—	—	WITTENBERGE	—	5 30	—	12 10	—	—
—	5 40	4 0	Ex.	Stendal (163)	7 9	7 50	10 50	2 8	4 41	—
45½	—	—	—	Klinke ,,	3 27	8 27	—	2 26	4 58	—
49½	7 10	5 30	Ex.	Bismark ,,	3 37	8 42	11 11	2 38	5 7	—
55½	—	—	—	Brunau-Pack'ch	3 57	9 11	11 33	2 40	5 24	—
61½	—	—	—	Kalkehne ,,	4 10	9 33	—	—	5 36	—
72	9 30	7 0	4 70	Salzwedel ,,	4 37	10 29	11 51	3 8	5 56	—
79½	10 40	7 75	5 25	Bergen ,,	4 54	11 1	12 4	3 20	6 13	—
85½	10 80	8 10	5 40	Billerbeck ,,	5 4	11 21	—	—	—	—
94½	12 30	9 20	6 10	Wieren ,,	5 26	12 45	12 31	—	6 45	—
103	13 40	10 0	6 70	Uelzen ....arr	5 52	1 12	12 44	3 57	7 2	—
—	—	—	—	CELLE ,,	10 36	—	2 43	7 53	12 43	—
—	21 30	15 90	10 70	HAMBURG ,,	8 40	3 55	2 25	5 35	9 5	—
—	—	—	—	Uelzen (156) d	6 2	—	12 55	—	7 21	—
110½	14 25	10 70	7 20	Ebstorf	6 21	—	1 13	—	7 39	—
116½	15 20	11 40	7 60	Brockhöfe	6 35	—	1 27	—	7 53	—
124½	16 50	12 0	8 0	Munster	6 52	—	1 40	—	8 8	—
129½	16 70	12 50	8 40	Emmingen	7 4	—	1 50	—	8 18	—
135½	17 80	13 10	8 75	Soltau	7 23	—	2 6	—	8 35	—
140½	18 10	13 60	9 10	Frielingen	7 35	—	2 18	—	8 45	—
147	18 90	14 20	9 50	Visselhövede	7 51	—	2 32	—	8 59	—
152	19 70	14 75	9 90	Bendingbostel	8 5	—	2 43	—	9 10	—
157½	20 40	15 30	10 20	Gross-Linteln	8 19	—	2 55	—	9 22	—
163½	21 20	15 90	10 60	Langwedel (168	8 41	—	3 8	—	9 35	—
170½	—	—	—	Achim	8 57	—	—	—	9 53	—
177½	—	—	—	Sebaldsbrück	9 11	—	3 32	—	10 7	—
181½	21 90	16 40	11 0	Bremen .... a	9 20	—	3 40	—	10 15	—
				(168, 151)	p.m.		p.m.		p.m.	—
—	26 80	20 10	13 50	GREESTEMUND	1 56	—	6 42	—	12 0	—
—	25 50	19 10	12 80	OLDENBURG,,	2 35	—	6 0	—	—	—
—	28 90	22 40	15 0	LUBEK .... ,,	4 1	—	—	—	—	—
—	32 0	24 0	16 10	EMDEN .... ,,	5 31	—	—	—	—	—
					p.m.		p.m.			

Stations.	2 & 3	1—4	1—4	3 Cl.	1 & 2	1—4
	a.m.				a.m.	
EMDEN ...dep	—	—	—	—	5 20	—
LEER ,,	—	—	—	—	6 45	—
OLDENBURG,,	—	—	—	—	11 30	—
GREESTEMUND	—	—	—	—	9 10	—
	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
Bremen ...dep	—	8 35	—	—	1 0	3 5
Sebaldsbrück	—	8 46	—	—	1 10	3 16
Achim	—	9 2	—	—	—	3 33
Langwedel	—	9 20	—	—	1 37	3 55
Gross-Linteln	—	9 35	—	—	—	4 10
Bendingbostel	—	9 48	—	—	—	4 24
Visselhövede	—	10 1	—	—	2 6	4 38
Frielingen	—	10 14	—	—	—	4 52
Soltau	—	10 30	7 18	2 32	5	6
Emmingen	—	10 45	7 46	—	5 21	—
Munster	—	10 57	8 5	—	5 33	—
Brockhöfe	—	11 12	8 29	—	5 48	—
Ebstorf	—	11 26	8 43	—	6 4	—
Uelzen ....arr	a.m.	11 43	9 15	—	3 28	6 20
HAMBURG dep	11 40	a.m.	10 5	7 0	1 45	3 45
CELLE ,,	12 27	1 43	9 9	—	—	—
Uelzen ....dep	2 0	4 20	11 54	—	3 38	6 35
Wieren	3 39	4 40	12 9	—	—	6 54
Billerbeck	3 27	5 5	—	—	—	7 16
Bergen	3 49	5 17	12 34	—	4 19	7 28
Salzwedel	4 45	5 40	12 50	—	4 36	7 45
Kalkehne	5 35	6 6	—	—	—	8 10
Brunau-Pack'ch	6 4	6 19	1 15	—	—	8 22
Bismark	6 66	6 43	1 39	—	5 22	8 44
Klinke	7 13	6 55	1 35	—	—	8 53
Stendal ....arr	7 44	7 15	1 54	—	5 44	9 14
WITTENBERGE	—	8 38	—	—	—	11 54
BERLIN ,,	a.m.	1 35	4 9	—	1 45	12 30
COLOGNE dep	12 40	—	10 20	—	9 30	6 0
HANOVER ,,	11 45	2 40	9 34	1—3	3 34	5 30
WITTENBERGE	2 55	5 20	12 10	a.m.	—	6 55
BERLIN ,,	12 0	5 20	12 30	9 0	2 0	7 0
Stendal ...dep	4 10	7 35	2 9	10 51	6 0	9 31
Tangerhütte	4 35	8 0	2 31	11 13	—	10 0
Mahlwinkel	4 43	8 8	2 39	—	—	10 10
Rogätz	4 57	8 23	2 52	—	—	10 26
Wolmirstedt	5 12	8 35	3 2	11 43	6 42	10 40
Magdeburg dp	5 33	8 59	3 23	12 0	7 0	11 5
(166)	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
HALBERS'DT a	7 39	10 41	6 0	1 58	6 50	—
THALE ,,	8 35	—	7 18	2 55	10 0	—
LEIPSIC ,,	8 30	2 30	5 45	—	9 30	—
[per Halle	a.m.	p.m.	p.m.	p.m.	p.m.	—

STENDAL and WITTENBERGE.

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4
—	—	—	—	LEIPSIC ..... dep	—	7 5	12 20	—
—	—	—	—	MAGDEBURG ...dep	6 0	9 30	3 30	8 8
					a.m.	a.m.	p.m.	p.m.
From		Sten	dal.	Stendal (163) dep	7 46	11 39	4 46	9 54
15½	2 10	1 60	1 10	Osterburg	8 20	12 49	5 18	10 54
22½	3 0	2 25	1 50	Seehausen .....(166)	8 36	1 29	5 33	11 39
31	4 10	3 10	2 10	Wittenberge ...arr	8 56	2 4	5 56	11 54
—	—	—	—	HAMBURG ..... arr	1 5	8 14	8 45	5 46
—	—	—	—	LUBECK ..... ,,	3 10	—	10 15	10 5
—	—	—	—	SCHWERIN ..... ,,	11 37	—	8 30	4 53

Stations.	1—4	1—4	1—4	1—4	1—4
SCHWERIN .....dep	12 1	—	9 11	4 0	—
LUBECK ..... ,,	7 30	—	6 55	3 15	—
HAMBURG ..... ,,	10 45	—	7 30	3 35	—
(165)	a.m.	a.m.	p.m.	p.m.	—
Wittenberge...dep	7 55	5 20	12 10	6 55	—
Seehausen	8 15	5 55	12 32	7 32	—
Osterburg	3 29	6 33	12 48	8 5	—
Stendal (163)...arr	3 57	7 20	1 24	9 0	—
MAGDEBURG ...arr	5 33	8 59	3 23	11 5	—
LEIPSIC ,,	8 30	2 30	5 45	—	—

BERLIN and NORDHAUSEN.

Stations.	1—4	1—3	2—4	2—4	1—4
	a.m.	a.m.	p.m.		p.m.
Berlin (Ost. Bhf.) .....dep	6 0	9 0	1 0	—	6 0
Halensee	6 16	—	1 32	—	6 16
Dreilinden (Wannsee)	6 26	—	1 54	—	6 30
Beelitz	6 56	—	2 31	—	7 10
Belzig	7 37	10 11	3 11	—	7 44
Gottergluck	8 26	10 57	6 0	5 10	8 55
Calbe-Stadt	9 1	11 16	p.m.	5 46	9 31
Gusten	9 45	11 35	3 30	7 45	10 11
Sudenaleben	10 10	11 54	3 56	8 11	10 31
Sangershausen	11 30	12 54	4 54	9 17	11 38
Rosela	12 44	1 13	5 19	9 43	12 2
Nordhausen ..... arr	1 12	1 35	5 53	10 20	12 30
FRANKFORT-A.-M. ..... arr	6 22	—	8 35	—	—

Stations.	2—4	1—4	2—4	2—4	1—4	1—3	2—4
FRANKFORT ...dep	—	—	11 0	—	9 47	—	—
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Nordhausen ...dep	4 33	6 35	10 33	2 52	6 56	5 5	—
Rosela	5 5	7 11	11 4	3 24	7 19	5 41	—
Sangershausen	5 31	7 37	11 46	3 54	7 50	6 8	—
Sudenaleben	6 40	8 41	12 54	5 2	8 58	7 16	—
Gusten	7 7	10 1	1 13	5 27	8 59	7 39	—
Calbe-Stadt	7 38	10 32	—	5 54	9 18	—	—
Gutergluck	8 11	11 3	—	6 27	9 39	—	—
Belzig	4 57	9 24	—	—	7 37	10 32	—
Beelitz	5 56	10 3	—	—	8 19	—	—
Dreilinden (Wannsee)	6 63	10 44	—	—	8 58	—	—
Halensee	7 14	11 0	—	—	9 14	—	—
Berlin ..... arr	7 37	11 16	—	—	9 30	11 46	—

HAMBURG, BUCHEN, LAUENBURG, HAGENOW, WITTENBERGE, and BERLIN.

M	1 cl.	2 cl.	3 cl.	4 cl	Stations.	1–3.	1–3	1 & 2	1–4.	1–4.	1–4.	1–4	2 & 3	2 & 3	2 & 3	1 & 2	
is.	m.pf	m.pf	m.pf	m.pf		a. m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	
	Fro	mBa	mbu	rg	**Hamburg (164)**dep.	7 30	11 0	3 35	1 45	7 10	10 45	3 55	10 15	5 30	11 30	3 35	...
0	1 30	1 0	0 70	0 40	Bergedorf	7 58	11 25	3 59	2 16	7 47	11 14	4 28	10 43	5 56	11 59	3 54	...
6	2 20	1 70	1 20	0 60	Friedrichsruh	8 20	...	...	2 44	8 20	11 29	4 58	...	...	12 20	...	...
2	3 0	2 30	1 70	0 90	Schwarzenbeck.....	8 35	...	...	3 3	8 43	11 44	5 20	...	...	...	...	...
9	3 80	2 90	2 10	1 10	**Buchen165, 169** arr.	8 49	12 1	4 33	3 19	9 1	11 59	5 39	...	...	...	...	...
..	...	...	...	...	LAUENBURG.....arr.	9 35	12 20	4 53	4 53	9 36	...	...	...	...	...	...	...
..	4 70	3 60	2 50	1 30	LUNEBURG ..... „	10 33	12 47	5 21	5 21	10 19	...	...	...	...	...	...	...
..	...	...	...	...	HANOVER..... „	3 47	3 47	9 22	9 22	1 34	...	...	...	...	...	...	...
..	...	...	...	...	KIEL .....dep	...	8 18	...	...	...	...	...	...	...	...	...	...
..	...	...	...	...	LUBECK ..... „	6 58	10 50	3 15	...	7 30	7 30	3 15	...	...	...	...	...
..	...	...	...	...	LAUENBURG	8 15	10 29	3 55	12 59	8 46	8 46	3 55	...	...	...	...	...
..	4 50	3 30	2 40	**Ex.**	**Buchen** .....dep.	8 57	12 5	4 38	3 27	9 24	12 4	5 49	...	...	...	...	...
73	4 90	3 70	2 70	1 40	Holtzenburg	9 16	...	...	3 50	9 48	12 23	6 17	...	...	...	...	...
8	7 60	5 70	4 20	2 10	**Hagenow (173)** arr.	10 1	12 54	5 25	4 44	10 48	1 2	7 18	...	...	...	...	...
..	9 0	6 60	4 80	**Ex.**	„ .....dep.	10 9	12 59	5 31	4 56	10 58	1 8	7 28	...	...	...	...	...
1	9 20	6 90	5 10	2 60	Ludwigslust	10 41	1 27	...	5 26	11 39	1 38	8 6	...	...	...	...	...
6	9 90	7 40	5 50	2 70	Grabow	10 54	1 39	...	5 39	11 58	1 53	8 23	...	...	...	...	...
1	10 50	7 90	5 80	2 90	Wend. Warnow	11 6	...	...	6 12	12 15	...	8 39	...	...	1 — 4	...	...
9	12 80	9 60	7 10	3 60	**Wittenberge**.....arr	11 40	2 16	6 33	6 50	1 2	2 38	9 25	...	...	a.m.	...	...
..	15 20	11 20	8 20	**Ex.**	„ **(163, 165)** d	11 52	2 24	6 41	7 3	...	2 50	...	...	...	5 55	...	...
4	14 80	11 10	8 10	4 10	Glöwen	12 28	...	...	7 43	...	3 23	2 & 3	...	...	6 45	...	...
1	16 90	12 70	9 30	4 70	Neustadt on Dosse	1 7	3 23	7 36	8 27	...	4 3	p.m.	1—4	1—4	7 41	...	...
53	20 10	15 10	11 10	5 60	Nauen	2 4	4 7	...	9 32	...	4 58	4 58	p.m.	p.m.	9 3	...	...
0	22 0	16 50	12 10	6 0	Spandau	2 40	4 36	8 40	10 11	...	5 37	6 4	1 0	6 14	9 53	...	...
74	23 0	17 20	12 50	6 30	**Berlin** .....arr	2 58	4 53	8 56	10 32	...	5 58	...	1 20	6 37	10 15	...	...

KIEL to ASCHEBERG.

M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
is.	m.pf	m.pf	m.pf		a.m.	a.m.	p.m.	p.m.
	Fro	Kiel	—	**Kiel (168)**.....dep.	5 40	8 18	4 10	8 20
9	1 30	1 0	0 70	Preetz.....	6 17	8 46	4 47	8 57
6	2 20	1 70	1 10	**Ascheberg 168** arr	6 35	9 3	5 5	9 15
..	...	...	...	EUTIN ..... „	...	9 51	6 23	10 14
..	...	...	...	LUBECK..... „	...	10 45	8 0	...

ASCHEBERG and KIEL.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
LUBECK .....dep	...	8 25	3 49	...
EUTIN ..... „	...	9 33	4 44	...
Ascheberg	6 55	10 40	5 27	9 36
Preetz	7 18	11 3	5 44	9 53
Kiel .....arr.	7 50	11 35	6 7	10 25

TONNING and JUBECK.

Stations.	1,2,3	1,2,3	E.M.	1 cl.	2 cl.	3 cl.
	a.m.	p.m.	Dis.	m.pf	m pf	m.pf
Tonning .....dep	7 55	4 15	...	...	...	...
Friedrichstadt.....	8 24	4 44	...	Fro	Jeck	**Jübeck**
Husum	8 46	5 6	164	2 10	1 60	1 10
Jubeck 168 .....arr	9 35	5 55	222	2 90	2 20	1 50
ALTONA ..... „	2 35	9 20	293	3 90	2 90	2 0

Stations.	1,2,3	1,2,3
	a.m.	p.m.
ALTONA.....dep.	6 45	2 0
Jübeck	10 10	6 25
Husum	11 5	7 20
Friedrichstadt.....	11 27	7 42
Tonning.....arr.	11 50	8 5

NEUMUNSTER and TONNING.

M.	2 Cl.	3 Cl.	Stations.	2—3	2—3	2 & 3
ist.	m.pf	m.pf		a.m.	p.m.	p.m.
..	...	...	ALTONA .....dep	6 45	2 0	6 40
..	...	...	KIEL ..... „	7 15	3 5	6 55
..	...	...	WAMDRUP ..... „	3 30	6 5	3 30
eu	mun	ster.	**Neumünster (168)** .....dep	a.m.	p.m.	p.m.
..	2 40	1 60	Hanerau	8 30	4 25	8 33
..	2 90	2 0	Albersdorf	10 10	5 59	10 13
..	3 80	2 50	Heide **(169)**	10 31	6 20	10 32
..	4 80	3 20	**Carolinenkoog** .....arr	11 10	6 58	11 10
..	...	...	TÖNNING (by Steamer) arr	11 50	7 40	11 50
				12 5	7 55	12 0

Stations.	2—3	2 & 3	2—3
	a.m.	p.m.	p.m.
TÖNNING (by Steamer) dp	3 30	12 20	3 30
Carolinenkoog.....dep	3 50	12 35	3 50
Heide	4 34	1 21	4 40
Albersdorf	5 4	1 54	5 18
Hanerau	5 28	2 19	5 53
Neumünster (168) .....arr	6 55	3 50	7 30
WAMDRUP ..... „	12 20	9 40	12 55
KIEL ..... „	9 10	5 8	9 15
ALTONA ..... „	9 10	6 5	9 20

LÜBECK to HAMBURG.—Lübeck Buchener und Lübeck Hamburger Eisenbahn.

cl.	2 c.,	3 cl.	Stations.	1—3	1—4	1—4	1—3	1—3		Stations.	1—3	1—4	1—3	1—4	1—4
pf	m.pf	m.pf	**(169,173)**	a.m.	a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p. m	p.m.
ro	Lüb	eck	**Lübeck** .....dep	7 45	10 17	3 54	5 54	8 45	...	ALTONA ...dep	...	9 15	12 35	4 30	7 15
20	0 90	0 60	Reinfeld	7 39	10 38	4 22	6 11	9 8	...	HARBURG.. „	...	9 57	12 24	3 38	6 51
80	1 40	0 90	Oldesloe **(165)**...	7 55	10 52	4 38	6 22	9 21	...	**Hamburg** dep	6 50	10 40	1 15	5 15	9 0
70	2 10	1 40	Bargteheide	8 17	11 12	4 59	6 39	9 39	...	Wandsbeck	6 57	10 48	1 23	5 23	9 10
30	2 50	1 70	Ahrensburg	8 31	11 24	5 14	6 50	9 51	...	Ahrensburg	7 18	11 16	1 51	5 46	9 42
50	3 40	2 30	Wandsbeck.....	8 58	11 44	5 42	7 9	10 14	...	Bargteheide	7 39	11 38	2 4	6 58	9 57
10	3 80	2 60	**Hamburg164a**	9 10	11 55	5 54	7 18	10 25	...	Oldesloe.....	7 45	11 50	2 25	6 20	10 18
0	5 20	3 80	HARBURG... „	10 20	12 35	...	8 13	11 15	...	Reinfeld	7 57	12 2	2 39	6 33	10 35
70	4 30	2 90	ALTONA..... „	9 55	12 50	7 20	8 55	11 15	...	**Lübeck 169** a	8 20	12 30	3 7	7 01	5

HAMBURG, ALTONA, and BLANKENESE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
arburg (152) d	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
amburg (152)d	6 0	7 30	8 40	9 30	10 40	11 30	12 25	1 15	2 50	3 30	4 15	5 25	5 52	6 45	7 30	8 30	9 30	10 50	...	...	...	...	...	...
fona .....arr	6 25	7 55	9 5	10 0	11 10	12 0	12 50	1 40	3 15	3 55	4 40	5 50	6 20	7 10	7 55	8 55	9 55	11 15	...	...	...	...	...	...
(152) d	6 50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ankenese arr	7 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

785

BERLIN, WITTENBERGE, HAGENOW, and BUCHEN to HAMBURG

E.M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1,2,3	1,2,3	1 & 2	1—4	1—4	1—4	1—4	2 & 3	1—4	1—4
Dis.	m.pf	m.pf	m.pf	m.pf		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	...	a.m.	p.m.	p.m.
—	From		Berlin.		**Berlin** .....dep.	6 15	9 15	4 0	2 10	8 0	11 0	...	7 30	5 40	11 0
73	1 0	0 80	0 60	0 30	Spandau	6 34	9 30	4 15	2 34	8 25	11 23	...	8 29	5 59	11 19
22½	2 80	2 20	1 60	0 80	Nauen	7 6	9 56	...	3 11	9 10	11 57	...	9 28	...	...
47½	6 10	4 60	3 40	1 70	Neustadt-a-D	8 1	10 39	5 13	4 14	10 23	12 50	...	...	...	...
85½	8 20	6 20	4 50	2 30	Glöwen.....	8 37	...	...	4 56	11 14	1 26	...	...	...	...
75½	10 40	7 70	5 40	2 80	**Wittenbergeare.**	9 6	11 28	5 58	5 29	11 51	1 52	p.m.	a.m.	...	...
...	12 10	9 0	6 50	Ex.	,, (165)dep.	9 16	11 34	6 4	6 12	—	2 4	3 5	5 10	...	...
96½	13 40	9 30	6 50	3 50	Wend. Warnow ...	9 51	...	...	6 52	...	...	3 54	5 58	...	...
101½	13 20	9 80	7 20	3 60	Grabow	10 4	12 13	...	7 6	...	2 57	4 12	6 16	...	...
106½	13 70	10 30	7 60	3 80	Ludwigslust	10 17	12 25	...	7 18	...	3 7	4 29	6 33	...	...
119½	15 40	11 60	8 50	4 30	**Hagenow**.....arr	10 43	12 47	7 3	7 44	...	3 39	5 3	7 6	...	...
...	18 30	13 50	9 80	Ex.	,, ,, ...	dep 10 52	12 52	7 8	7 53	...	3 36	5 15	7 15	...	...
129½	18 6	13 50	9 90	5 0	Boltzenburg	11 35	...	...	8 45	...	4 14	6 19	8 16	...	...
148½	19 20	14 40	10 60	5 30	**Buchen** .....arr.	11 52	1 37	7 51	9 4	...	4 31	6 42	8 38	...	...
...	23 10	17 30	12 70	...	LUBECK.....arr.	3 10	3 10	10 15	10 15	...	10 5	10 15	10 5	...	...
...	32 10	24 10	17 10	...	KIEL .....dep.	6 7	6 7	...	...	...	...	...	...	...	...
...	...	...	...	...	LAUENBURG ..... ,,	12 20	4 53	9 38	9 36	...	7 37	9 36	9 35	...	...
...	...	...	...	...	HANOVER .....dep.	...	7 54	11 10	5 3	...	...	11 10	11 45	...	...
...	...	...	...	...	LUNEBURG ..... ,,	...	11 50	3 5	8 12	...	...	3 5	7 18	...	...
...	...	...	...	...	LAUENBURG..... ,,	...	12 59	3 55	8 46	...	...	3 55	8 15	...	...
...	22 70	16 80	12 20	Ex.	**Buchen** .....dep.	11 59	1 41	7 56	9 14	2 & 3	4 36	6 48	8 47	...	...
155½	20 0	15 0	11 0	5 50	Schwarzenbeck.....	12 11	...	...	9 30	a.m.	4 51	7 6	9 8	2 & 3	2 & 3
161½	20 80	15 60	11 50	5 80	Friedrichsruh.....	12 25	...	...	9 50	7 43	5 5	7 25	9 28	p.m.	p.m.
167½	21 60	16 20	11 90	6 0	Bergedorf	12 46	2 16	8 28	10 17	8 8	5 25	7 51	10 2	4 40	6 16
177½	23 0	17 29	12 50	6 30	**Hamburg. (164)**	1 5	2 34	8 45	10 39	8 32	5 46	8 14	10 25	5 1	6 37

WITTENBERGE and BUCHHOLZ.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—3	Stations.	1—4	1—3	1—4
Dis.	m.pf	m.pf	m.pf		p.m.	a.m.	p.m.				p.m.
...	...	...	...	**Berlin** .....dep	11 0	9 15	6 0	**Bremen** .....dep	...	...	4 56
...	...	...	...	**Magdeburg** ,,	8 8	6 0	3 30	**Buchholz** .....arr	...	...	6 23
...	...	...	...	**Stendal** ..... ,,	...	...	...		a.m.	a.m.	p.m.
				(163-3)	a.m.	a.m.	p.m.	**Buchholz** .....dep	8 36	11 25	6 41
From		Wittenberge		**Wittenberge**.....dep	6 53	11 48	6 56	Marxen.....	8 46	11 44	6 58
8½	1 20	0 90	0 60	Lanz	5 17	12 14	7 29	Wulfsen	7 16	12 4	7 16
15	1 90	1 40	1 0	Lenzen.....	5 36	12 35	7 48	Mecht rsen	7 40	12 28	7 36
24½	3 10	2 20	1 60	Gmitz	6 2	1 5	8 13	**Lüneburg** .....arr	7 56	12 44	7 52
31	4 0	2 80	2 0	Dannenburg	6 25	1 29	8 35	HAMBURG .....dep	...	11 40	3 42
34½	4 50	3 40	2 30	Hitzacker.....	6 39	1 47	8 49	LUNEBURG .....arr	...	12 48	5 22
43½	5 60	4 20	2 80	Göhrde	7 3	2 16	9 17	**Lüneburg**.....dep.	8 11	1 28	8 7
49	6 40	4 90	3 20	Dahlenburg.....	7 21	2 38	9 37	Vastorf.....	8 35	2 6	8 37
55½	7 30	5 50	3 70	Vastorf	7 49	3 1	9 89	Dahlenburg.....	8 57	2 34	8 58
62½	8 20	6 20	4 10	**Lüneburg(156)**arr	7 58	3 22	10 28	Göhrde	9 17	2 57	9 21
...	...	...	...	LUNEBURG ...dep	11 25	4 46	...	Hitzacker	9 44	3 28	9 50
...	...	...	...	HAMBURG ...arr	12 62	6 55	...	Dannenburg	10 1	3 50	10 8
...	...	...	...	**Lüneburg** ... ,,dep.	8 13	3 37	10 30	Dömitz	10 21	4 17	10 32
68½	8 80	6 70	4 50	Mechtersen.....	8 39	3 55	10 45	Lenzen	10 49	4 51	11 6
76½	9 90	7 40	5 0	Wulfsen	8 49	4 16	11 3	Lanz	11 8	5 9	11 24
82	10 70	8 0	5 40	Marxen	9 6	4 36	11 21	**Wittenberge 164**arr	11 28	5 33	11 48
88½	11 40	8 60	5 70	**Buchholz (119)**arr	9 20	4 51	11 34	STENDAL ..... ,,	...	...	...
From	M	Witten	berg	BUCHHOLZ ... dep	1 2	4 56	11 44	MAGDEBURG ..... ,,	2 23	11 5	5 33
...	28	19 13	60	BREMEN .....arr	2 40	7 11	1 5	BERLIN	2 58	8 56	5 56

NEUMUNSTER, SEGEBERG, and OLDESLOE.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1, 2, 3	1, 2, 3	Stations.	1—4	1, 2, 3	1, 2, 3
Dis.	m.pf	m.pf	m.pf		a.m.	p.m.	p.m.			a.m.	p.m.
...	...	...	...	KIEL .....dep	7 15	3 0	6 35	LUBECK.....dep	...	10 17	5 54
...	...	...	...	SCHLESWIG ..... ,,	6 29	10 21	5 23	HAMBURG ..... ,,	a.m.	1 15	5 15
Fr.	Neu	mun	ster.	**Neumünster 164-8** d	8 45	4 17	8 28	**Oldesloe**.....dep	6 10	2 30	6 33
10	1 40	1 10	0 70	Rieklingen	9 24	4 46	8 59	Segeberg	6 48	3 2	7 1
18	2 40	1 80	1 20	Segeberg	10 0	5 14	9 30	Rieklingen	7 18	3 27	7 32
27½	3 60	2 70	1 80	**Oldesloe ...(164)**...arr	10 35	5 40	9 58	**Neumünster**.....arr	7 50	3 55	7 45
...	...	...	...	HAMBURG ..... ,,	11 55	7 18	...	SCHLESWIG ..... ,,	9 37	5 52	9 50
...	...	...	...	LUBECK ..... ,,	12 30	7 0	11 5	KIEL	9 10	5 8	9 15

BLANKENESE, ALTONA, and HAMBURG.

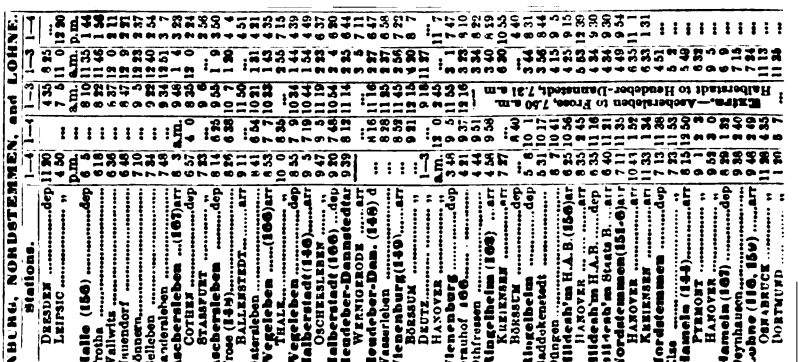
Stations	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Blankenese dep		7 20	8 8			9 45		12 5			1 30			4 0			5 30	6 46		7 45			10 0
Altona.....arr		7 40	8 25			10 10		12 30			1 55			4 25			5 55	7 6		8 10			10 25
.....dep	6 45		8 28	9 15	10 20	11 30	12 25	1 30		2 40	3 20		4 30	5 15		6 10	7 10		8 15	8 30	9 25	10 30	11 20
Hamburg 164arr	7 10		8 53	9 40	10 45	11 55	1 0	1 55		3 5	3 45		4 55	5 40		6 35	7 35		8 40	8 55	9 50	10 55	11 45
Hamburg.....arr																						

* Mann Boudoir Sleeping Cars by this Train.

HEIDE and WESSELBUREN.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Wesselburen .....dep	3.54	7.30	12.30	3.45	6.30	9.30	10.30	11.30
Tellenaue		7.44	12.44	3.59	6.43			
Wöllingbusen		7.52	12.52	4.7	6.51			
Heide.....arr	4.26	8.15	1.15	4.29	7.15	10.15	11.15	12.15

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Heide (164-9) .....dep	6.30	11.20	1.30	4.30	7.30	10.30	11.30	12.30
Wöllingbusen	6.39	11.29	1.39	4.39	7.39	10.39	11.39	12.39
Tellenaue	6.47	11.41	1.47	4.47	7.47	10.47	11.47	12.47
Wesselburen.....arr	7.4	11.54	2.4	5.4	8.4	11.4	12.4	1.4



HALLE, VIENENBURG, NORDSTEMMEN, and LOHNE.

	E.M.	1 Cl.	2 Cl.	3 Cl.	Cl.
	Dist.	m. p/l	m. p/l	m. p/l	
	...	...	...	...	...
	From	m H alle	m	m	m
	0	0 50	0 40	0 30	0 20
	10	1 50	1 10	0 75	0 50
	17	2 30	1 75	1 20	0 80
	24	3 30	2 40	1 60	1 10
	32	4 60	3 20	2 20	1 50
	39	...	3 70	2 50	1 70
	44	...	4 20	2 75	1 90
	50	...	4 60	3 00	2 00
	56	...	...	3 50	2 30
	64	...	...	...	2 60
	72	...	...	...	2 90
	77	...	...	...	3 10
	84	...	...	...	3 40
	92	...	...	...	3 70
	98	...	...	...	4 00
	104	...	...	...	4 20
	112	...	...	...	4 50
	118	...	...	...	4 75
	125	...	...	...	5 00
	132	...	...	...	5 30
	139	...	...	...	5 60
	146	...	...	...	5 90
	153	...	...	...	6 20
	160	...	...	...	6 50
	167	...	...	...	6 80
	174	...	...	...	7 10
	181	...	...	...	7 40
	188	...	...	...	7 70
	195	...	...	...	8 00
	202	...	...	...	8 30
	209	...	...	...	8 60
	216	...	...	...	8 90
	223	...	...	...	9 20
	230	...	...	...	9 50
	237	...	...	...	9 80
	244	...	...	...	10 10
	251	...	...	...	10 40
	258	...	...	...	10 70
	265	...	...	...	11 00
	272	...	...	...	11 30
	279	...	...	...	11 60
	286	...	...	...	11 90
	293	...	...	...	12 20
	300	...	...	...	12 50
	307	...	...	...	12 80
	314	...	...	...	13 10
	321	...	...	...	13 40
	328	...	...	...	13 70
	335	...	...	...	14 00
	342	...	...	...	14 30
	349	...	...	...	14 60
	356	...	...	...	14 90
	363	...	...	...	15 20
	370	...	...	...	15 50
	377	...	...	...	15 80
	384	...	...	...	16 10
	391	...	...	...	16 40
	398	...	...	...	16 70
	405	...	...	...	17 00
	412	...	...	...	17 30
	419	...	...	...	17 60
	426	...	...	...	17 90
	433	...	...	...	18 20
	440	...	...	...	18 50
	447	...	...	...	18 80
	454	...	...	...	19 10
	461	...	...	...	19 40
	468	...	...	...	19 70
	475	...	...	...	20 00
	482	...	...	...	20 30
	489	...	...	...	20 60
	496	...	...	...	20 90
	503	...	...	...	21 20
	510	...	...	...	21 50
	517	...	...	...	21 80
	524	...	...	...	22 10
	531	...	...	...	22 40
	538	...	...	...	22 70
	545	...	...	...	23 00
	552	...	...	...	23 30
	559	...	...	...	23 60
	566	...	...	...	23 90
	573	...	...	...	24 20
	580	...	...	...	24 50
	587	...	...	...	24 80
	594	...	...	...	25 10
	601	...	...	...	25 40
	608	...	...	...	25 70
	615	...	...	...	26 00
	622	...	...	...	26 30
	629	...	...	...	26 60
	636	...	...	...	26 90
	643	...	...	...	27 20
	650	...	...	...	27 50
	657	...	...	...	27 80
	664	...	...	...	28 10
	671	...	...	...	28 40
	678	...	...	...	28 70
	685	...	...	...	29 00
	692	...	...	...	29 30
	699	...	...	...	29 60
	706	...	...	...	29 90
	713	...	...	...	30 20
	720	...	...	...	30 50
	727	...	...	...	30 80
	734	...	...	...	31 10
	741	...	...	...	31 40
	748	...	...	...	31 70
	755	...	...	...	32 00
	762	...	...	...	32 30
	769	...	...	...	32 60
	776	...	...	...	32 90
	783	...	...	...	33 20
	790	...	...	...	33 50
	797	...	...	...	33 80
	804	...	...	...	34 10
	811	...	...	...	34 40
	818	...	...	...	34 70
	825	...	...	...	35 00
	832	...	...	...	35 30
	839	...	...	...	35 60
	846	...	...	...	35 90
	853	...	...	...	36 20
	860	...	...	...	36 50
	867	...	...	...	36 80
	874	...	...	...	37 10
	881	...	...	...	37 40
	888	...	...	...	37 70
	895	...	...	...	38 00
	902	...	...	...	38 30
	909	...	...	...	38 60
	916	...	...	...	38 90
	923	...	...	...	39 20
	930	...	...	...	39 50
	937	...	...	...	39 80
	944	...	...	...	40 10
	951	...	...	...	40 40
	958	...	...	...	40 70
	965	...	...	...	41 00
	972	...	...	...	41 30
	979	...	...	...	41 60
	986	...	...	...	41 90
	993	...	...	...	42 20
	1000	...	...	...	42 50

MAGDEBURG, OSCHERSLEBEN, and THALE.

Stations.	1—4	1, 2, 3	1—3	1—3	1—4
	nght	a.m.	a.m.	p.m.	p.m.
BERLIN (Potsd.) dep	11 0	...	8 45	1 0	3 30
BERLIN (Stend) ,	12 0	5 0	9 0	12 30	2 0
STENDAL ..... ,	4 10	7 35	10 51	2 9	6 0
LEIPSIC ..... ,	...	4 15	...	12 20	2 5
158-6, 163	a.m.	a.m.	noon	p.m.	p.m.
Magdeburg ..... dep	5 45	9 10	12 10	4 15	7 5
Lanxenweddingen	6 12	9 36	12 42	4 45	7 34
Blumenberg	6 22	9 45	12 53	4 55	7 44
Hadmersleben	6 37	9 58	1 8	5 9	7 57
Oschersleben 161a	6 46	10 7	1 17	5 19	8 6
BRUNSWICK ... ,	9 0	1 5	4 48	9 23	...
BRUNSWICK ... dep	...	8 0	...	1 0	...
Oschersleben dep	6 49	10 10	1 20	5 24	8 13
Crottorf	7 0	10 21	1 31	5 36	8 24
Nienhagen	7 6	10 27	1 38	5 44	8 32
Halberstadt 146 a.	7 20	10 41	1 53	6 0	8 50
BLANKENBURG ,	8 20	11 39	2 52	7 8	10 2
VIENENBURG... ,	8 52	11 45	2 56	7 22	...
WERNIGERODE ,	8 30	...	3 5	7 11	...
HARZBURG..... ,	9 20	1 15	5 20	9 58	...
VIENENBURG dep	...	...	12 57	5 8	7 55
Halberstadt 166 d	7 33	10 55	2 8	6 12	9 5
Wegeleben (166) ar	7 43	11 3	2 18	6 22	9 15
HALLE .....dep	...	...	11 35	1 44	6 5
ASCHERSLEBEN ,	6 35	...	9 50	8 14	9 5
Wegeleben .....dep	7 45	11 5	2 19	6 28	9 17
Ditfurth	7 55	11 13	...	6 37	9 25
Quedlinburg.....	8 8	11 26	2 36	6 51	9 37
Thale ..... arr	8 35	11 50	2 55	7 15	10 0

Stations.	1—4	1, 2, 3	1—3	1—4	1—4
		a.m	a.m.	p.m.	p.m.	p.m.
Thale .....dep	...	6 35	9 45	1 0	5 10	8 10
Quedlinburg.....	...	6 54	10 4	1 18	5 28	8 30
Ditfurth	...	7 4	10 14	...	5 38	8 40
Wegeleben .....arr	...	7 19	10 32	1 33	5 45	8 48
ASCHERSLEBEN ,	...	8 20	...	3 20	7 2	10 10
HALLE ..... ,	...	9 58	...	5 30	8 38	...
Wegeleben .....dep	...	7 14	10 24	1 34	5 47	8 50
Halberstadt .....arr	...	7 24	10 34	1 44	5 57	9 0
VIENENBURG... ,	...	8 59	...	2 56	7 22	...
HARZBURG ...dep.	...	...	6 55	11 25	3 40	7 27
VIENENBURG... ,	...	...	9 13	12 57	5 8	7 55
BLANKENBURG ,	...	6 10	9 25	12 50	5 5	8 10
WERNIGERODE ..	a.m.	6 15	...	12 55	5 0	7 50
Halberstadt ...dep	5 0	7 35	10 49	2 0	6 9	9 15
Nienhagen.....	5 18	7 48	11 3	...	6 23	9 30
Crotorf	5 26	7 55	11 9	...	...	9 37
Oschersleben ...arr	5 37	8 5	11 19	2 23	6 37	9 47
BRUNSWICK ... ,	9 0	1 5	...	4 48	9 22	...
BRUNSWICK .. dep	...	...	8 0	11 35	1 0	7 48
Oschersleben...dep	5 45	8 8	11 23	2 25	6 40	9 51
Hadmersleben.....	6 1	8 20	11 36	2 37	6 55	10 4
Blumenberg	6 20	8 33	11 50	2 50	7 8	10 19
Langenweddingen ...	6 32	8 45	12 0	2 59	7 17	10 29
Magdeburg (179) a	7 7	9 10	12 25	3 23	7 45	11 0
	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
LEIPSIC .....arr.	11 0	4 48	5 35	5 45	11 18	...
STENDAL ..... ,	...	10 24	2 3	4 36	9 34	7 54
BERLIN (Stend) ,	...	1 35	4 9	6 45	12 30	7 10
BERLIN (Potsd) ,	11 5	1 25	6 40	9 0	10 15	...

GRAUHOF and CLAUSTHAL-ZELLERFELD.

Dist.	F.M. m.pf	1 Cl. m.pf	2 Cl. m.pf	3 Cl. m.pf
...	...	...	...	...
From	m	C	rauh	of
44	0 60	0 50	0 40	0 30
11	1 80	1 10	0 80	0 50
30	2 60	2 0	1 80	1 30

Stations.	1—3	2 - 3	2—3	2—3	2—3
	a.m.	p.m.	p.m.	a.m.	...
VIENENBURG .....dep	9 5	3 1	7 47	11 53	
Grauhof (166) .....dep	9 33	4 15	8 15	12 20	
Langelsheim **140** ..... ,	9 52	4 33	8 37	12 39	
Lautenthal..... ,	10 37	4 57	9 19	...	
Clausthal-Zellerfeld a	11 40	5 35	10 25	...	

Stations.	1—3	2 - 3	2—3	2—3
	a.m.	p.m.	p.m.	p.m.
Clausthal-Zellerfeld d.	6 35	1 20	5 53	
Lautenthal ..... ,	7 35	2 25	6 27	
Langelsheim ..... ,	8 9	3 1	6 53	4 31
Grauhof ...166..... arr	8 34	3 16	7 6	4 46
VIENENBURG ..... arr	8 35	4 30	7 28	4 56

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LOHNE, NORDSTEMMEN, and HALLE.

Stations.	1—4	1—3	1—4
Osnabrück ..... dep	4 21	10 8	...
Dortmund ..... ,,	8 30	9 35	...
Lohne (117, 158) ..... dep	7 37	7 40	...
Oeynhausen	6 48	6 15	11 51
Hameln	6 33	6 1	11 36
Hannover ..... arr	5 53	5 34	11 2
Hannover ..... dep	6 0	5 36	11 5
Fyrmont	6 43	6 19	11 54
Hameln ..... dep	6 53	6 34	12 10
Elze	7 20	6 58	12 40
Nordstemmen ..... arr	7 34	7 12	12 54
Nordstemmen ..... dep	8 0	8 0	1 30
Kreiensen	8 26	8 26	1 56
Hannover ..... arr	9 52	9 52	3 22
Hannover ..... dep	10 0	10 0	3 30
Hildesheim H.B.	10 30	10 30	4 0
Hannover ..... arr	10 58	10 58	4 28
Hildesheim ..... dep	...	...	...
Diligo	...	...	...
Hildesheim ..... arr	...	...	...
Hildesheim ..... dep	...	...	...
Ringelheim ..... arr	...	...	...
Ringelheim ..... dep	...	...	...
Othfresen	...	...	...
Grauhof	...	...	...
Vienenburg ..... arr	...	...	...
Vienenburg ..... dep	...	...	...
Hannover ..... arr	...	...	...
Deutz	...	...	...
Bonn	...	...	...
Vienenburg ..... dep	...	...	...
Wasserleben	...	...	...
Heudeber-Danneistadt ..... arr	...	...	...
Wernigerode ..... dep	6 15	9 36	...
Heudeber-Danneistadt ..... dep	6 45	9 56	...
Halberstadt ..... arr	7 11	10 15	...
Osterwieck	...	...	...
Halberstadt ..... dep	7 28	10 31	...
Thale	7 53	10 47	...
Wegeleben	8 10	11 3	...
Gatersleben	8 27	11 20	...
Ballenstedt	8 51	11 44	...
Frose	9 5	11 58	...
Aschersleben ..... arr	9 18	12 10	...
Strassfurt	9 34	12 26	...
Cothen	...	...	...
Aschersleben ..... dep	10 44	12 28	4 39
Sandersleben	10 58	12 42	4 53
Cöthen	11 11	12 57	5 6
Nienhof	11 18	1 3	5 13
Wulwitz	11 28	1 13	5 23
Trotha	11 38	1 23	5 33
Halle (135) ..... arr	11 46	1 30	5 40
Leipsic	...	...	...
Dresden	...	...	...

(VIENENBURG), NORDSTEMMEN and LOHNE.

Dia.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—3	Stations.	1—4	1—3	1—4
	m. pf	m. pf	m. pf	m. pf		a.m.	a.m.	a.m.		p.m.	a.m.	a.m.
...	...	...	...	...	Halle ..... dep	...	...	11 20	Cologne ..... dep	10 55	7 0	8 5
...	Fro	Vien	sonb	urg	Vienenburg ... ,,	3 49	9 5	3 1	Dortmund ..... ,,	2 47	9 25	12 53
15	2 20	1 70	1 10	0 60	Ringelheim ... ,,	5 8	10 1	3 41	Osnabruck ..... ,,	4 41	10 3	3 10
35½	4 70	3 60	2 40	1 20	Hildesheim ... ,,	6 50	11 16	4 28	Minden ..... ,,	6 0	9 40	6 55
...	...	...	...	...	Kreiensen ..... ,,	8 34	1 51	5 37		a.m.	a.m.	p.m.
43½	5 90	4 40	2 90	1 50	Nordstemmen ..... dep	7 13	11 34	4 51	Lohne (117, 158) dep	6 45	11 51	7 37
46	6 40	4 90	3 20	1 70	Elze ..... [151, 196	7 23	11 53	5 2	Oeynhausen	6 56	12 0	7 48
48½	6 80	5 10	3 40	1 70	Mehle	7 31	12 3	5 10	Vlotho	7 8	12 12	8 0
50½	7 10	5 40	3 60	1 80	Osterwald	7 40	12 13	5 19	Eisbergen	7 25	12 27	8 17
52½	7 40	5 60	3 70	1 90	Voldagsen	7 49	12 23	5 27	Rinteln	7 37	12 39	8 29
54½	7 70	5 80	3 90	2 0	Coppenbrügge	7 58	12 33	5 35	Oldendorf	7 55	12 56	8 45
62	8 70	6 60	4 30	2 20	Hameln (144, 166) a.	8 15	12 50	5 49	Fischbeck	8 4	...	8 54
...	10 30	7 80	5 20	2 60	Fyrmont ..... arr	9 4	2 5	6 29	Hameln ..... arr	8 15	1 14	9 5
...	...	...	...	...	,, ... dep	7 53	12 54	...	Hanover ..... arr	9 52	3 0	10 48
...	...	...	...	...	Hanover ..... ,,	6 55	12 0	4 30	Fyrmont ..... arr	9 4	2 5	...
...	...	...	...	...	Hameln ..... dep	8 39	1 32	6 9	,, ... dep	7 53	12 54	8 52
...	...	...	...	...	Fischbeck	8 38	...	6 18	Hameln ..... dep	8 34	1 32	9 22
69½	...	...	...	...	Oldendorf	8 47	1 48	6 27	Coppenbrügge	8 56	1 54	9 44
77	10 70	8 0	5 30	2 70	Rinteln	9 4	2 5	6 43	Voldagsen	9 4	2 2	9 52
...	...	...	...	...	Eisbergen	9 12	2 14	6 51	Osterwald	9 12	2 10	10 0
87	12 8	9 0	6 0	3 0	Vlotho	9 27	2 30	7 6	Mehle	9 21	2 19	10 9
91½	12 50	9 40	6 20	3 20	Oeynhausen	9 38	2 40	7 15	Elze	9 33	2 29	10 20
95	12 90	9 80	6 50	3 30	Lohne (110, 159) arr	9 48	2 49	7 24	Nordstemmen ..... arr	9 42	2 39	10 30
...	...	...	...	...	...	a.m.	p.m.	p.m.	Kreiensen ..... ,,	11 33	6 30	1 31
...	...	...	...	...	Minden ..... arr	10 55	5 25	9 21	Hildesheim ..... ,,	10 50	3 3	10 56
...	...	...	...	...	Osnabruck ..... ,,	11 28	4 35	11 13	Ringelheim ... ,,	11 47	4 7	...
...	...	...	...	...	Dortmund ..... ,,	1 20	5 9	11 35	Vienenburg ... ,,	12 43	5 2	...
...	...	...	...	...	Cologne ..... ,,	5 40	7 35	...	Halle	5 30	8 38	...

ASCHERSLEBEN and COTHEN.

Stations.	1—4	1—4	1—4	1—3	1—3	1—4
			a.m.	a.m.	a.m.	p.m.
Brunswick ...dep	...	...	...	7 45	11 35	2 45
Helmstedt ... ,,	...	...	...	9 13	12 57	5 8
Halberstadt ,,	...	...	7 28	10 21	2 23	6 17
Thale	...	...	6 35	...	1 0	5 10
163	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
Aschersleben dep	5 10	6 45	8 40	11 22	3 30	7 20
Güsten (162) arr	5 33	7 3	9 6	11 41	3 47	7 39
Strassfurt ..... ,,	6 0	...	9 53	11 58	4 11	8 18
Schoenebeck	6 41	...	...	12 43	4 57	...
Magdeburg ..... ,,	7 5	...	...	1 7	5 23	...
Strassfurt .....dep	...	6 40	9 6	...	2 56	7 23
Güsten .....dep	...	7 7	9 28	11 43	3 50	7 46
Bernburg	...	7 24	9 58	12 0	4 8	8 6
Cothen (158, 176) ar	...	7 54	10 44	12 28	4 39	8 34
Dessau ..... ,,	...	9 11	...	1 48	5 3	9 15

Cl.	2 Cl.	Stations.	1—4	1—3	1—4	1—4
m. pf	m. pf		a.m.	a.m.	p.m.	p.m.
...	...	Halle ..... dep	7 44	1 25	5 51	...
...	...	Berlin ..... ,,	...	8 30	...	2 30
...	...	Dessau ..... ,,	a.m.	11 20	...	5 57
Fro	Coth	Cothen (176) ...dep	4 0	8 35	12 0	2 34
1 65	1 25	Bernburg	5 1	9 5	12 27	2 52
2 60	1 95	Güsten ..... arr	5 21	9 19	12 41	3 6
3 15	2 35	Strassfurt ..... ,,	5 53	9 53	...	4 8
...	...	Magdeburg ..... ,,	...	7 55	...	1 45
...	...	Schoenebeck	...	8 22	...	2 13
...	...	Strassfurt .....dep	...	9 6	...	2 56
3 55	2 70	Güsten .....dep	5 33	9 28	12 42	3 11
...	...	Aschersleben ..... arr	6 0	9 47	12 57	3 29
...	...	[166 a.m.	a.m.	p.m.	p.m.	p.m.
...	...	Thale ..... arr	8 35	11 50	2 55	7 15
...	...	Halberstadt ,,	7 19	10 44	1 54	6 49

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ALTONA, KIEL, FLENSBURG, APENRADE, HADERSLEBEN, & VAMDRUP.—Schleswig Holstein'sche, Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4	1—3	1—3	1 & 2
m.pf	m.pf	m.pf		p.m.		a.m.	a.m.	p.m.
...	...	...	BERLIN .....dep	11 0	...	6 15	9 15	4 30
...	...	...	MAGDEBURG... „	8 8	...	6 0	1 2	3 30
...	...	...	LÜBECK ..... „	...	...	10 17	...	5 56
...	...	...	BERLIN ..... „	...	a.m.	...	...	0 0
...	...	...	HANOVER ..... „	...	3 20	7 54	11 10	5 3
...	...	...	COLOGNE ..... „	...	...	...	...	9 30
...	...	...	BREMEN ..... „	...	...	7 15	10 52	4 56
...	...	...	HARBURG ..... „	a.m.	6 48	12 24	5 21	8 56
...	...	...	HAMBURG ..... „	6 0	7 30	1 15	5 55	9 30
...	...	...	ALTONA .....arr	6 25	7 45	1 40	6 20	9 55
				a.m.	a.m.	p.m.	p.m.	p.m.
From	m Al	tona.	Altona (164).....dep	6 45	8 15	2 0	6 40	10 10
1 30	1 0	0 70	Pinneberg ..... „	...	8 40	2 27	...	10 32
1 90	1 40	1 0	Tornesch ..... „	...	8 52	2 38	...	...
2 50	1 90	1 15	Elmshorn (169) arr	7 19	9 4	3 40	7 16	10 45
...	...	...	ITZEHOE ..... „	8 25	10 40	4 13	8 36	...
...	...	...	Elmshorn .....dep	7 23	9 11	3 47	7 20	10 47
3 10	2 30	1 60	Horst ..... „	...	9 33	3 8	7 30	...
4 20	2 90	2 10	Wrist ..... „	...	9 47	3 31	7 50	...
6 0	4 50	3 0	Neumünster[164-3a	8 14	10 21	4 5	8 17	11 25
			Neumünster dep	8 25	10 48	4 18	8 36	11 36
7 0	5 30	3 50	Bordesholm ..... „	8 42	11 4	4 38	8 47	...
8 50	6 40	4 30	Kiel (164).....arr	9 10	11 30	5 8	9 15	12 15
...	...	...	„ dep	7 15	...	3 5	6 55	...
...	...	...	Neumünster 169 „	8 22	10 51	4 15	8 25	...
7 10	5 30	3 60	Nortorf ..... „	...	11 9	4 35	8 44	...
8 80	6 30	4 40	Rendsburg ..... „	9 4	11 46	5 14	9 18	...
10 70	8 0	5 40	Schleswig ..... „	9 37	12 18	5 52	9 56	...
11 90	8 70	5 80	Jubeck (164).....arr	9 50	12 32	6 7	10 15	...
13 60	10 20	6 80	TONNING ..... „	11 50	...	8 0	...	...
...	...	...	Jubeck .....dep	10 20	12 51	6 13	10 16	...
...	...	...	Nordschlw. W.arr	10 21	1 8	6 55	10 47	5 40
13 80	10 40	6 90	Flensburg „	10 40	1 20	7 13	11 5	a.m.
...	...	...	„ dep	10 5	...	6 40	10 32	7 0
...	...	...	Nordschles. W. „	10 29	...	7 3	10 55	7 24
15 30	11 40	7 50	Tingleff ....(168)...arr	10 56	...	7 44	11 25	8 12
			TONDERN ..... „	12 10	...	9 6	...	9 30
...	...	...	Tingleff ..... dep	10 59	...	7 49	11 28	8 22
16 40	12 30	8 20	Rothenkrug ....arr	11 18	...	8 19	11 49	8 57
17 0	12 80	8 50	Apenrade.....arr	11 45	...	8 45	...	9 23
...	...	...	„ dep	10 55	...	6 20	...	8 30
...	...	...	Rothenkrug .... „	11 21	...	8 23	11 52	9 4
18 10	13 80	9 10	Woyens .....arr	11 45	...	8 59	12 19	9 45
19 10	14 80	9 60	Haderslieben... „	12 30	...	9 43	...	10 30
...	...	...	„ dep	12 30	...	8 20	...	9 0
...	...	...	Woyens ..... „	11 56	...	9 5	12 29	9 53
20 80	15 15	9 45	Vamdrup (178)...arr	12 20	...	9 40	12 55	10 30
21 49	15 84	11 70	VAMDRUP ..... dep	12 45	...	10 10	1 17	...
...	...	Exp	KOLDING ..... arr	...	...	...	...	...
...	...	...	FREDERICIA ... „	1 55	...	12 0	2 17	...
...	...	...	AALBORG ..... „	10 20	...	...	10 0	...
...	...	...	FREDERICHAV'N ... „	...	...	...	12 22	...
...	...	...	„ dep	...	...	...	...	...
...	...	...	GOTHENBURG arr	...	...	...	...	...
...	...	...	STOCKHOLM ... „	...	...	...	8 50	...
...	...	...	NYKOBG ..... „	5 15	...	...	5 30	...
...	...	...	COPENHAGEN ... „	10 30	...	...	10 40	...

Extra.—Altona to Neumunster, 9.20 a.m. Ex. 1 & 2 Cl.

Ex.—Neumunster to Kiel, 12.25 p.m.; Altona to Elmshorn, 6.0 p.m.

Stations.	1—4	1—3	1—3	1—3
		p.m.		a.m.
COPENHAGEN dep.	...	7 0	...	6 45
NYKOBG ..... „	...	11 56	...	11 30
STOCKHOLM ... „	...	6 45	...	...
GOTHENBURG „	...	...	...	...
FREDERICHAV'N „	...	2 0	...	...
„ dep	...	4 20	...	...
AALBORG ..... „	...	6 45	a.m.	6 20
FREDERICIA ... „	...	2 30	4 0	2 27
KOLDING ..... „	...	...	...	...
VAMDRUP ..... arr	...	3 30	5 40	3 30
	p.m.	a.m.	a.m.	p.m.
Vamdrup (178) dep	5 0	3 30	6 5	3 30
Woyens .....arr	5 43	3 55	6 42	3 53
Haderslieben... „	6 46	...	7 30	4 45
„ dep	5 15	...	6 0	3 30
Woyens ..... „	6 3	4 10	6 52	4 16
Rothenkrug .....arr	6 48	4 34	7 36	4 54
Apenrade..... „	8 45	...	7 5	6
„ dep	6 26	...	7 5	4 16
Rothenkrug ..... dep	6 58	4 39	7 34	4 56
Tingleff ..... „	7 24	4 59	8 7	5 46
TONDERN ..... dep	3 40	...	6 45	3 40
Tingleff ..... arr	7 44	5 2	8 12	5 0
Nordschlw. W.arr	8 38	5 32	8 58	5 36
Flensburg „	9 0	5 54	9 20	5 50
„ .....dep	...	5 20	8 45	5 15
Nordschles. W. „	...	5 48	9 8	5 36
Jubeck .....arr	...	6 10	9 34	6 3
TONNING .....dep	...	...	7 35	4 15
Jubeck ..... „	...	6 11	10 0	6 7
Schleswig ..... „	...	6 39	10 31	6 23
Rendsburg ..... „	...	7 13	11 7	7 2
Nortorf ..... „	...	7 43	11 47	...
Neumünster ..... arr	1—3	8 0	12 8	7 42
Kiel.....	a.m.	9 10	1 15	9 15
„ dep	6 20	7 15	11 37	5 55
Bordesholm ..... „	...	7 42	11 57	7 22
Neumünster ...arr	7 0	7 58	12 15	7 39
Neumünster .....dep	7 5	8 10	12 20	7 50
Wrist ..... „	7 37	8 42	12 56	...
Horst ..... „	7 59	9 .8	1 22	...
Elmshorn .....arr	8 10	9 14	1 33	8 39
ITZEHOE.....dep	6 0	7 48	12 8	...
Elmshorn ..... „	8 16	9 21	1 40	8 43
Tornesch ..... „	8 29	9 36	1 54	...
Pinneberg ..... „	8 43	9 50	2 8	...
Altona (165) .....arr	9 10	10 15	2 35	9 20
ALTONA .....dep	9 15	10 20	2 40	9 25
HAMBURG ..... arr	9 40	10 45	3 5	9 55
HARBURG ..... „	10 20	11 56	4 5	10 29
BREMEN ..... „	2 30	2 30	7 11	1 5
COLOGNE ..... „	9 30	9 30	...	7 50
HANOVER ..... „	3 47	3 47	9 22	1 34
BERLIN ..... „	4 9	7 45	12 30	...
LÜBECK ..... „	12 30	3 7	7 0	...
MAGDEBURG... „	3 23	7 0	11 5	5 38
BERLIN ..... „	4 53	4 53	8 56	5 58

Extra.—Hamburg to Altona, 9.5 p.m.; Kiel to Neumunster, 4.5 p.m.

Neumünster to Kiel, 4 p.m. 1, 2, 3 Cl.

TONDERN and TINGLEFF.

E.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	E.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	m.pf	m.pf	m.pf		a.m.	a.m.	p.m.	Dis.	m.pf	m.pf	m.pf		a.m.	a.m.	p.m.
From	m	Tondern	m	Tondern..... dep	6 45	9 45	3 40	...	...	...	...	ALTONA .....dep.	...	6 45	9 0
10½	2 10	1 60	1 10	Tingleff 169 ...arr	7 55	10 56	4 45	From	m	Tingleff	m	Tingleff ..... dep	8 29	11 9	5 0
				ALTONA..... „	7 30	...	9 20	16½	2 10	1 60	1 10	Tondern ..... arr.	9 30	12 19	6 0

NEUSTADT to NEUMUNSTER.

S.M.	1 Cl.	2 Cl	3 Cl.	Stations.	1,2,3	1 2 3	1,2,3	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1 2 3	1,2,3
Dis.	m pf	m pf	m pf		a.m.	a.m.	p.m.	m pf	m pf	m pf		a.m.	p.m.	p.m.
From	m N	eustadt	ek.	Neustadt dep	5 15	8 40	3 55	...	...	...	ALTONA .....dep	6 45	2 0	6 40
9½	1 80	1 0	0 70	Eutin (169).....	5 53	9 23	4 44	from	Neu	mun	Neumunster	8 26	4 20	9 30
18½	3 40	1 80	1 30	Plön	6 27	10 11	5 10	...	...	...	Kiel.....dep	8 18	4 18	9 22
23½	3 0	2 20	1 50	Ascheberg 164	6 46	10 35	5 33	2 10	1 60	1 0	Ascheberg	9 11	5 13	9 57
...	5 10	3 90	2 50	Kiel.....arr	7 50	11 35	6 7	2 50	1 90	1 30	Plön	9 25	5 34	10 11
38½	5 0	3 80	2 50	Neumünster (169) a.	7 35	11 25	6 4	3 70	2 80	1 90	Eutin	10 3	6 25	10 49
...	11 0	8 60	5 50	ALTONA ..... arr.	10 15	2 35	8 25	5 0	3 80	2 50	Neustadt ..... arr.	10 43	7 10	11 40

LÜBECK AND LÜNEBURG.

Stations.	1—4	1—4	1,2,3	1,2,3	1,2,3	1,2,3
(169)						
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Lübeck ...dep.	6 55	10 50	3 15	7 30	Lauenburg...dep.	9 30
Ratzeburg ...	7 40	11 15	3 45	8 10	Adendorf ...	9 41
Mölln ...	8 38	11 55	4 27	9 3	Lüneburg...arr.	10 0
Buchen(164)	8 38	11 55	4 27	9 3	Lüneburg...dep.	10 20
" ...dep.	7 3	9 10	12 5	5 30	Buchen ...dep.	8 35
Lauenburg ...	7 33	9 43	12 31	6 4	Mölln ...	9 30
Boehm ...	8 18	10 23	12 40	6 14	Ratzeburg ...	9 33
Adendorf ...	8 32	10 37	12 54	6 28	Lübeck ...arr.	10 5
Lüneburg...arr.	8 32	10 37	12 54	6 28		

Et. Mellum and Wendl.

Stations.	1—4	1—3	1—3	1—4	1—3	1—4
(166)						
	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.
Elmshorn...dep.	7 30	9 30	3 3	7 30	Wedel ...	6 15
Glückstadt ...	7 38	10 7	3 40	8 11	St. Michaelisdonn	6 50
Itzehoe ...	8 20	10 47	4 18	8 53	Itzehoe ...	7 44
St. Michaelisdonn	9 26	11 57	—	9 38	Glückstadt ...	8 37
Wedel (166)	arr. 10	3 12	4	10 14	Elmshorn ...	arr. 7 10

FRIEDRICHSFELD AND FRIEDRICHSTHAL.

Stations.	3	2	3	2	3	2	3	2	3	2	3	2	3
	a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.
Friedrichsfeld ... dep			8 28		12 15				5 55		6 10		
Waltershausen ...			8 40		12 30				6 10				
Friedrichsfeld (171) ...dep			8 43		12 33		2 20		6 13				
Frattstadt...(170) ...arr			7 44		8 40		12 43		2 38		6 32		
Stations.	3	2	3	2	3	2	3	2	3	2	3	2	3
	a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.
Frattstadt ... dep			7 56		10 40		12 50		4 50		6 40		
Waltershausen ...			8 3		10 48		12 58		4 58		6 48		
Friedrichsfeld ...			8 7		10 53		...		5 3		6 53		
			8 11		11 10		...		5 20		7 8		

DERNBACH AND SALZUNGEN.

	a.m.	p.m.
Dernbach ...dep	7 15	2 10
Lengsfeld ...	8 0	2 55
Vacha ...	8 15	3 10
Dorndorf ...	8 45	3 40
Salzungen (169)	9 25	4 20

	a.m.	p.m.
Salzungen ...dep	10 10	5 25
Dorndorf ...arr	10 50	6 5
Vacha ...	11 25	6 40
Lengsfeld ...	11 55	6 50
Dernbach ...arr	12 20	7 35

LÜBECK & EUTIN—Berlin Lübecker Eisenb.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1—3
m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
			HAMBURG ... dep	6 50	10 45	3 20	5 15
			KLEINES ...		9 28	2 13	4 37
			(164, 169, 173)	a.m.	a.m.	p.m.	p.m.
Frei	La		beck Lubeck ...dep	8 25	12 35	3 49	9 15
0 7 0	0 8 0		6 40 Schwartau ...	8 33	12 50	4 0	9 27
1 2 0	0 9 0		6 50 Pansdorf ...	8 40	1 5		9 41
1 8 0	1 3 0		7 0 Gleschendorf ...	8 49	1 20	4 29	9 55
2 0 0	1 5 0		7 1 0 Ottendorf ...	9 2	1 29		10
2 7 0	2 0 0		7 1 40 Eutin (168) ...arr	9 24	1 53	4 39	10 16
				a.m.		p.m.	p.m.
4 0 0	3 0 0		2 1 0 NEUSTADT ... arr.	10 45		7 12	11 9
6 6 0	4 9 0		3 3 0 KIEL ...	11 35		4 7	...

GOTHA and OHRDRUF.

Stations.	3	2	3	2	3	2	3	2	3	2	3	2	3
	a.m.		p.m.		p.m.		a.m.		p.m.		p.m.		p.m.
Ohrdruf ...dep	9 25		3 5		9 5		5 12		8 18				4 10
Georgenthal ...	10 0		3 40		9 50		5 56		8 40				4 55
Gotha ...arr	10 9		3 49		9 59		6 5		8 49				5 4

EISENACH to COBURG, SONNEBURG, and LICHTENFELS.—Werra Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	2	3	1,2	3	1,2,3	2	1,2,3	2	3	2	3
Fro	Eise	nach	Eisenach (150) dep.	—	6 50	12 20		4 20	4 47	7 40				
1 20	0 90	0 70	Marksuhl ...	—	9 15	1 12	4 51	5 37	8 23					
2 60	1 70	1 40	Salzungen (Jetzt bath.	—	9 35	1 57	5 12	6 7	8 47					
			Barchfeld (Liebenstein)	—	9 44	2 20	5 22	6 37	9 28					
3 90	2 60	2 10	Wernshausen (173)	—	9 59	2 1	5 35	7 15	10 8					
4 50	3 10	2 50	Schmalkalden arr	—	10 37	2 39	6 4	7 57	10 54					
5 60	3 80	3 10	Wernshausen (194)	dep.	10 16	3 19	5 54	7 37	10 32					
7 60	5 0	4 10	Thomar ...		6 15	10 36	4 8	6 50	9	8				
8 50	5 70	4 70	Hildburghausen ...		6 55	11 24		7 34	...	...				
9 90	6 80	5 50	Sinsleb ...		7 46	11 49		...	...	...				
Fr	Bonne	berg	Sonneberg ...dep.		6 0	11 28		5 1	...	...				
0 50	0 40	0 30	Neustadt ...		6 30	11 50		5 34	...	...				
1 30	0 90	0 70	Oeslau ...		6 37	11 57		5 41	...	...				
1 80	1 20	1 0	Coburg ...		6 37	12 0		5 51	9	31				
11	90	7 90	6 60 Coburg ...						9 5	11 25	7 48	8 11	10 33	
12	10	8 60	7 10 Eberstof ...						9 30	12 40	8 7	8 30	11 7	
13	90	9 20	7 70 Lichtenfels (197)						9 56	12 53	8 20	8 44	11 33	

WALDSHUT and HENNE-WARTH.

Stations.	1 & 2	2 & 3	Stations.	2 & 3	1 & 2
† Except Sundays	a.m.	p.m.	† Except Sundays	a.m.	p.m.
Waldshut ...dep	7 40	3 20	Hensef-Warth ...	† 5	7 20
Beureth ...	8 15	4 0	Allner ...	8 18	7 23
Schönenberg ...	8 58	5 10	Bröl ...	8 38	7 43
Felderhoferbrücke	9 4	5 37	Felderhoferbrücke	10 14	8 33
Brtl ...	9 53	6 37	Schönenberg ...	10 50	8 50
Allner ...			Beureth ...	11 25	9 5
Hensef-Warth ...			Waldshut ...arr	12 0	9 40

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GOTHA and LEINEFELDE.—Thuringischen Eisenbahn.

E. M. Dis From	1 Cl. m pf	2 Cl. m pf Go	3 Cl. m.pf tha.	Stations. [169, 170	1–4 a.m.	1–4 a.m.	1–4 p.m.	1–4 p.m.		Stations. [147-72]	1–4 a.m.	1–4 a.m.	1–4 p.m.	1–4 p.m.
				Gotha .... dep	6 35	11 5	3 20	8 10	...	**Leinefelde** .... dep.	5 55	9 45	4 6	6 25
7½	1 10	0 80	0 60	Ballstedt	6 57	11 26	3 42	8 37	...	Dingelstedt	6 25	10 13	4 21	6 51
13¾	1 80	1 40	0 90	Langensalza	7 20	11 48	4 7	9 1	...	Dachrieden	6 43	10 33	4 35	7 10
18¾	2 40	1 80	1 20	Gr. Gottern..................	7 37	12 4	4 25	9 23	...	**Muhlhausen** ....dep.	6 58	10 48	4 47	7 25
25	3 20	2 40	1 60	**Mühlhausen** ...arr.	7 54	...	4 43	9 43	a.m.	" arr.	7 10	11 5	4 50	7 33
...	...	...	...	" ...dep.	8 1	12 28	4 53	...	4 30	Gr. Grottern	7 36	11 31	5 7	7 56
30¼	4 00	3 00	2 00	Dachrieden	8 20	12 46	5 13	..	4 55	Langensalza	8 3	12 0	5 20	8 18
25	4 70	3 50	2 40	Dingelstedt...[147-78	8 43	1 7	5 37	...	5 26	Ballstedt	8 25	12 25	5 45	8 39
41¼	5 50	4 10	2 80	**Leinefelde**...... arr.	9 0	1 23	5 54	...	5 42	**Gotha**.. 170..................	8 50	12 50	5 53	9 2

SAALFELD and GROSSHERINGEN.—Saal Eisenbahn.

[Berlin Time.]

E. M. Dist. From	1 Cl. m.pf	2 Cl. m.pf Saal	3 Cl. m.pf feld.	Stations.	1–4	1–4	1–4	1–4			Stations.	1–4	1–4	1–4	1–4	1–4	
				EICHICHT dp [172]	...	9 8	...	3 33	...	...		a.m.	a.m.	p.m.	p.m.	p.m.	
					a.m.	a.m.	p.m.	p.m.			**Grossheringen** ......dep	7 50	9 15	1 14	4 25	8 15	...
				Saalfeld ...dep	6 0	11 7	2 38	6 32	...	...	Camburg	8 4	9 29	1 32	4 43	8 46	...
6¼	0 90	0 70	0 50	**Rudolstadt**...	6 25	12 47	3 31	6 57	...	...	Dornburg	8 17	9 41	1 47	4 59	9 8	...
17	2 20	1 70	1 20	Orlamünde	6 57	1 23	4 14	7 27	...	...	**Jena**	8 42	10 3	2 11	5 24	9 28	...
20½	2 70	2 10	1 80	Kahla................	7 9	1 35	4 36	7 37	...	...	**Goschwitz** ar	8 56	10 17	2 24	5 38	—	...
...	..	...	...	**Goschwitz** arr	7 27	1 54	4 55	7 55	...	...	" dep	9 0	10 37	2 29	5 43	...	...
...	...	...	...	" (172) dep	7 37	1 57	5 10	7 57	..	...	Kahla	9 20	11 12	2 49	6 4	...	...
30½	4 00	3 10	2 10	**Jena**	7 55	2 16	6 13	8 13	...	...	Orlamünde	9 30	11 31	2 59	6 16	...	...
37	4 80	3 70	2 59	Dornburg	8 16	2 37	6 40	8 33	...	...	**Rudolstadt**...	10 4	12 31	3 34	6 54	...	...
41½	5 40	4 20	2 80	Camburg	8 31	2 53	7 4	8 47	...	...	**Saalfeld**, ...arr	10 24	1 9	3 55	7 16	...	...
46½	6 10	4 70	3 20	**Grossheringen**(170-3) ar	8 46	3 8	7 20	9 2	...	...	EICHICHT "	10 43	...	6 51	...	...	...

LEIPSIC, HALLE, EISENACH, and GERSTUNGEN.—Thueringische Eisenb.

1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	Stations.	2 & 3	1–4	1–2	1–3	1–2	1–4	1–4	1–4	1–2
m.pf	m.pf Ordi	m.pf nary	m.pf Exp	m.pf ress	DRESDEN ......dep [180,199	7 40 p.m.	10 45 a.m.	4 25 a.m.	6 15 a.m.	... a.m.	8 25 p.m.	2 25 p.m.	6 10 p.m.	7 40 p.m.
...	From		Leipsic		**Leipsic**..............dep	11 0	5 30	7 40	9 55	...	1 30	5 50	8 45	10 50
1 90	0 90	0 60	...	...	Markranstedt	11 32	5 53	...	10 21	...	1 56	6 13	9 10	...
1 80	1 40	0 90	...	..	Kötschau		6 4	...	10 32	...	2 10	6 24	9 21	...
2 10	1 60	1 10	...	...	Dürrenberg	...	6 12	...	10 40	...	2 19	6 31	9 28	...
2 50	1 90	1 30	2 80	2 10	**Corbetha** ....arr	...	6 21	8 18	10 49	...	2 29	6 39	9 36	11 29
...	...	...	...	...	BERLIN ....dep	...	11 0	11 0	6 0	8 30	...	2 30	...	8 0
...	...	...	...	...	HALLE ....arr	...	4 24	4 24	10 6	11 39	...	5 43	...	10 58
...	...	...	...	...	MAGDEBURG dp	...	...	6 0	7 30	7 30	11 0	3 30	7 15	8 30
							a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	From		Halle.	...	**Halle** ....dep	...	6 45	7 53	10 16	11 46	1 55	6 5	9 0	11 5
1 20	0 90	0 60	1 30	1 0	Merseburg	...	6 8	8 9	10 39	12 3	2 18	6 28	9 23	11 20
2 0	1 50	1 0	2 20	1 70	**Corbetha** ....arr	...	6 23	8 19	10 53	12 15	2 33	6 42	9 37	11 31
...	...	...	...	...	" ....dep	...	6 30	8 24	10 59	12 16	2 41	6 47	9 43	11 39
2 60	2 0	1 30	2 90	2 20	**Weissenfels**(171)arr	...	6 43	8 35	11 12	12 27	2 54	7 0	9 56	11 50
					GERA ....dep	...	...	...	9 2	9 2	...	2 11	—	7 5
...	...	...	...	...	**Weissenfels** ......dep	...	6 49	8 37	11 17	12 29	2 59	7 4	...	11 52
3 70	2 80	1 90	4 20	3 10	Naumburg	...	7 14	8 54	11 41	12 46	3 23	7 28	...	12 8
4 20	3 20	2 20	4 80	3 60	Koesen........... [170-3	...	7 27	...	11 53	12 55	3 36	7 40	...	...
...	...	...	...	...	**Grossheringen**...arr	...	7 36	9 10	12 2	1 2	3 45	7 49	...	...
...	...	...	...	...	STRAUSSFURT "	...	...	12 16	...	...	6 22	...	...	...
6 90	5 20	3 50	7 50	5 60	JENA .... "	...	8 35	...	2 4	2 4	5 17	9 21	...	...
10 90	8 20	5 60	11 50	8 70	SAALFELD ...... "	...	10 16	...	3 47	3 47	7 8	...	...	...
			...	...	**Grossheringen** dep	...	7 40	9 12	12 5	1 3	3 49	7 59	...	...
4 90	3 70	2 50	...	...	Stadtsulza	a.m.	7 47	...	12 12	...	3 56	7 52	...	...
5 80	4 40	2 90	6 50	4 90	Apolda........................	4 5	8 11	9 32	12 34	1 23	4 18	8 20	p.m.	12 44
7 10	5 30	3 60	8 0	5 90	Weimar (173)	5 0	8 41	9 53	1 1	1 41	4 47	8 47	10 30	1 4
8 10	6 10	4 10	...	...	Vieselbach	5 28	9 2	...	1 20	...	5 6	9 6	11 2	...
8 80	6 60	4 40	9 90	7 30	**Erfurt** (172)............	6 0	9 20	10 21	1 36	2 8	5 22	9 21	11 21	1 31
...	...	...	...	...	NORDHAUSEN arr	9 20	...	...	...	4 41	8 40	...		...
9 70	7 30	4 90	10 90	8 10	**Neudietendorf**(173)a	6 28	9 43	...	1 58	2 22	5 44	9 38	...	...
10 60	8 0	5 30	11 80	8 80	ARNSTADT ...... arr	7 44	10 25	...	2 56	2 56	6 20	...	...	...
...	...	...	...	...	**Neudietendorf** dep	6 44	9 46	...	2 1	2 42	5 47	9 42	...	...
11 0	8 30	5 50	12 40	9 20	**Gotha** (169, 170)arr	7 16	10 10	10 54	2 24	2 59	6 12	10 4	...	2 6
14 20	10 70	7 10	...	...	MUHLHAUSEN arr	...	12 28	12 28	4 53	4 53	9 43	...	...	8 1
...	...	...	...	...	**Gotha**...............dep	7 30	10 15	10 57	2 29	3 2	6 17	10 8	...	2 8
11 80	8 90	5 90	13 30	9 90	Fröttstedt (169).........	7 57	10 34	...	2 47	...	6 36	10 24	...	...
12 90	9 70	6 50	...	...	Wutha	...	...	...	...	...	...	...	...	...
13 20	10 0	6 70	15 0	11 10	**Eisenach** (169) arr	8 28	11 1	11 28	3 12	3 33	7 1	10 48	1–4	2 39
18 90	13 80	9 80	20 60	14 90	MEININGEN......arr	10 32	4 8	4 8	6 12	6 12	11 5	...	a.m.	...
...	...	...	...	...	**Eisenach**............dep	...	11 11	11 33	3 20	3 38	7 11	...	5 35	2 48
14 40	10 80	7 20	...	...	Herleshausen	...	11 31	...	3 38	...	7 29	...	5 54	...
15 20	11 40	7 60	...	...	**Gerstungen** (146) a	...	11 48	...	3 53	...	7 44	...	6 11	...
...	...	...	...	...	GERSTUNGEN dep	...	12 7	...	4 12	...	7 48	...	6 16	...
16 90	12 70	8 50	19 0	14 20	BEBRA ....arr	...	12 37	12 22	4 42	4 26	8 19	...	6 47	8 40
...	...	...	...	...	GIESSEN ......arr	...	...	4 25	10 0	10 0	...	...	2 47	8 10
28 70	21 60	14 40	32 0	23 90	HANAU ...... "	...	5 34	3 25	9 5	7 49	...	...	11 43	6 55
30 20	22 70	15 20	33 70	25 10	FRANKFORT "	...	6 35	4 0	10 0	8 25	...	...	12 45	7 30
20 80	15 60	10 30	23 10	17 20	GUNTERSHAUSEN d	...	1 15	1 45	...	5 20	9 38	...	8 21	4 36
30 20	22 70	15 20	...	...	GIESSEN...... "	...	6 54	6 58	...	11 29	2 30	...	11 29	8 10
					FRANKFORT "	...	8 26	8 25	...	...	5 0	...	1 35	9 40
21 60	16 20	10 80	24 30	18 10	CASSEL............arr	...	2 5	2 5	...	5 39	10 0	...	8 44	4 55

GERA, GOSSNITZ, and GLAUCHAU.

Stations.	1—3	1—3	1	3	1	3	1	3	Stations.	1—3	1—3	1	3	1	3	1	3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Gera...(172)...dep	4 50	6 40	8 12	1 6	3 0	6 55	...		Glauchau... dep	5 39	7 4	10 20	1	4 20	31	...	
Reunebeig.....	5 21	7 11	9 42	1 38	3 30	7 17	...		ee ate...	6 0	8	10 41	1 58	4 47	7 59	...	
Semmlin ...	6 1	7 51	10 21	1 4	4 33	7 57	...		Gossnitz .....dep	6 22	8 42	11 3	2 38	5 1	8 20	...	
Gossnitz 197 arr	6 21	8 11	10 41	2 11	4 9	8 1	...		Semmlin	6 47	8 54	11 40	2 55	5 9	8 45	...	
Meerane (174)	6 46	8 45	11 8	2 40	5 37	8 37	...		Ronneberg.....	7 13	9 47	12 40	3 41	6 6	9 29	...	
Glauchau ... arr	7 5	8 55	11 25	4 59	6 2	8 56	...		Gera .....arr	7 30	9 59	1 6	4 3	6 23	4	...	
[190,201																	

LEIPSIC, GOSSNITZ, and CHEMNITZ.

Stations.	1, 2, 3	1 & 2	1, 2, 3	1, 2.	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Leipsic.....dep	4 45	6 25	9 5	12 40	3 30	6 25	Chemnitz .. dep	4 20	6 52	9 10	12 10	3 8	6 19
Gaschwitz (177)...	5 2	...	9 21	12 56	3 46	6 41	Wüstenbrand ...	4 57	...	9 42	12 43	3 41	6 51
Kieritzsch (187) ..	5 20	...	9 42	1 17	4 8	7 0	Hohenstein-Ernst..	5 6	7 18	9 53	12 53	3 51	7 1
Zeitz (199) dep	...	1, 2, 3	5 55	10 15	1 50	5 33	St. Egidien	5 20	1, 2, 3	10 4	1 8	4 3	7 15
Altenburg (197)...	5 53	7 12	10 17	1 10	4 43	7 32	Glauchau	5 39	7 46	10 20	1 30	4 20	7 31
Gossnitz (171) ..	6 31	8 20	10 52	2 25	5 18	8 22	Meerane	6 0	8 7	10 41	1 56	4 47	7 58
Meerane	6 46	8 35	11 6	2 40	5 37	8 37	Gossnitz.....	6 31	8 25	11 1	2 27	5 22	8 22
Glauchau (203) ..	7 10	9 1	11 25	3 7	6 15	9 12	Altenburg	7 4	8 57	11 32	3 0	5 53	8 54
St. Egidien	7 25	9 14	11 42	3 22	6 29	9 28	Zeitz ... arr	8 43	12 3	3 22	...	10 34	...
Hohenstein-Ernst.	7 38	9 27	11 54	3 34	6 43	9 44	Kieritzsch (199)....	7 33	9 25	11 59	3 30	6 19	9 22
Wüstenbrand	7 47	9 36	12 3	3 44	6 54	9 54	Ga tz (199) ...	7 55	9 45	12 19	3 51	6 36	9 44
Chemnitz ...arr	8 19	10 8	12 35	4 17	7 26	10 28	Leipsic ..... arr	8 10	9 59	12 36	4 11	6 50	10 4

LEIPSIC, WEISSENFELS, ZEITZ, GERA, and EICHICHT.—Thuringische Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	2–4	1–4	1–4	1–4	1–4	1–4	Stations.	1–4	1–4	1–3	1–4	2–4	—
m.f	m.pf	m.pf	[156, 176]		a.m.	a.m.	p.m.	p.m.				a.m.	a.m.	p.m.	p.m.	
Fro	Leip	zig.	**Leipsic**.....dep	...	6 46	10 10	4 15	9 25	...	**Eichicht**.....dep	...	...	9 0	3 25	7 5	...
0 90	0 70	0 50	**Plagwitz**–Linden ...	...	7 8	11 0	4 37	9 47	...	**Saalfeld** .....arr	...	...	9 20	3 45	7 25	...
1 80	1 40	0 90	**Eythra**.....	...	7 27	11 40	4 55	10 7	...	RUDOLSTADT dep	...	...	9 56	3 26	6 46	...
2 40	1 80	1 20	**Pegau**.....	...	7 43	12 13	5 9	10 22	...	**Saalfeld**.....dep	...	5 30	10 45	4 0	7 42	...
3 60	2 70	1 80	**Zeitz** .....arr	...	8 7	12 58	5 32	10 47	...	Könitz	...	6 2	11 16	4 30	8 17	...
...	Fr'm	...	HALLE .....dep	...	7 5	12 32	4 31	10 4	...	Pösneck	...	6 25	11 41	4 51	8 43	...
W	elsse	nfels	**Weissenfeld** ...	...	7 32	12 55	4 56	10 27	...	Oppurg	...	6 39	11 55	5 1	9 0	...
1 30	1 0	0 70	**Teuchern**	...	7 57	1 18	5 23	10 51	...	Neustadt	...	7 13	12 22	5 23	9 35	...
2 60	2 0	1 30	**Zeitz (189)** arr	...	8 16	1 18	5 40	10 56	...	Triptis	...	7 38	12 47	5 44	10 0	...
4 70	3 60	2 40	ALTENBURG ar	...	11 50	3 42	7 17	...	...	Niederpöllnitz	...	7 55	1 3	5 57	10 29	...
Fro	Lei	pzig	**Zeitz** .....dep	...	8 16	1 18	5 40	10 56	...	Weida	...	8 16	1 28	6 16	10 58	...
4 90	3 70	2 50	Crossen	...	8 43	2 0	6 4	11 19	...	**Wolfsgefarth** arr	...	8 26	1 37	6 25	11 9	...
5 30	4 0	2 70	Köstritz	...	8 55	2 20	6 15	11 29	...	GREIZ .....dep.	...	7 20	12 38	5 36	10 21	...
5 90	4 40	3 0	**Gera (172)**...arr	...	9 6	2 35	6 25	11 39	...	**Wolfsgefarth** dp	...	8 32	1 42	6 30	11 31	...
...	...	...	CHEMNITZ arr	...	12 35	7 26	10 28	...	...	**Gera** .....arr	...	8 47	1 56	6 44	11 37	...
...	...	...	GOSSNITZ dep	a.m.	6 29	11 3	5 20	...	...	GOSSNITZ.....arr	...	10 41	4 59	8 0	—	...
Fro	m G	era.	**Gera (173)** dep	5 0	9 20	2 50	6 44	...	...	CHEMNITZ ...dep	a.m.	4 20	9 10	3 8	...	...
0 70	0 50	0 40	**Wolfsgefar** ar	5 20	9 34	3 5	7 6	...	...	**Gera** .....dep	5 50	9 2	2 11	7 5	...	...
2 80	2 10	1 50	GREIZ.....arr	7 5	11 5	5 8	8 3	...	...	Köstritz.....	6 1	9 14	2 29	7 17	...	...
...	...	...	**Wolfsgef 153**d	5 28	9 39	3 10	7 5	...	...	Crossen	6 10	9 24	2 46	7 28	...	...
1 20	0 90	0 60	**Weida [173]**.....	5 54	9 58	3 31	7 26	...	...	**Zeitz** .....arr	6 35	9 48	3 22	7 53	...	...
1 90	1 50	1 0	Niederpöllnitz ...	6 25	10 20	3 53	7 51	...	...	ALTENBURG dep	...	7 5	1 50	...	...	...
2 60	2 0	1 30	**Triptis**	6 55	10 42	4 17	8 13	...	...	**Zeitz**.....dep	5 40	10 10	3 27	8 10	...	...
3 30	2 50	1 70	**Neustadt**.....	7 28	11 0	4 40	8 35	...	...	Teuchern	6 6	10 38	3 51	8 38	...	...
4 10	3 10	2 10	**Oppburg**	7 50	11 18	5 0	8 55	...	...	**Weissenfelsar**	6 28	11 0	4 11	9 3	...	...
4 59	3 40	2 30	**Pösneck**	8 1	11 35	5 18	9 12	...	...	HALLE .....arr	7 31	1 17	5 19	10 51	...	...
5 30	4 0	2 70	**Könitz**	8 46	11 57	5 40	9 34	...	...	**Zeitz**.....dep	6 43	9 55	3 40	8 0	...	...
6 20	4 70	3 20	**Saalfeld170**arr	9 1	12 18	6 2	9 55	...	...	Pegau	7 9	10 20	4 31	8 26	...	...
7 10	5 40	3 70	RUDOLSTADT a	12 39	3 23	6 49	...	...	...	Eythra	7 25	10 35	4 59	8 41	...	...
...	...	...	**Saalfeld** ...dep	10 20	12 35	6 20	...	...	...	Plagwitz–Linden ...	7 47	10 53	5 43	9 1	...	...
7 0	5 30	3 60	**Eichicht** ...arr	10 41	12 58	6 43	...	...	...	**Leipsic 176** ...arr	8 6	11 10	6 15	9 20	...	...

WEIMAR and GERA.—[Local Time.]

E.M.	1 Cl	2 Cl.	3 Cl.	Stations.	1–3	1–3	1–3	1–3.	Stations.	1–3	1–3	1–3	1–3
Dist.	m.pf	m.pf	m.pf	ERFURT .....dep	2 8	10 3	3 4	7 38					
					a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
F	rom	Wei	mar	**Weimar (170)** dep	6 12	10 46	3 42	8 22	**Gera** .....dep	7 38	10 6	2 3	7 12
5	0 80	0 60	0 40	Mellingen	6 30	11 0	4 4	8 39	Kraftsdorf	8 0	10 33	2 28	7 41
14	2 10	1 50	1 10	Jena	7 9	11 32	4 44	9 19	**Goschwitz** .....arr	8 48	11 37	3 20	8 59
17	2 60	1 90	1 30	**Goschwitz (170)**	7 24	11 42	5 1	9 32	Jena	9 2	12 0	3 34	9 28
3 4	5 10	3 70	2 60	Kraftsdorf	8 30	12 36	6 10	10 31	Mellingen	9 32	12 37	4 6	10 9
42 4	6 30	4 50	3 20	**Gera** .....arr	8 55	12 58	6 35	10 55	**Weimar** .....arr	9 44	12 50	4 19	10 22
									ERFURT.....arr	10 16	1 31	5 17	11 21

ERFURT and NORDHAUSEN.—[Local Time.]

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–3	1–3	1–3	Stations.	1–3	1–3.	1–3
Dist.	m.pf	m.pf	m.pf		a.m.	p.m.	p.m.	149, 178	a.m.	a.m.	p.m.
...	...	...	...	EISENACH ...dep	...	12 18	1 46	**Nordhausen** ...dep	5 55	10 44	5 8
...	Fro'	Erf	urt	**Erfurt** Thür. Bf. dep	6 50	2 10	5 30	Wolkramshausen.....	6 10	10 58	5 21
...	...	...	...	**Erfurt** Nrdh. Bf. dp	6 57	2 17	5 40	Sondershausen	6 38	11 24	5 47
8	1 40	1 10	0 70	Walschleben	7 18	2 37	6 1	Greussen	7 30	12 7	6 27
11	1 70	1 30	0 90	Gebesee–Ringleben ..	7 26	2 44	6 12	**Straussfurt** ...arr	7 45	12 24	6 40
15 2	2 30	1 70	1 20	**Straussfurt 173**arr	7 40	2 56	6 26	**Straussfurt** ...dep	7 54	12 26	6 43
...	...	...	...	**Straussfurt**.....dep	7 45	3 0	6 40	Gebesee–Ringleben ..	8 12	12 39	6 56
21 2	3 0	2 30	1 50	Greussen	8 0	3 16	7 1	Walschleben	8 23	12 47	7 3
26	4 90	3 70	2 50	Sondershausen	8 47	4 5	8 1	**Erfurt** Nrdh. Bf. ar	8 54	1 9	7 23
33 4	6 0	4 50	3 0	Wolkramshausen ...	9 9	4 29	8 26	**Erfurt** Thür. Bf. ar	9 0	1 15	7 27
...	8 80	5 0	3 30	**Nordhausen** ...arr	9 20	4 41	8 40	EISENACH	11 1	3 12	10 46

Halle-Casseler Eisenbahn. HALLE to CASSEL. Magdeburg-Cothen Halle-Leipziger Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1–4	1–4	1–3	1–4	1–4	1–4	Stations.	1–4	1–4	1–4	1–3	1–4	1–4
m.pf	m.pf	m.pf									a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	LEIPSIC .....dep	...	...	...	...	...	...	**Cassel [147]**dep	...	6 55	11 16	4 16	1 4	7 25
Fro	m H	alle.	**Halle (156)**.....arr	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	Münden	...	7 36	11 57	4 51	2 26	8 7
...	...	...	... .dep	5 10	9 10	11 36	2 0	...	p.m.	Witzenhausen ...	...	8 3	12 24	...	2 53	8 35
3 10	2 30	1 60	Eisleben	6 15	10 24	12 20	3 7	p.m.	10 49	**Arenshausen** ...	...	8 25	12 52	...	3 18	9 2
4 80	3 60	2 40	Sangerhausen	7 3	11 20	12 54	3 46	9 17	11 38	Heiligenstadt ...	...	8 44	1 9	...	3 36	9 21
6 10	4 60	3 10	Rossla	7 26	11 45	1 13	4 12	9 43	12 2	Leinefelde	...	9 15	1 38	6 11	4 0	9 48
7 80	5 90	3 90	**Nordhausen** ...arr	8 1	12 13	1 35	4 42	10 20	12 30	Bleicherode	...	9 53	2 16	...	...	10 24
...	...	...	... **149, 172** dep	8 9	12 23	1 39	5 2	...	...	**Nordhausen** a.	m.	10 20	2 47	6 53	p.m.	10 50
9 30	7 0	4 70	Bleicherode.....	8 35	12 50	...	5 28	...	a.m.	„ (149) d		4 33	10 33	2 52	6 56	7 45
10 50	8 40	5 60	Leinefelde (170)	9 17	1 33	2 30	6 13	...	5 48	Rossla		5 51	4	3 24	7 19	8 24
12 50	9 40	6 30	Heiligenstadt	9 36	1 53	...	6 34	...	6 7	Sangerhausen ...		6 49	11 32	4 8	7 39	8 53
13 40	10 10	6 70	**Arenshausen**	9 50	2 7	...	6 49	...	6 23	Eisleben		6 31	12 13	...	8 10	9 35
14 10	10 70	7 10	Witzenhausen	10 16	2 27	...	7 16	...	6 45	**Halle [156]** ar		7 30	1 12	4 51	8 50	10 33
15 50	11 70	7 80	Münden **151**	10 44	2 57	3 35	7 44	...	7 14	„ .....dep		...	5 50	...	...	...
17 70	13 10	8 90	**Cassel [147]**.....	11 40	3 50	4 28	8 40	...	7 59							

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STRAUSSFURT and GROSSHEIRINGEN.—Nordhausen-Erfurt, and Saal-Unstrut Bahn.

Dis.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	m.	pf.	m.	pf.		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
—	...	...	...	...	ERFURT ..... dep	...	6 50	2 10	5 30	LEIPSIC ..... dep	...	7 40	1 30	5 55
—	...	...	...	...	NORDHAUSEN ..... „	...	5 55	10 44	5 8	HALLE ..... „	...	7 53	1 55	6 1
From	Straus	sfurt			**Strausfurt(172)** ..dep	...	8 5	3 5	6 55	**Grossheringen** ....dep	...	9 23	3 53	8
4½	0 60	0 50	0 36		Weissensee ..... „	...	8 31	3 35	7 20	Eckartsberga ..... „	...	10 1	4 14	8 2
7½	1 10	0 80	0 60		Sömmerda ..... „	...	8 54	4 0	7 40	Tromsdorf ..... „	...	10 15	4 28	8 3
13	1 80	1 40	0 90		Cölleda ..... „	6 51	9 27	4 46	8 0	Buttstedt ..... „	...	10 36	4 46	8 4
17½	2 40	1 80	1 20		Olbersleben ..... „	7 16	9 53	5 11	...	Olberslebem ..... „	...	10 55	5 6	9
21½	2 90	2 20	1 50		Buttstedt ..... „	7 45	10 27	5 52	...	Cölleda ..... „	6 22	11 19	5 31	9 2
24½	3 20	2 40	1 60		Tromsdorf ..... „	7 57	10 39	6 7	...	Sömmerda ..... „	6 51	11 42	5 51	...
28	3 70	2 80	1 90		Eckartsberga ..... „	8 18	11 0	6 32	...	Weissensee ..... „	7 14	12 9	6 6	...
32½	4 30	3 20	2 40		**Grossheringen(172)** arr	8 36	11 18	6 53	...	**Strausfurt** ..... arr	7 30	12 16	6 22	...
—	9 10	6 80	4 60		HALLE ..... „	10 37	1 17	8 55	...	NORDHAUSEN ..... „	9 20	4 41	8 40	...
—	9 70	7 30	4 90		LEIPSIC ..... „	10 57	1 43	9 10	...	ERFURT ..... „	9 0	1 15	7 27	...

WERNSHAUSEN and SCHMALKALDEN.

S.M.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	2 & 3	2 & 3	2 & 3	2 & 3	Stations.	2 & 3	2 & 3	2 & 3	2 & 3
Dis.		m.	pf.	m.	pf.	a.m.	p.m.	p.m.	...		a.m.	p.m.	p.m.	...
Fro	8ch	mal	den		**Schmalkalden** ..... dep	8 50	3 35	9 20	...	EISENACH ..... dep	8 50	4 20	7 40	...
3	...	0 15	0 10		Ausbütte ..... „	8 54	3 39	9 24	...	MEININGEN ..... „	9 1	3 44	8 48	...
4½	...	0 30	0 40		**Wernshausen 160** arr	9 3	3 53	9 38	...	**Wernshausen** ..... dep	10 15	6 0	10 32	...
...	...	1 70	1 40		MEININGEN ..... „	10 32	6 12	11 5	...	Ausbütte ..... „	10 31	6 11	10 43	...
...	...	3 10	2 50		EISENACH ..... „	10 45	5 10	...	...	**Schmalkalden** ..... arr	10 37	6 32	10 54	...

NEUDIETENDORF and ILMENAU.

F.M.	Stations.	1—3	1—3	1—3	1—3	1—3	Stations.	1—3	1—3	1—3	1—3	1—3
Dist.		a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	p.m.
—	**Neudietendorf 170** dep	7 10	10 0	2 25	5 55	7 25	**Ilmenau** ..... d p	...	7 2	11 40	...	5 10
9	**Arnstadt** ..... „	7 44	10 25	2 58	6 20	7 58	Elgersburg ..... „	...	7 42	12 1	...	5 31
16	Plane ..... „	8 12	...	3 24	...	8 24	Plane ..... „	...	8 15	12 33	...	6 3
20	Elgersburg ..... „	8 47	...	3 59	...	8 59	**Arnstadt** ..... d	6 5	8 45	12 59	5 5	6 33
37	**Ilmenau** ..... arr	9 3	...	4 15	...	9 15	**Neudietendorf** arr	6 30	9 10	1 24	5 30	6 57

LÜBECK and STRELITZ.—Mecklenburgische Friedrich-Franz-Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1—4	1—3	1—4	1—4	F.M.	Stations.	1—4	1—4	1—3	1—4
m.	pf.	m.	pf.		a.m.	a.m.	p.m.	p.m.	Dis.			a.m.	p.m.	p.m.
Fro	m Lü	beck		**Lübeck [164.160]** p.	...	8 29	2 40	7 10	—	**Strasburg 178** dep	...	8 45	12 29	6 3
1 80	1 30	1 0		Schönberg ..... „	...	8 53	1 11	7 43	7½	Oertzenhof ..... „	...	9 10	12 48	6 27
3 40	2 40	1 80		Grevesmühlen ..... „	...	9 18	1 39	8 12	21½	**Neubrandenburg** .. „	...	9 51	1 25	7 8
5 40	3 80	2 80		**Kleinen 133** ..... arr.	a.m.	9 50	2 13	8 48	29½	Mölln ..... „	...	10 14	1 44	7 32
...	...	...		..... dep.	5 51	9 58	2 25	9 4	41½	Stavenhagen ..... „	...	10 40	2 6	8 0
6 90	4 90	3 60		Blankenberg ..... „	6 21	10 21	2 55	9 32	...	**Waren** ..... dep.	...	7 0	12 38	4 10
9 0	6 40	4 70		**Butzow** ..... arr a.m.	6 57	10 50	3 29	10 6	...	Schwinkendorf ..... „	...	7 46	1 23	4 54
Fro	Rost	ock.		**Rostock** ..... (11 15	6 15	10 5	2 40	9 0	48½	**Malchin** ..... arr.	...	8 27	2 3	5 32
1 30	1 0	0 8		Schwaan ..... (11 50	6 42	10 31	3 11	9 32	48½	**Malchin** ..... dep	5 30	10 59	2 21	8 21
2 80	2 0	1 50		**Butzow** ..... arr. 12 14	6 59	10 54	3 31	9 54	65½	Lalendorf ..... „	6 13	11 46	2 59	9 8
Fro	m Lü	beck		**Butzow** ..... dep.	7 9	11 6	3 46	10 14	75½	**Gustrow** ..... „	6 34	12 11	3 19	9 33
10 20	7 20	5 30		**Gustrow** ..... „	7 32	11 26	4 16	10 37	83½	**Butzow** ..... arr a.m.	6 51	12 29	3 34	9 50
11 70	8 20	6 10		Lalendorf ..... „	7 56	11 49	4 46	11 2	...	**Butzow** dep	11 15	7 10	12 49	3 54	10 19
14 10	9 90	7 30		**Malchin** ..... dep.	8 42	12 26	5 44	11 45	92½	Schwaan ..... (11 42	7 38	1 17	4 22	10 44
...	...	...		Schwinkendorf ..... „	9 48	3 9	6 52	...	103	**Rostock** arr (12 8	8 5	1 43	4 50	11 10
...	...	...		**Waren** ..... arr.	10 30	3 48	7 34	...	...	**Butzow** ..... dep.	7 16	12 47	1 43	10 6
15 10	10 60	7 80		**Stavenhagen** ..... „	9 4	12 45	6 9	9 ...	97	Blankenberg ..... „	7 56	1 31	4 9	10 47
16 80	11 90	8 90		Mölln ..... „	9 31	1 8	6 43	...	108½	**Kleinen** ..... arr.	8 24	2 0	4 29	11 17
19 10	12 70	9 45		**Neubrandenburg [173]**	10 0	1 37	7 9	...	...	„ Grevesmühlen ..... dep.	9 18	2 47	5 5	...
20 10	14 10	10 40		Oertzenhof ..... „	10 46	2 18	7 51	...	122½	Schönberg ..... „	9 40	3 13	5 25	...
21 20	15 5	11 0		**Strasburg 178** .. arr.	10 58	2 23	8 10	...	145½	**Lübeck 164.169** arr.	10 7	3 41	5 46	...

WISMAR and HAGENOW.

Stations.	1,2	1,2	1,2,3	1,2,3	1,2	3	1,2,3	1,2,3	Stations.	1,2	1,2	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Wismar ..... dep	5 15	7 55	...	1 25	3 55	8 17	10 47	**Hagenow** ..... dep	3 58	7 13	10 54	1 0	...	...	7 51
Kleinen...[123] arr	5 38	8 20	...	1 55	4 24	8 47	11 12	Zachun ..... „	4 23	7 34	11 13	...	...	...	8 7
„ ..... dep	6 40	10 1	...	2 20	4 42	8 57	11 29	**Schwerin** ..... arr	4 53	8 1	11 37	1 34	...	...	8 36
Schwerin ..... arr	9 3	10 23	2 45	5 4	9 22	11 53	...	..... dep	5 12	8 11	...	1 49	9 22	4 8	8 53
„ ..... dep	8 11	...	4 0	...	9 30	12 1	**Kleinen** ..... arr	5 40	8 33	p.m.	2 7	9 45	4 31	8 54
Zachun ..... „	9 37	...	4 25	...	9 59	12 26	„ **173** ..... dep	5 55	...	11 30	2 27	10 2	4 43	9 7
Hagenow 164 arr	9 56	...	4 45	...	10 19	12 46	**Wismar** ..... arr	6 20	...	11 55	2 52	10 27	5 8	9 30

WERDAU and WEIDA.

Stations.	1—4	1—4	1—3		1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—3
	a.m.	a.m.	p.m.		m.pf.	m. pf.	m. pf.	m. pf.		a.m.	a.m.	p.m.
Werdau .. [183] .. dep.	6 10	11 45	4 43	...	From		Weida		**Weida** ..... dep	5 53	10 0	7 21
Teich wolframsdorf ..... „	6 52	12 21	5 12	...					Gera ..... „	...	...	6 44
Schlingstadt ..... „	7 16	12 40	5 31	...	0 40	0 30	0 20	0 10	Wunschendorf ..... „	6 3	10 14	7 31
Greiz ..... dep.	...	...	...	...	...	...	...	...	Greiz ..... arr	7 5	...	...
Wunschendorf .. [157] .... „	7 47	1 8	5 57	...	1 50	1 10	0 60	0 40	Schlingstadt ..... „	6 31	10 56	8 3
Gera ..... „	8 4	1 59	6 44	...	2 0	1 50	1 0	0 50	Teichwolframsdorf ..... „	6 48	11 11	8 19
Weida ..... [178] ..... arr	8 31	1 22	6 11	...	2 80	2 10	1 40	0 70	**Werdau** ..... arr	7 3	11 35	8 37

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SORGAU, KOHLFURT and SOMMERFELD (Berlin).

Stations	1–4	1–4	1–4	2–4	1	1–4	1–4	1–4	
		a.m.	a.m.	p.m	p.m.				
BRESLAU .....dep	...	6 0	9 5	1 2	6 15	...	...	...	...
KÖNIGSZELT ... ,,	...	7 22	10 26	2 35	7 42	...	...	...	...
Sorgau [180]	..	8 2	11 3	3 17	8 27	...	...	...	...
Altwasser .....dep.	...	8 12	11 42	3 30	8 38	...	...	...	...
Waldenburg	...	8 25	11 56	3 45	8 53	...	...	...	...
Dittersbach	...	8 35	12 7	3 57	9 4	...	...	...	...
Fellhammer .....arr	...	8 44	12 15	4 7	9 13	...	...	...	...
186 ..dep	...	8 47	12 20	4 9	9 13	...	...	...	...
Gottesberg ...	...	8 53	12 27	4 17	9 18	...	...	...	...
Ruhbank [174] ...arr	...	9 11	12 48	4 35	9 36	...	...	...	...
LIEBAU ..... ,,	...	9 45	2 10	5 16	10 57	...	...	...	...
PRAGUE ..... ,,	...	...	...	...	...	...	...	...	...
LIEBAU .....dep.	...	7 35	11 53	4 4	8 33	...	...	...	...
Ruhbank .....dep	...	9 21	1 0	4 41	9 40	...	...	...	...
Merzdorf	...	9 32	1 11	4 52	9 50	...	...	...	...
Jannowitz	...	9 48	1 29	5 7	10 5	...	...	...	...
Schildau	...	10 0	1 42	5 18	10 16	...	...	...	...
Hirschberg .....arr	a.m.	10 8	1 50	5 26	10 24	...	...	...	...
.....dep	5 45	10 30	2 5	5 40	10 54	...	...	...	...
Reibnitz	6 4	10 51	2 28	6 34	10 54	...	...	...	...
Alt-Kemnitz	6 13	11 0	2 38	6 56	11 3	...	...	...	...
Rabishau	6 28	11 19	3 0	7 43	11 20	...	...	...	...
Greiffenberg	6 44	11 36	3 16	8 20	11 36	...	...	...	...
Langenöls	6 54	11 48	3 26	8 44	11 46	...	...	...	...
Lauban [175] .....arr	7 4	11 57	3 36	9 7	11 57	...	...	...	...
GÖRLITZ ..... ,,	7 45	12 4	4 20	9 54	12 18	...	...	...	...
Lauban .....dep	7 13	12 3	3 42		12 2	...	...	...	...
Kohlfurt [176] arr	7 41	12 31	4 12	...	1 27	...	...	...	...
GÖRLITZ ..... ,,	9 42	1 56	6 56	...	...	...	...	...	...
BRESLAU ..... ,,	11 45	3 50	10 30	.	6 23	...	...	...	...
BRESLAU .....dep.	...	...	...	...	...	...	...	...	...
LIEGNITZ ..... ,,	...	...	...	...	...	1–4	...	...	...
GÖRLITZ ..... ,,	...	...	...	...	...	a.m.	a.m.	...	...
Kohlfurt [183-4] d.	9 55	1 0	4 20	...	...	1 40	5	...	...
Halbau	10 30		4 56	...			39		
Hau dorf [178] arr	10 41	1 32	5 8	...	...	2 16	2 51	...	...
SAGAN ..... ,,	...	...	...	...	...	...	...	...	...
GLOGAU ..... ,,	...	...	...	...	...	...	...	...	...
Handsdorf ..... dep	10 43	1 33	5 10	...	1–4	2 18	3 3	...	...
Sorau [152, 182] ...a.	0 55	4 1	5 23	...	a.m.	2 30	3 17	...	...
..... dep	10 59	1 48	5 27	...	6 15	2 35	3 23	...	...
Gassen	11 26	..	5 56	...	6 43		3 51	...	...
Sommerfeld 183 a	11 35	2 13	6 4	...	6 51	3 3	4 0	...	...
SOMMERFELD dep	11 9	2 15	6 20	.	6 54	3 5	4 3	...	...
FRANKFURT.....arr	1 30	3 32	7 48	...	8 49	4 28	6 4	...	...
BERLIN ..... ,,	3 50	4 50	9 19	...	11 5	6 0	8 35	...	...

NEURODE and GLATZ.

		a.m.	a.m.	p.m.					
Neurode .....dep		6 15	11 42	5 15	...	...	...	...	...
Glatz .....arr		7 15	12 57	6 29	...	...	...	...	...

LIEBAU and RUHBANK Niederschlesische-Markische Eisenbahn.

Stations	1–4	1–4	1–4	1–4		
	a.m.	p.m.	p.m.	p.m.	E.M.	
[226] ..dep	7 35	1 53	4 4	8 33	...	...
Liebau .....dep	7 54	2 12	4 23	9 14	...	...
Landesbut	8 3	2 43	4 32	9 30	...	...
Ruhbank arr.	8 31	3 12	4 32	9 30	...	...

Stations.	1–4	2 —	1 —	4	1–4	
[225]	a.m.	p.m.	p.m.	p.m.	E.M.	
Ruhbankdep.	9 16	12 58	1 42	9 50	...	...
,,	9 17	1 31	5 0	10 18	...	...
Liebau ..... arr.	9 45	2 10	5 16	10 57	...	...

KOHLFURT, BENTSCHEN and POSEN. Märkisch-Posener Eisenb

M.	1 cl	2 cl.	3 cl.	4 cl.	Stations	1–4	1–4	1–4	1	3.	1–4	1–4	
s	m pf	m pf	m pf	m pf		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
	Fr om		Gu ben.										
	2 40	1 80	1 20	1 60	**Guben [152 183]** dep	...	7 50	...	1 57	...	6 53	...	...
	4 20	3 10	2 10	1 10	Crossen	...	8 12	...	2 34	...	8 35	...	...
					Rothenburg a.O arr	...	9 16	...	4 5	...	8 35	...	...
	...	...	...	...	RES AU ..... arr	...	5 20	...	10 52	...	...	...	...
					Rothenburg [186] d	...	9 33	...	3 10	...	8 45	...	...
	5 60	4 80	2 80	1 40	Zullichau	5 30	10 0	...	3 34	...	9 18	...	...
	6 90	5 20	3 50	1 80	Bomst	6 10	10 26	...	3 54	...	...	...	...
	7 90	5 90	4 0	2 0	**Bentschen [174]** arr	6 33	10 42	...	4 8	...	...	...	...
	...	...	...	...	FRANKFURT ... dep	...	...	10 28	...	5 9	...	...	...
	...	...	...	...	**Bentschen** .....dep	8 50	...	1 10	4 13	7 56	...	...	...
	9 30	7 0	4 70	...	Neuto zyl	7 32	...	1 38	4 35	4 4	...	...	...
	10 20	7 70	5 10	...	Eichenhorst	7 57	...	1 54	...	8 40	...	...	...
	10 80	8 10	5 40	...	Opalenica	8 20	...	2 7	5 2	8 53	...	...	...
	11 50	8 60	5 80	...	Buk	8 42	...	2 22	5 17	9 7	...	...	...
	11 90	8 90	6 0	...	Otusz	8 56	...	2 34		9 16	...	...	...
	12 80	9 60	6 40	...	Dombrowka	9 10	...	2 48		9 31	...	...	...
	13 80	10 40	6 90	...	**Posen [172. 173. 184]** a	9 48	...	3 5	5 51	9 50	...	...	...

POSEN and BROMBERG.

						a.m.	p.m.						
	BRESLAU .....dep	...	...	...	...	11 40	5 40	...	...	...	...	...	...
	Posen 152, 174. 184d	7 53	3 43	8 35	...	3 58	8 35	...	...	...	...	...	...
	Pudewitz	5 52	12 51	6 36	...	1 30	6 36	...	...	...	...	...	...
	Gnesen **156**.....	6 30	1 42	7 11	...	2 10	7 11	...	...	...	...	...	...
	Inowraclaw [175] ar.	7 15	2 48	7 50	...	...	...	...	...	...	...	...	...
	THORN ..... ,,	7 53	3 43	8 23	...	...	...	...	...	...	...	...	...
	Inowraclaw .....dep	...	...	...	...	2 48	7 50	...	...	...	...	...	...
	Bromberg [182] arr.	8 57	5 24	9 56	...	...	...	...	...	...	...	...	...

FRANKFURT a.O. and BENTSCHEN.

1	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	2 cl.	1–4	1–4.					
s.	m. pf.	m. pf.	m. pf.	m pf		a.m.	a.m.	p.m.					
	From		Frank furt.		**[178, 186]**								
	1 80.	1 40	0 90	0 50	**Frankfurt** a. O ....dep	6 15	0 28	5 9	...	...	...	...	...
					Reppen [186] ... arr	7 2	0 54	5 39	...	...	...	...	...
	...	...	...	...	.....dep	7 14	10 59	5 48	...	...	...	...	...
3	3 20	2 40	1 60	0 80	Stranberg	8 9	3 6	6 15	...	...	...	...	...
3	3 60	2 90	2 0	1 0	Neu Camerzdorf	8 33	11 45	6 33	...	...	...	...	...
	6 0	4 50	3 0	1 70	Schwiebus	10 15	12 28	7 17	...	...	...	...	...
	8 0	6 0	4 0	2 0	**Bentschen [174]** arr	11 13	1 2	7 50	...	...	...	...	...

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SOMMERFELD, & ELSTERT & SORGAU.

Stations.	1—3	1—4
	a.m.	
BERLIN ..... dep	9 0	...
FRANKFURT ..... dep	10 24	...
SOMMERFELD ... arr	11 41	...
	a.m.	
Sommerfeld (183) d	11 44	...
Gass n	6 46	10 43
Sorau 182 ..... arr	12 11	...
" ..... dep	1 15	...
Hausdorf ..... arr	12 24	...
SAGAN ..... dep	...	...
Hausdorf ..... dep	12 26	...
Halbau	...	...
Kohlfurt ..... arr	12 59	...
GÖRLITZ... "	...	...
LIEGNITZ "	...	...
RESLAU "	...	...
BRESLAU ..... dep	10 15	...
GÖRLITZ ..... "	12 13	...
Kohlfurt ..... dep	1 32	...
Lauban ..... arr	2 4	...
GÖRLITZ ..... dep	1 10	...
Lauban ..... dep	2 12	...
Langenöls ..... "	2 26	...
Greifenberg ..... "	2 42	...
Radibau	3 2	...
Alt-Kemnitz	3 17	...
Reibnitz	3 29	...
Hirschberg ..... arr	3 44	p.m.
" ..... dep	3 52	8 40
Schildau	4 1	8 50
Jannowitz	4 16	9 7
Marzdorf	4 30	9 22
Rubbank ..... arr	4 40	9 32
LIEBAU ..... "	5 16	10 57
PRAGUE	...	...
LIEBAU ..... dep	4 4	8 33
Rubbank ..... dep	4 50	9 43
Gottesberg	5 28	10 11
Fellhammer ..... arr	5 27	...
" ..... dep	5 29	...
Dittersbach ..... dep	40	10 22
Waldenburg	5 53	...
Altwasser ..... arr	6 5	...
Sorgau (180) ..... "	6 14	...
KÖNIGSZELT ..... "	7 53	...
BRESLAU ..... "	9 25	...

POSEN to BENTSCHEN.

Stations.	1—4	1—4	3	1—4
	a.m.	a.m.	a.m.	p.m. p.m.
Posen 124 ..... dep	...	4 5	11 26	4 2 6 10
Trombrowka	...	5 14	...	4 19 6 40
Otusz	...	5 [illegible]	...	4 45 7 3
Buk	...	5 3	10 57	4 44 7 6
Opalenica	...	5 4	11 9	4 58 7 30
Eichenhorst	...	5 59	...	5 [illegible] 7 55
Neutomysl	...	6 13	11 31	5 24 8 23
Bentschen ..... arr	...	6 3	11 49	5 46 8 55
FRANKFURT ..... arr.	...	8 51	2 49	... ...
Bentschen ..... dep	...	...	11 54	5 56 9 5
Tomst	...	...	12 9	6 14 9 30
Zollschau	...	5 5	1 30	6 40 10 5
Rothenburg ..... arr	...	5 30	12 48	6 5 [illegible]
BRESLAU	...	...	8 30	3 30 ...
Rothenburg ..... de	...	5 35	12 53	7 [illegible]
[illegible] sen	...	6 18	1 22	7 47 ...
Guben 183 ..... arr	...	7 10	1 56	8 30 ...

BENTSCHEN and FRANKFURT.

Stations.	1—4	1—3	1—4
	a.m.	p.m.	p.m.
Bentschen ..... dep.	6 59	12 24	6 5
Schwiebus	7 41	1 0	6 40
Neu Cenersdorf	7 51	1 42	...
Sternberg	8 4	1 57	7 4
Reppen ..... arr	8 21	2 16	7 [illegible]
" ..... dep	8 22	2 23	8 1
Frankfurt a.O. 183 ..... arr	8 51	2 49	8 [illegible]

GÖRLITZ and ELSTERT.

Stations.	1—4	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	a.m.	
Lauban (124) ..... dep	7 9	12 10	3 44	9 16	12 2
Lichtenau ..... "	7 19	12 20	3 54	9 26	12 12
Nikolausdorf ..... "	7 32	12 33	4 6	9 39	12 24
Görlitz (181, 190)a	7 5	12 47	4 20	9 51	12 38
	a.m.	a.m.	p.m.	p.m.	
Ruhbank ..... dep	4 54	6 15	9 4	1 10	8 18
Nikolausdorf ..... "	5 11	6 31	1 0	1 31	8 37
Lichtenau ..... "	5 23	6 45	10 12	1 44	8 49
Görlitz ..... arr	5 32	6 57	9 21	1 53	8 58

HERMSDORF and DITTERSBACH.

Stations.	2 & 3	2—4	2—4	2 & 3
	a.m.	a.m.	p.m.	12 10
LEIPSIC ..... dep	4 55	9 5	...	28
HERMSDORF	8 49	12 45	3 55	9 40
Herlisgrub 186 d	9 10	1 15	6 4	10 35
Neuen	9 41	1 56	7 2	11 11
Eich	9 58	2 13	7 20	11 29
Auerbach ..... dep	10 20	2 34	7 46	11 54
Falkenstein (186)	10 33	2 47	8 6	12 14
Oelsnitz (184) ..... arr	...	4 6	10 27	...

KAMENZ, RADEBURG and DRESDEN

Stations.	1	4, 1	3—4	1—4	1	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Kamenz (187) dep	6 33	9 42	11 15	4 [illegible]	7 55	**Dresden** ..... dep
Pulsnitz	6 53	9 [illegible]	12 17	4 47	8 18	**Radeberg (190)** ..... arr
Grossröhrsdorf	6 59	10 [illegible]	12 24	4 [illegible]	8 [illegible]	GÖRLITZ ..... dep
Arnsdorf (190) arr	7 [illegible]	10 [illegible]	12 [illegible]	5 [illegible]	8 [illegible]	**Arnsdorf** ..... dep
Görlitz (190) ..... "	9 [illegible]	12 [illegible]	3 [illegible]	7 [illegible]	10 [illegible]	Grossröhrsdorf .....
Radeberg ..... dep	7 19	10 31	1 31	5 13	...	[illegible] .....
Dresden ..... arr	7 50	11 2	2 5	5 41	9 22	**Kamenz** ..... arr

Stations.	2—4	2 & 3	2 & 4	2 & 3
	a.m.	a.m.	a.m.	p.m.
EGER ..... dep	...	...	...	...
Oelsnitz ..... dep	4 55	...	10 40	2 30
Falkenstein ..... d	5 18	3 25	11 [illegible]	3 25
ZWICKAU ..... arr	6 54	11 6	3 48	4 44
Auerbach	7 20	11 33	4 14	5 9
Eich	7 36	11 51	4 30	5 25
Neuen	7 [illegible]	12 [illegible]	4 [illegible]	5 [illegible]
Herlisgrub 186 ..... arr	8 40	12 54	5 34	6 19
HERMSDORF	9 1	1 24	5 [illegible]	6 40
LEIPSIC ..... "	12 35	...	8 [illegible]	...

HERMSDORF and DITTERSBACH.

Stations.	1—4	1—4	1—4
	a.m.	a.m.	p.m.
Posen ..... de	5 8	11 40	6 1
Inowrazlow (125) dep	5 [illegible]	3 [illegible]	8 30
Gniekow	8 52	4 26	8 58
Thorn (180) ..... arr	9 30	5 4	9 [illegible]
Sie [illegible]	1—4	1—4	1—4
	a.m.	a.m.	p.m.
Thorn ..... dep	7 19	10 14	5 41
Gniekow	7 55	10 [illegible]	6 [illegible]
Inowrazlow ..... arr	7 55	1 37	6 [illegible]
P. [illegible]	10 15	3 34	9 56

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PIRNA, ARNSDORF, and KAMENZ.

Stations.	1—3	1—3	1—4
	a.m.	a.m.	p.m.
DRESDEN dp	1 0	9 35	2 0
Pirna [190] d	5 52	11 58	2 55
Dürrröhrsdrf.	6 29	12 37	3 22
Arnsdorf ar	6 46	12 54	3 36
GÖRLITZ arr	9 26	3 23	6 7
Arnsd [190] d	7 10	1 25	6 20
Grossröhrsdrf.	7 29	1 45	6 40
Pulsnitz [175]	7 42	1 58	6 53
Kamenz arr	8 8	2 24	7 19

Stations. (187)	1—4	1—3	1—4	1—3	1—4	1—3	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Kamenz...dp	6 0	8 45	11 55	3 55	7 55		
Pulsnitz	6 23	9 6	12 27	4 27	8 18		
Grossröhrsdrf.	6 33	9 16	12 41	4 41	8 28		
Arnsdorf ar	6 45	9 30	12 56	4 56	8 40		
GÖRLITZ...dp	...	7 50	10 50	p.m.	4 25		
Arnsdorf dp	a.m.	10 23	1 25	3 55	8 55		
Dürrröhrsdrf.	6 2	10 47	1 40	4 10	9 11		
Pirna .....arr	6 30	11 16	2 3	4 33	9 34		
DRESDEN arr	7 32	12 30	...	5 23	10 13		

EXTRA.—Pirna to Dürrröhrsdorf [176] 7.0 a.m. Arnsdorf to Kamenz 10.23 a.m.

(BERLIN), WITTENBERG, and COTHEN.

Stations. [176]	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
BERLIN ...dep	...	8 45	2 30	5 0
Wittenberg ,,	4 45	10 31	4 18	9 57
Koswig	5 27	10 50	4 49	10 18
Rosslau 154	5 56	11 10	5 25	10 40
ZERBST ...arr	6 38	12 17	9 16	...
Dessau [190] ,,	6 55	11 24	5 57	11 0
Cothen [187] ,,	7 45	11 54	6 43	11 43
BERNBURG ,,			7 26	...
VIENENBURG 11 45		3 56	...	...

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
VIENENBURG ...dep	...	9 13	12 57	5 8
BERNBURG ..... ,,	...	...	...	8 6
Cothen [156] .....dep	8 50	1 0	4 50	8 44
Dessau..... ,,	9 29	2 8	5 39	9 21
ZERBST	...	11 34	3 47	9 5
Rosslau 179..... ,,	9 42	3 22	5 49	9 32
Koswig.....	10 10	3 33	6 30	9 56
Wittenberg (187) arr	10 33	4 2	6 54	10 17
BERLIN	12 30	6 55	8 50	12 13

EX.—Cothen to Wittenberg, 6.30 a.m.

BERLIN, HALLE, and LEIPSIC.—Berlin-Anhaltische Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—4	1 & 2	1—4	1,2,3	1—4	1—3	1—4	1—4
m.pf	m.pf	m.pf		p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	Berlin		**Berlin** .....dep.	6 30	6 0	8 45	12 50	2 30	5 30	8 00	11	6
1 50	1 20	0 90	**Grossbeeren**	...	6 29	...	1 20	...	6 17	...	11	29
2 70	2 10	1 50	Trebbin	...	6 51	...	1 47	...	6 48	...	11	56
3 90	3 00	2 20	Luckenwald	9 30	7 11	9 34	2 9	3 19	7 29	...	12	18
5 10	3 90	2 80	**Jüterbog [176]**.....	9 47	7 30	9 49	2 34	3 38	7 57	9 9	12	43
6 60	5 00	3 60	Zahna.....		8 2	...	3 5	...	8 36	...	1	13
7 80	5 90	4 30	**Wittenberg**	...	8 16	10 42	3 21	4 8	8 57	9 40	1	29
...	...	...	CÖTHEN [176] arr	...	...	...	...	...	...	...	...	...
...	...	...	**Wittenberg [187]** dp	...	8 21	10 27	3 27	4 11	9 9	9 42	1	37
8 40	6 30	4 60	Bergwitz	...	8 35	...	3 42	...	9 26	...	1	52
9 30	7 00	5 10	Grafenhainchen	...	8 52	...	4 0	...	10 12	10 5	2	10
10 80	8 10	5 90	**Bitterfeld [179]** ar	a.m.	9 14	11 4	4 23	4 47	10 43	10 21	2	31
...	...	...	**Bitterfeld**...dep.	6 10	9 20	11 10	4 53	4 53	...	10 27	3	5
12 00	9 00	6 50	**Landsberg**	6 48	9 45	...	5 21	5 21	...	10 43	3	53
13 20	9 90	7 20	**Halle [172]**.....ar	7 24	10 6	11 39	5 43	5 43	...	10 58	4	24
...	...	...	CASSEL (v. Nordh) a	3 30	4 3	8 20	...	...	...	...	11	20
...	...	...	HALLE [170] dep.	7 53	10 16	11 46	...	...	...	11 5	5	45
...	...	...	CASSEL (v. Bebra) a	2 5	...	5 39	...	...	...	4 55	5	5
...	...	...	FRANKFORT ... ,,	4 0	10 0	8 25	...	...	...	7 30	6	35
...	...	...	**Bitterfeld**.....dep.	...	9 23	11 12	4 30	4 56	...	10 31	2	49
11 70	8 80	6 40	Delitzsch	...	9 40	11 27	4 48	5 11	...	10 48	3	9
13 20	9 90	7 20	**Leipsic** .....arr.	...	10 12	11 49	5 19	5 35	...	11 18	3	43

Stations.	1—4	1—3	1—4	1—3	1—4	1—3	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
Leipsic .....dep.	4 15	8 0	9 10	2 0	5 32	6 0	9 0	...	...
Delitzsch	4 47	8 32	9 38	2 39	5 57	6 32	9 23	...	...
Bitterfeld .....arr.	5 0	8 45	9 51	2 56	6 9	6 45	9 35	...	...
FRANKFORT ...dep	7 45	...	...	...	8 40	5 30	12 15	...	...
CASSEL (via Bebra)	10 5	...	...	...	9 0	3 13	...	...	...
CASSEL (v. Nordh)	...	...	6 55	...	11 16	4 16	...	...	...
Halle .....dep.	4 35	8 0	...	2 0	5 37	6 0	9 0	...	...
Landsberg	...	8 23	...	2 27	...	6 23	9 18	...	...
Bitterfeld .....arr	5 7	8 45	...	2 56	6 10	6 47	9 36	...	...
Bitterfeld.....dep.	5 13	8 53	9 57	3 6	8 17	6 54	9 42	...	...
Gräfenhainchen	5 33	9 20	...	3 36	...	7 21	...	...	...
Bergwitz	...	9 37	...	3 56	...	7 38	...	...	...
CÖTHEN .....dep	...	...	...	...	...	...	...	...	...
Wittenberg...dep.	5 58	9 55	10 43	4 18	7 2	7 58	10 26	...	...
Zahna	...	10 10	...	4 37	...	8 14	...	...	...
Jüterbog	6 37	10 56	11 33	5 18	7 42	8 50	11 4	...	...
Luckenwalde	6 53	11 20	11 39	5 39	...	9 14	11 20	...	...
Trebbin	...	12 4	...	6 0	...	9 36	11 37	...	...
Grossbeeren	...	12 30	...	6 25	...	10 1	...	...	...
Berlin.....arr.	7 45	1 0	12 30	6 55	8 50	10 30	12 13	...	...

Extra.—Berlin to Juterbog, 9.0 a.m., 1.0 noon, 5.0 p.m.

EX.—Juterbog to Berlin, 10.46 a.m., 5.3, 6.42, p.m.

KOHLFURT and GORLITZ.

Stations.	1—4	2—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m
Kohlfurt.....dep.	3 57	7 57	10 4	1 15	6 15	9 41	1 22	2 7	...
Gorlitz 184 arr.	4 35	9 42	10 44	1 56	6 56	10 21	2 0	2 47	...

Mls.	Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Dis.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	**Gorlitz (190)** dep.	12 48	2 58	6 50	9 10	12 13	3 30	6 15	...	...
—	Kohlfurt [186] arr.	1 27	3 35	7 35	9 49	12 50	4 10	6 44	...	...

Stations.	1—4	1—3	1—3	1—3	1—4
	a.m.	a.m.	noon	p.m.	p.m.	p.m.	...
Berlin ...dep.	6 0	9 0	12 0	5 0	8 30	...
Jüterbog [176]	7 40	10 5	1 32	5 58	9 51	...
Holzdorf	8 14	...	2 6	...	10 25	...
Herzberg	8 32	...	2 24	...	10 42	...
Falkenberg 152	8 4	10 51	2 40	6 44	10 56	...
Burxdorf	9 4	...	2 57	...	11 15	...
Roederau ...	9 27	11 19	3 20	7 13	11 37	...
DRESDEN arr	10 54	12 20	4 47	8 8	12 42	...

Stations.	1—4	1—3	1—3	1—3	1—4
	a.m.	a.m.	p.m.	p.m.	p.m.	...
DRESDEN dep.	3 45	8 35	2 20	6 20	7 20	...
[189]	a.m.	a.m.	p.m.	p.m.	p.m.	...
Roederau ...	4 55	9 33	3 20	7 25	8 42	...
Burxdorf.....	5 15	...	3 40	...	9 7	...
Falkenberg 184	5 32	9 59	3 57	7 52	9 28	...
Herzberg...	5 48	10 11	4-11	...	9 46	...
Holzdorf	6 4	...	4 26	...	10 4	...
Jüterbog 176 ...	6 47	10 46	5 3	8 42	11 4	...
Berlin .....arr.	8 22	11 44	6 20	9 45	12 13	...

NEUSTADT and DÜRRRÖHRSDORF.

Dürrröhrsdrf. dep.	7 40	12 35	4 15	9 15	...	...
Neustadt..... arr	8 56	1 49	5 31	10 33	...	...

Neustadt (191)	1—4	2 & 3	2 & 3	2 & 3	1—4
Dürrröhrsdrf. (176) dep.	4 45	9 25	2 6	7 10	...
Neustadt..... arr	5 50	10 43	3 18	8 23	...

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Neustadt ..dep.	4 15	8 0	9 10	2 0	5 32	6 0	9 0	...	...
Delitzsch	4 47	8 32	9 38	2 39	5 57	6 32	9 23	...	...
Bitterfeld .....arr.	5 0	8 45	9 51	2 56	6 9	6 45	9 35	...	...
FRANKFORT ...dep	7 45	...	...	...	8 40	5 30	12 15	...	...
CASSEL (via Bebra)	10 5	...	...	...	9 0	3 13	...	...	...
CASSEL (v. Nordh)	...	...	6 55	...	11 16	4 16	...	...	...
Halle .....dep.	4 35	8 0	...	2 0	5 37	6 0	9 0	...	...
Landsberg	...	8 23	...	2 27	...	6 23	9 18	...	...
Bitterfeld .....arr	5 7	8 45	...	2 56	6 10	6 47	9 36	...	...
Bitterfeld.....dep.	5 13	8 53	9 57	3 6	8 17	6 54	9 42	...	...
Gräfenhainchen	5 33	9 20	...	3 36	...	7 21	...	...	...
Bergwitz	...	9 37	...	3 56	...	7 38	...	...	...
CÖTHEN .....dep	...	...	...	...	...	...	...	...	...
Wittenberg...dep.	5 58	9 55	10 43	4 18	7 2	7 58	10 26	...	...
Zahna	...	10 10	...	4 37	...	8 14	...	...	...
Jüterbog	6 37	10 56	11 33	5 18	7 42	8 50	11 4	...	...
Luckenwalde	6 53	11 20	11 39	5 39	...	9 14	11 20	...	...
Trebbin	...	12 4	...	6 0	...	9 36	11 37	...	...
Grossbeeren	...	12 30	...	6 25	...	10 1	...	...	...
Berlin.....arr.	7 45	1 0	12 30	6 55	8 50	10 30	12 13	...	...

German Railways. 177

Mean Boradoir Sleeping Cars by this Train.

BERLIN UNION RAILWAY.

Stations.	a.m.	a.m.	p.m.	p.m.
Potsdamer Bahn. ..dep	7 30	9 53	1 54	5 26
Schoneberg .. "	7 33	9 56	1 57	5 29
Tempelhof .. "	7 39	10 02	2 10	5 35
Rixdorf .. "	7 51	10 14	2 18	5 47
Treptow .. "	7 59	10 22	2 26	5 55
Stralau .. arr	8 08	10 31	2 35	6 04
Stralau .. dep	8 08	10 31	2 35	6 04
Niko.-Mark. Bhf. ..arr	8 53	11 17	3 20	6 49

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
Stralau .. dep	9 45	1 55	7 45	10 25
Friedrichshain .. "	9 50	2 00	7 50	10 30
Lichtenberg .. "	9 55	2 05	7 55	10 35
Angermunde .. arr	10 38	2 48	8 38	11 18

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
Angermunde .. dep	8 45	1 55	7 45	10 25
Lichtenberg .. "	9 30	2 40	8 30	11 10
Friedrichshain .. "	9 35	2 45	8 35	11 15
Stralau .. arr	9 44	2 56	8 44	11 24

ANGERMÜNDE nach FRIEDEWALDE.

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
Angermunde .. dep	8 45	1 55	7 45	10 25
Potzlow .. "	9 15	2 25	8 15	10 55
Pfalzheim .. "	9 30	2 40	8 30	11 10
Oberfelde .. "	9 40	2 50	8 40	11 20
Friedewalde .. arr	9 55	3 05	8 55	11 35

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
Friedewalde .. dep	6 30	...	...	...
Oberfelde .. "	6 45	...	...	...
Pfalzheim .. "	6 55	...	...	...
Potzlow .. "	7 10	...	...	...
Angermunde .. arr	7 40	...	...	...

MEMEL, TILSIT, and INSTERBURG.

Stations.	1—4	1—4
	a.m.	p.m.
Memel .. dep	10 7	3 35
Heiderug .. "	11 32	5 5
Prokuls .. "	12 33	7 7
Heiderug .. "	12 48	7 28
Pogegen .. arr	12 48	7 28
.. dep	12 56	8 1
Argeningken .. "	1 18	...
Szillen .. "	1 33	8 47
Grunheide .. "	1 53	9 19
Insterburg [140] .. arr	2 27	10 1

Stations.	1—4	1—4
	a.m.	p.m.
Insterburg [140] .. dep	2 27	10 1
Konigsberg .. arr	4 55	12 30

Stations.	1—4	1—4
	a.m.	p.m.
Konigsberg .. dep	5 30	1 04
Insterburg .. "	7 58	3 46
Grunheide .. "	8 32	4 57
Szillen .. "	8 52	5 16
Argeningken .. "	9 07	5 31
.. arr	9 15	5 39
Pogegen .. dep	9 15	5 39
Prokuls .. "	9 30	5 54
Heiderug .. "	10 31	6 55
Memel .. arr	12 10	8 35

GASCHWITZ and MEUSELWITZ.

	a.m.	a.m.	p.m.	p.m.
Meuselwitz .. dep	6 5	10 10	12 45	4 55
Leschwitz .. arr	7 50	12 7	2 32	6 33

	a.m.	p.m.	p.m.	p.m.
Gaschwitz 199 .. dep	9 32	1 6	3 33	7 5
Meuselwitz .. arr	11 0	2 36	3 58	8 52

Berlin, Neu-Brandenburg, and Stralsund.

Stations.	1—4	2—4	2—4	2—4	1—4	2—
	a.m.	a.m.	a.m.	p.m.	p.m	p.m
Berlin (Stet'r Bhf.)	6 5	8 15	10 12	2 2	5 33	7 35
Gesundbrunnen dp	6 14	8 25	10 22	2 10	5 33	8 5
Hermsdorf	6 29	8 57	10 36	2 42	5 47	8 31
Birkenwerder	6 40	9 20	10 45	3 5	5 6	8 47
Oranienburg	6 56	9 38	10 54	3 24	6 15	9 5
Lowenberg	7 18	...	11 15	...	6 39	9 40
Gransee	7 40	...	11 34	...	7 1	10 0
Strelitz	8 37	...	12 23	...	8 2	...
Neu-Strelitz	8 49	...	12 34	...	8 16	...
Blankensee	9 9	...	12 52	...	8 36	...
Stargard	9 30	...	1 9	...	8 55	...
Neu-Brandenb'gar	9 43	2—4	1 19	...	9 7	...
STETTIN [173] arr	...	a.m.	...	...	...	...
Neu-Brandenb'gd.	9 56	6 0	1 37	...	9 13	...
Treptow	10 21	6 44	2 1	...	9 38	...
Zamhl	11 0	8 5	2 41	...	10 21	...
Str-lsund [179] arr	12	5 10	0	3 45	...	11 30	...

Stations.	2—4	1—4	1—8	1—4	2—
	a.m	a.m	p.m	p.m	p.m
Stralsund .. dep	...	5 30	11 4	4 50	6 0
Demmin .. dep	...	6 36	12 10	5 55	6 18
Treptow .. "	...	7 22	12 52	6 37	9 39
Neu-Brandenb'gar	...	7 45	1 16	7 0	10 19
STETTIN .. dep	...	...	...	...	...
Neu-Brandenb'g	...	...	7 50	1 41	7 13
Stargard .. "	...	...	8 6	1 57	7 32
Blankensee .. "	...	...	8 22	2 13	7 49
Neu Strelitz .. "	...	...	8 48	2 36	8 12
Strelitz .. a.m	...	8 56	2 44	8 19	...
Gransee .. "	...	5 55	10 5	3 34	9 23
Lowenberg .. "	...	6 16	10 25	3 53	8 48
Oranienburg .. "	...	6 49	10 55	4 17	10 11
Birkenwerder .. "	...	7 6	11 8	4 32	10 27
Hermsdorf .. "	...	7 24	11 22	4 39	10 35
Gesundbrunnen .. "	...	7 50	11 38	4 53	10 50
Berlin (Stet'r Bhf.)	...	8 0	11 50	5 3	11 3

	2—4	2—4	2—4	1—4	2—
	p.m	p.m	p.m	p.m	p.m
Stralsund .. dep	5	7 33	11	4 50	6 0
Demmin .. dep	6	8 18	12	5 55	6 18
Treptow .. "	9	9 39	12	6 37	9 39
Neu-Brandenb'gar	10	10 19	1	7 0	...
STETTIN .. dep	...	...	...	...	...
Neu-Brandenb'g	7	13	1	41	7 13
Stargard .. "	7	32	1	57	7 32
Blankensee .. "	7	49	2	13	7 49
Neu Strelitz .. "	8	12	2	36	8 12
Strelitz .. a.m	8	19	...	...	...
Gransee .. "	9	23	3	34	9 23
Lowenberg .. "	8	48	moon	p.m	moon
Oranienburg .. "	10	11	12	0	10 11
Birkenwerder .. "	10	27	12	22	6 33
Hermsdorf .. "	10	35	12	48	6 50
Gesundbrunnen .. "	10	50	1	16	7 26
Berlin (Stet'r Bhf.)	11	3	1	25	7 36

BERLIN, STETTIN, COLBERG, COSLIN, STOLP & DANTSIC.

K.M.	1 Cl.	2 Cl.	3 Cl.		2	3	1—4	1—4	1—2		1—4	1—4	1—4	
Dis-	m pf	m pf	m pf	Stations.	p. m.		a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	
—	From	Berlin		**Berlin** ..... dep.	11 10		9 26	5 50	8 30		1 0	5 30	7 5	
134	2 —	—	1 50	**Werneu**	12 2		0 0	6 38	...		1 39	6 3	7 42	
98	4 —	—	3 0	**Eberswalde** 17½ arr	12 44		10 31	7 1	9 19		2 11	6 35	8 16	
...	6 70	—	5 0	3 20										
				Eberswalde ..... dep	12 55		...	7 7	9 21		2 17	6 40	8 20	
49	6 —	—	4 50	3 —	1 49		...	7 49	9 49		3 0	7 17	9 1	
...	8 10	—	6 10	4 0										
29	6 60	—	5 0	Ex.	**Angermunde** ...dep	1 57		...	7 53	9 54		4 22	...	
15½	6 —	—	5 0	4 —	**Passow**	2 12		...	8 18	...		3 32	...	
69	10 —	—	7 50	5 0	**Pantow**	3 21		...	8 54	...		4 8	...	
83½	12 —	9 —	9 0	6 0	**Stettin** .. (178) arr	4 16		...	9 32	11 4		4 46	...	
					STRALSUND dep	...		...	...	...		...	...	
					HAMBURG	...		...	...	...		...	...	
					LUBECK	...		a.m.	...	...		p.m.	...	
	13 50	10 —	Ex.		**Stettin** .....dep	...		5 50	9 43	11 11		7 40	5 1	
88½	12 —	9 70	9 0		**Damm**	...		6 10	10 8	11 31		8 6	5 27	
105	5 1	1 0	7 60		**Stargard** (186) arr.	...		6 52	1 43	12 0		8 42	6 3	
					STARGARD dep	...		7 1	10 55				6 57	
					KREUZ ..... arr	...		10 23	12 31				11 3	
					POSEN ..... arr	...		...	...	1—3			...	
					BRESLAU ..... arr	...		...	8 19	p.m.			8 50	
22½	17 0	12 60	Ex.		**Stargard** .....dep	...		7 2	...	12 7			6 10	
112	17 10	14 30	9 50		**Wangerin** (180) ...	...		7 48	...	12 48			6 54	
134	20 10	16 10	10 70		**Labes**	...		8 16	...	1 16			7 22	
153	24 10	18 50	12 0		**Schivelbein**	...		9 10	1—4	1 50	1—3		8 12	
173	24 60	20 70	13 50		**Belgard** (180) ...arr	...		9 54	a.m.	2 31	p.m.		8 56	
From	m ft	Berlin			**Belgard** ..... dep.	...		10 5	7 35	2 50	12 15		9 24	
48	6 70	6 40	4 60		**Cörlin**	2 —		10 19	8 4	3 3	12 28		9 38	
22½	8 20	8 40	1 60		**Colberg** ..... arr.	a.m.		11 1	9 16	3 42	1 7		10 18	
					..... dep.	6 5		...	...	1 31	...		6 54	
	From	Berlin			**Belgard** .....dep.	7 18	10 0	...	...	2 45	...		10 29	
144½	7 10	30	3 60		**Cæslin** .....dep	9 14	10 14	...	...	3 24	...		10 29	
198½	10 21	10	4 10		**Schubben Zanow**	9 40	11 4	...	...	3 40	...		10 23	
208	10 30	12 40	5 0		**Carwitz**	9 23	11 32	...	...	4 3	...		10 85	
213½	10 60	13 —	5 10		**Schlawe** (186)	9 12	11 49	1—4	...	4 18	...		11 9	
230½	11 9	14 80	16 60		**Stolp** (186) .....arr	10 39	12 27	a.m.	...	4 52	...		11 51	
...	...	...	...		..... dep.	...	12 34	5 48	...	4 59	...		...	
...	17 60	28 90	16 90		**Lauenburg**	...	1 51	7 2	6 13	2—4	2—4		...	
...	20 90	30 10	18 60		**Neustadt**	a.m.	2 17	7 58	7 2	p.m.	p.m.		...	
...	19 90	29 40	14 60		**Zoppot**	6 53	3 44	8 58	7 55	2 15	5 25		...	
...	18 —	29 40	16 —		**Oliva**	7 3	3 53	9 7	8 2	2 25	5 45		...	
111	19 20	29 40	14 60		**Dantsic** (188) ...arr	7 24	4 14	9 28	8 18	2 45	6 8		...	

NEUSTADT-EBERSWALDE, FRIEDEWALDE, and FRANKFORT-a-O.

Stations.	1—4	1—4	1—4	1—4	3—4	3—4
(174, 181, 183)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Frankfort-a-O. dep.	...	5 0	9 35	3 38	4 0	
Seelow	...	6 11	11 17	4 53	5 14	
Lietzebin	...	6 40	11 53	5 28	5 47	
Wriezen	5 58	7 28	12 30	6 37	10 36	
Freienwalde .....arr.	6 21	7 54	1 16	7 4	...	
Freienwalde .....dep.	...	8 34	2 16	7 10	...	
Angermünde .....arr.	6 35	9 34	3 56	8 44	...	
Falkenberg	6 57	9 57	4 19	9 7	...	
Neustadt-Eber	7 11	10 36	4 34	9 21	...	
Falkenberg	7 26	10 48	4 50	9 36	...	
Freienwalde (177) arr.	7 48	11 9	5 10	9 57	...	
Angermünde .....dep.	...	9 47	1 53	7 48	...	
Prenzlau	7 54	11 24	2 31	8 16	...	
Pasewalk	8 28	12 0	3 56	8 46	...	
Strasburg	10 11	1 38	...	10 27	...	
Pasewalk (181)	10 41	2 11	...	11 18	...	
Prenzlau	11 22	2 53	...	...	...	

BERLIN, PRENZLAU, WOLGAST, STRALSUND.

K.M.	1.	2 Cl.	Cl.	4 Cl.	Stations	1—4	2, 3	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
Dis-	m pf	m pf	m pf	m pf		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	From	Berlin			**Berlin** .....dep.	...	...	6 50	10 40	...	...	...	...	...	...
43	4 —	6 5	3 0	1 50	**Angermunde** ...arr	...	...	8 22	12 40	...	...	...	...	...	...
—	—	—	—	—	..... (178) ...dep	...	...	8 32	12 45	...	...	...	...	...	...
49	4 60	5 1	3 40	1 70	**Greifenberg**	...	...	10 19	2 27	7 34	...	...	...	...	...
58	5 2	5 6	3 60	1 8	**Wilmersdorf**	...	...	10 42	2 56	7 58	...	...	...	...	...
61	5 3	5 10	4 20	2 1	**Schwanebeck**	...	...	10 45	2 56	8 0	...	...	...	...	...
67½	4 30	7 —	4 70	2 3	**Prenzlau**	7 15	11 4	4 16	4 18	8 34	...	...	...	...	...
82	11 40	4 6	5 70	2 80	**Pasewalk** (179) arr.	...	11 35	4 49	4 50	8 50	...	...	...	...	...
					STETTIN .....arr.	9 11	12 56		10 21	11 32					
					„ STRASSBURG ...	9 41	12 24	5 57	...	...					
97½	7 —	10 20	5 80	3 9	**Pasewalk** .....dep	7 59	11 53	...	...	9 8	...	...	...	...	...
101	14 20	10 6	7 10	...	**Bork**	8 36	12 29	...	...	9 46	...	...	...	...	...
108½	15 —	11 40	7 60	4 6	**Buchholz**	8 45	12 38	...	...	9 55	...	...	...	...	...
118½	16 70	11 50	8 4	...	**Anclam**	9 9	1 —	...	...	10 19	...	...	...	...	...
		12 —	8 50	...	**Zanow** .....a.m.	9 29	1 21	p.m.	...	10 40	...	...	...	...	...
		12 —	9 0	...	**Zanow** ..... dep.	...	1 35	7 28	...	10 53	...	...	...	...	...
	1 60	1 20	9 0	6 40	**Wolgastar.** 7 21	...	2 32	8 21	...	11 50	...	...	...	...	...
	1 60	1 20	9 0	...	**Wolgast**	9 32	1 24	...	...	10 45	...	...	...	...	...
124½	1 —	1 70	9 10	6 30	**Grunwald**	9 54	1 48	...	...	11 12	...	...	...	...	...
149½	18 —	12 50	9 0	6 90	**Stralsund**	10 —	2 25	...	...	11 52	...	...	...	...	...

BERLIN AND HAMBURG.

Stations.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations	1—4	1, 4	1—4	3	2	1
(181-6)	m pf	m pf	m pf	m pf	(174)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Wolgast ..... dep.	1 60	1 20	9 0	6 40	**Hanseatic** ...	3 17	5 0	1 17	6 34	...	...
Wolfershorf ...	1 60	1 20	9 0	6 40	**Degan**	3 56	5 41	1 55	7 20	...	...
Degan (182-3)	4 30	3 10	7	5 41	**Wolfershorf** ...	4 18	6 25	2 40	8 0	...	...
Hanseatic ...	5 50	4 30	3	7	**Wolfegas** ..... arr	5 1	7	3	8	4	23

1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
m pf	m pf	m pf	m pf		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2 90	2 —	1 20	0 90	**Stettin** (178) ..dep	6 45	8 30	10 40	...	...	...	...	3 30	5 30	7 5	...	...
3 70	2 60	1 90	1 30	**Pasewalk** 178 arr	7 49	9 41	11 51	...	...	...	...	4 54	6 35	8 50	...	...
...	...	...	...	**Pasewalk**	7 59	9 49	12 —	...	...	...	...	5 4	6 45	9 —	...	...
3 40	2 70	1 30	...	**Strasburg** 179 dep	8 36	10 53	1 16	...	...	...	...	6 18	7 55	10 16	...	...
3 50	2 80	1 40	1 00	**Strasburg**	8 46	11 3	1 26	...	...	...	...	6 28	8 5	10 26	...	...
4 10	3 —	1 60	1 20	**Pasewalk**	9 11	11 28	1 51	...	...	...	...	6 53	8 30	10 51	...	...
4 10	3 —	1 60	1 20	**Prenzlau**	9 27	11 44	2 7	...	...	...	...	7 9	8 46	11 7	...	...
4 50	3 30	1 90	1 40	**Templin**	10 —	12 17	2 40	...	...	...	...	7 42	9 19	11 40	...	...
5 —	3 70	2 —	1 50	**Lychen**	10 15	12 32	2 55	...	...	...	...	7 57	9 34	11 55	...	...
5 30	4 —	2 20	1 70	**Fürstenberg** ...	10 45	1 2	3 25	...	...	...	...	8 27	10 4	12 25	...	...
6 —	4 50	2 50	1 90	**Strelitz**	11 15	1 32	3 55	...	...	...	...	8 57	10 34	12 55	...	...
6 30	4 80	2 70	2 —	**Mirow**	11 30	1 47	4 10	...	...	...	...	9 12	10 49	1 10	...	...
7 —	5 30	3 —	2 20	**Wesenberg** ...	12 —	2 17	4 40	...	...	...	...	9 42	11 19	1 40	...	...
7 30	5 60	3 20	2 40	**Strasburg** ... arr	12 30	2 47	5 10	...	...	...	...	10 12	11 49	2 10	...	...

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DANTSIC, STOLP, COSLIN, COLBERG, and STETTIN, to BERLIN.

Stations.	1—3	1—4	1—4	2—4	2 4	2—4
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Dantsic [182] dep	...	...	6 47	11 30	6 0	1 3
Oliva ...	...	...	7 4	11 51	6 22	1 52
Zoppot ...	...	...	7 12	12 0	6 32	2 0
Neustadt ...	...	...	8 1	12 56	7 32	
Lauenburg ...	...	...	1—4	8 46	1 47	8 26
Stolp ... dep	...	...	a.m.	9 48	2 58	9 39
... arr	...	...	4 51	9 56	3 5	
... dep.	...	...	5 35	10 32	3 45	...
Schlawe ...	...	...	6 21	11 5	4 28	...
Carwitz ...	...	...	6 43	11 23	4 52	...
Schubben Zanow ...	...	...	7 18	11 55	5 32	2—4
Coslin ... arr	...	...	9 16	1 7	...	p.m.
Belgard ... arr.	p.m.	...	6 5	11 6	4 25	6 54
... dep.	1 31	...	6 51	11 49	5 11	8 28
Gerlin ...	2 14	...	7 3	12 0	5 23	8 47
Belgard ... arr.	2 25	...	7 26	12 9	5 42	...
Belgard ... dep.	...	...	8 14	12 50	6 33	...
Schivelbein ...	...	...	8 45	1 19	7 6	...
Labes ...	...	...	9 6	1 35	7 27	...
Wangerin ...	...	...	9 30	1 55	7 52	...
Freienwalde ...	...	...	10 9	2 27	8 32	a.m.
Stargard 184 arr.	...	...	7 15	...	...	6 33
... dep	...	...	...	...	...	...
Posen ... „	...	...	...	...	...	...
Kreuz ... „	1—4	1—3	4 56	1—2	5 7	1 54
Stargard ... arr	a.m.	a.m.	5 47	p.m.	8 22	3 52
Stargard ... dep	5 0	7 21	10 19	2 37	8 42	4 10
Damm ...	5 59	7 54	10 58	3 3	9 20	4 49
Stettin 178 ... arr.	6 30	8 18	11 21	3 23	9 45	5 13
Lübeck ... „	...	...	...	...	...	...
Hamburg ... „	...	...	...	...	...	...
Stra Sund ... „	...	...	...	...	2 & 3	...
Stettin ... dep	7 20	...	12 0	3 35	...	5 30
Tantow ...	7 58	...	12 40	...	...	6 9
Passow ...	8 32	...	1 14	...	...	6 43
Schwedt ... dep	7 40	a.m.	12 28	...	...	5 55
Angermunde ...	9 4	9 43	1 48	4 48	...	7 15
Oberswalde arr.	9 43	10 16	2 27	5 14	...	7 55
Freienwalde dep	...	...	...	...	...	8 ...
Eberswalde dep	9 49	10 21	2 33	5 16	...	8 ...
Bernau ...	10 27	10 56	3 11	...	...	8 39
Berlin ... ar	10 58	11 30	3 48	6 0	...	9 15

Stations.	1—4	1—4	1—4	1—3	1—4
	a.m.	...	p.m.	p.m.	p.m.
Stralsund ... dep.	5 10	...	...	12 20	5 50
Griefswald ...	5 54	...	...	1 3	6 57
Zussow ... arr	6 16	...	...	1 24	7 19
Wolgast ... dep	5 47	...	9 44	12 22	6 17
Zussow ... arr	6 9	...	10 33	1 27	7 9
Zussow ... dep	6 19	...	...	1 27	7 22
Anclam ...	6 45	...	...	1 52	7 49
Ducherow ...	7 5	...	...	2 13	8 11
Borckenfrelde ...	7 16	...	...	2 24	8 22
Pasewalk ... arr.	7 53	...	...	2 59	9 1
Stettin ... arr.	9 13	...	...	4 12	10 21
Strasburg „	8 38	a.m.	...	5 57	...
Pasewalk ... dep	8 5	1 55	...	3 8	9 10
Prenzlau ...	8 41	12 32	...	3 42	9 43
Seehausen ...	8 57	12 48	...	3 57	...
Wilmerdorf ...	9 16	1 8	...	4 15	...
Greiffenberg ...	9 24	1 17	...	4 23	...
Angermünde ... ar	9 38	1 31	...	4 36	...
... dep	9 43	1 48	...	4 43	...
Berlin 180 ... arr.	11 30	3 45	...	6 0	...

ANGERMUNDE and SCHWEDT.

Stations.	1—4.	1—4.	1—4.
	a.m.	p.m.	p.m.
Angerm'de [178] d	10 20	3 17	9 13
Pinnow ...	10 48	3 45	9 41
Schwedt ... arr	11 25	4 22	10 18

Stations.	1—4.	1—4.	1 4
	a.m.	p.m.	p.m
Schwedt dep.	7 40	12 28	5 55
Pinnow ...	8 18	1 6	6 3
Angermunde arr	8 44	1 34	6 59

LEIPSIC, BITTERFELD, & MAGDEBURG.—Berlin Anhaltische Eisenbahn.

Stations.	1—4	1—3	1—4	1—3			
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Dresden ... dep	...	4 35	8 25	2 30	6 10	...	
Leipsic [184] 203 dp	4 15	9 10	2 40	6 32	8 40	...	
Teltzsch [152] ...	4 47	9 38	3 4	6 43	9 11	Magdeburg ... dep	
Bitterfeld ... arr	5 0	9 51	3 54	6 45	9 11	Nenat Magdeburg ...	
... dep	4 35	9 0	2 40	6 32	...	Gommern ...	
Bitterfeld [176] dep	5 15	9 56	3 2	7 5	9 17	Zerbst ...	
Jessnitz ...	5 27	10 7	3 15	7 23	...	Rosslau ...	
Raschn ...	5 34	10 13	3 23	7 34	...	Wittenberg ...	
Dessau ... arr	5 59	10 35	3 48	8 7	9 42	Halle ...	
Dessau ... dep	...	...	4 11	8 33	9 51	Rosslau [187] ... dep	
Rosslau [176] ... dep	6 14	...	...	8 13	...	Dessau ...	
Berlin [180] ... arr	4 18	...	...	2 30	...	Cothen ...	
Wittenberg ... dep	1 45	...	...	4 18	9 59	Jessnitz ...	
Rosslau ... arr	6 18	10 53	4 11	...	...	Raschn ...	
Zerbst ...	6 38	11 10	4 33	8 57	10 13	Bitterfeld ... arr	
Gommern ...	7 10	11 38	5 10	...	...	Bitterfeld ... dep	
Neust Magdeburg ...	7 43	11 58	5 45	...	10 50	Bitterfeld ...	
Magdeburg [155] arr	7 50	12 5	5 52	...	10 57	Teltzsch ... arr	
Hbf. Bahnh. ...	10 16	4 14	9 17	...	12 33	Leipsic ...	
Hannover ...	11 58	5 58	...	...	1 53	...	

Extra. Dantsic to Zoppot, 7 37, 9.6 a.m., 3.52, 5.30 7 15, and 9.15 p.m.

STRALSUND, WOLGAST, and PASEWALK, to BERLIN.

Stations.	1—4	1—4	1—4	1—3	1—4
	a.m.	...	p.m.	p.m.	p.m.
Stralsund ... dep.	5 10	...	...	12 20	5 50
Griefswald ...	5 54	...	...	1 3	6 57
Zussow ... arr	6 16	...	...	1 24	7 19
Wolgast ... dep	5 47	...	9 44	12 22	6 17
Zussow ... arr	6 9	...	10 33	1 27	7 9
Zussow ... dep	6 19	...	...	1 27	7 22
Anclam ...	6 45	...	...	1 52	7 49
Ducherow ...	7 5	...	...	2 13	8 11
Borckenfrelde ...	7 16	...	...	2 24	8 22
Pasewalk ... arr.	7 53	...	...	2 59	9 1
Stettin ... arr.	9 13	...	...	4 12	10 21
Strasburg „	8 38	a.m.	...	5 57	...
Pasewalk ... dep	8 5	1 55	...	3 8	9 10
Prenzlau ...	8 41	12 32	...	3 42	9 43
Seehausen ...	8 57	12 48	...	3 57	...
Wilmerdorf ...	9 16	1 8	...	4 15	...
Greiffenberg ...	9 24	1 17	...	4 23	...
Angermünde ... ar	9 38	1 31	...	4 36	...
... dep	9 43	1 48	...	4 43	...
Berlin 180 ... arr.	11 30	3 45	...	6 0	...

DUCHEROW & SWINEMÜNDE.

Stations.	1—4	1—4
	a.m.	p.m.
Swinemünde ... dep	5 16	6 14
Jargen ...	5 47	6 47
Divenow ...	6 14	7 17
Ducherow ... arr	6 54	7 57
Ducherow ... dep	6 54	7 58
Stralsund ... arr	10 58	11 39
Pasewalk ...	7 53	9 1
Berlin ...	11 30	...
Stettin ... arr	...	...

Stations.	1 Cl.	2 Cl.	3 Cl.
Stettin ... dep	...	...	...
Berlin ... dep	...	...	...
Pasewalk ... dep	...	...	...
Strasburg ... dep	...	...	...
Stralsund ... dep	...	...	...
Zussow ... dep	...	...	...
Wolgast ... dep	...	...	...
Ducherow ... dep	...	...	...
Swinemünde ... dep	...	...	...

Stations.	1 Cl.	2 Cl.	3 Cl.
Swinemünde ... dep	...	...	...
Jargen ...	...	...	...
Divenow ...	...	...	...
Ducherow ... arr	...	...	...
Ducherow ... dep	...	...	...
Stralsund ... arr	...	...	...
Pasewalk ...	...	...	...
Berlin ...	...	...	...
Stettin ... arr	...	...	...

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BERLIN, DANTSIC, and EYDTKUHNEN.

ORDINARY. Cl.	2 Cl	3 Cl.	Stations.	1—3 class	2 & 3 class	1—3 class	1—4 class	1—4 class	1—4 class	1—4 class	1—4 class	1 & 2 class
m.pf	m.pf	m.pf		a.m.	p.m.	a. m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From	m	Berlin	**Berlin** (Eastern Stat.)....dep	6 40	1 21	9 30	11 25	5 40	3 15	9 30	10 12	11 15
1 60	1 20	0 80	Neuenhagen	7 14	12 25	...	12 1	6 17	3 56	10 12	*	...
1 90	1 40	1 0	Fredersdorf	7 23	12 44	...	12 11	6 27	3 59	10 24	...	...
...	...	...	**Fredersdorf** .....dep	7 43	...	...	12 30	6 40	...	...	...	...
...	...	...	**Ruderadorf** .....arr	8 6	...	...	12 53	7 3	...	...	...	...
2 30	1 70	1 30	Strausberg	7 34	1 6	...	12 23	7 39	4 10	10 38	...	...
3 70	2 80	1 90	Dahmsdorf-Müncheberg	7 5	2 5	...	12 57	7 18	4 41	11 19	...	...
5 20	3 90	2 60	Gusow for Seelow (179)	8 36	3 3	...	1 38	7 51	5 10	11 55	...	...
6 70	5 0	3 40	**Custrin** (182) ..... arr.	9 10	4 1	11 5	2 2	8 32	5 42	12 33	12 56	...
...	...	...	FRANKFURT-ON-ODER dp.	7 10	...	9 37	12 15	6 0	...	10 38	10 38	...
7 50	5 60	Ex.	**Custrin** (186) ..... dep.	9 18	4 21	11 13	2 9	8 44	5 48	1 5	12 56	...
8 40	6 30	4 20	Vietz	10 0	5 36	...	2 51	9 44	6 29	1 50	...	...
10 40	7 80	5 20	**Landsberg** (*Buffet*)	10 45	7 17	12 12	4 41	10 30	7 17	2 44	1 53	...
12 70	9 50	6 40	Friedeberg	11 38	8 56	...	6 11	...	8 7	3 43	...	...
14 0	10 50	7 0	Driesen	12 8	9 58	...	7 9	...	8 35	4 17	...	...
15 10	11 30	7 60	**Kreuz** (p 184) (*Buffet*) arr.	12 31	10 36	1 21	7 47	...	8 57	4 41	2 58	...
...	...	...	For POSEN.....dep	1 42	...	1 42	...	...	...	5 9	3 8	...
...	...	...	STARGARD ..... ,,	1 58	...	1 58	...	...	...	4 56	4 56	...
...	...	...	From POSEN .....arr	12 48	2 4 3	12 48	...	...	...	1 20	1 20	...
...	...	...	STARGARD .....dep	12 51	a.m.	12 51	...	...	...	...	1 30	...
...	...	...	**Kreuz**	1 4	7 40	1 41	...	...	9 7	5 6	3 6	...
17 0	13 0	9 0	Pyritze	1 22	8 28	...	...	...	9 38	5 27	...	...
18 0	13 50	9 0	Schönlanke	1 56	9 40	...	...	...	10 8	6 13	...	...
19 70	14 80	9 90	**Schneidemühl 182**....arr.	2 27	10 41	2 42	...	...	10 43	6 52	4 7	...
...	...	...	For **Bromberg**.....dep	3 16	2—4	3 16	...	1—4	...	7 9	4 15	...
...	...	...	From **Bromberg**....arr.	2 58	a.m.	...	...	a.m.	...	...	...	...
...	...	...	**Schneidemühl** ..... dep	3 53	11 31	2 47	...	4 15	1—4	...	...	...
32 40	16 80	11 20	Flatow	4 40	12 59	3 25	...	4 59	a.m.	...	...	...
26 40	19 80	13 20	**Konitz** (180)	6 7	3 12	4 22	...	6 14	9 10	...	...	...
...	...	...	Rittel	6 24	...	...	...	6 30	9 39	...	...	...
28 80	21 60	14 40	Cserak	6 49	...	...	...	6 53	10 23	...	...	...
30 90	23 20	15 50	Hoch Stüblau	7 24	...	...	...	7 35	11 43	...	...	...
32 20	24 20	16 10	Pr. Stargardt	7 58	...	5 34	...	7 57	12 6	...	...	...
34 20	27 50	17 10	**Dirschau** (*Buffet*).....arr.	8 36	1—4	6 1	...	8 32	1 30	...	8 34	...
...	...	...	**Danzig** .....arr.	10 16	a.m.	7 9	...	9 32	3 1	...	9 32	...
...	...	...	(182).....dep.	7 50	4 0	4 51	...	7 26	12 44	...	7 26	...
...	...	...	**Dirschau** ..... dep.	9 16	5 10	6 11	...	9 2	2 11	...	8 48	...
35 60	26 70	17 80	**Marienburg** (209).....	9 51	5 48	6 37	...	10 0	2 53	...	9 16	...
36 40	27 30	18 20	Altfelde	10 8	6 6	...	...	10 28	3 12	...	...	...
37 90	28 50	19 0	**Elbing**.....	10 39	6 40	7 10	...	11 26	3 52	...	9 51	...
38 90	29 20	19 50	Güldenboden	10 58	7 0	7 24	...	12 2	4 13	...	10 6	...
42 30	31 70	21 20	Braunsberg	12 6	8 14	8 12	...	2 12	5 38	...	10 56	...
43 20	32 40	21 60	Heiligenbeil	12 33	8 33	...	...	2 42	5 57	...	...	...
44 80	33 60	22 40	Ladwigsort	12 54	9 7	8 45	...	3 36	6 33	...	11 31	...
45 90	34 40	23 0	Kobbelbude	1 13	9 27	...	1—4	4 8	6 54	2—4	...	...
47 20	35 40	23 60	**Königsberg** (*Buffet*) ...arr.	1 36	9 56	9 18	a.m.	4 54	7 25	p.m.	12 5	...
...	...	...	,, 181.....dep.	1 56	...	...	6 40	...	7 53	2 7	12 35	...
50 60	38 0	25 30	Tapiau	3 0	...	...	7 57	...	9 15	4 2	1 27	...
51 30	38 50	25 70	Wehlau	3 19	...	...	8 21	...	9 36	4 35	1 45	...
53 10	39 80	26 60	Norkitten	3 56	...	...	9 4	...	10 17	5 33	...	...
54 50	40 90	27 30	**Insterburg** (177) ..... arr.	4 20	...	...	9 35	...	10 44	6 14	2 20	...
...	...	...	(182).....dep.	4 30	...	...	9 45	...	10 59	6 24	2 40	...
56 50	42 40	28 30	**Gumbinnen**	5 12	...	...	10 29	...	11 45	7 34	3 11	...
58 60	44 0	29 30	Stallupönen	5 53	...	...	11 12	...	12 28	8 43	3 45	...
59 40	44 60	29 70	**Eydtkühnen** [*Frontier*] arr.	6 9	...	...	11 29	...	12 45	9 10	3 58	...
...	...	...	WIRBALLEN, 287 ...arr	...	...	...	...	...	...	...	...	...
...	...	...	RIGA ..... ,,	3 10	...	...	...	...	...	...	12 0	...
...	...	...	ST. PETERSBURG ..... ,,	11 15	...	...	...	...	...	...	6 0	...

Express fare to Eydtkuhnen, 1st Class, 66m. 80; f. ; 2nd Class, 49m. 50pf.

BROMBERG and ALEXANDROWO (WARSAW and MOSCOW).

Stations.	1 & 2	1234	2,3, 4	3 Cl.
	p.m.	p.m.		a. m.
BERLIN (Eastern) d.	10 45	9 0	...	8 50
DANTSIC (Lege Thor)	...	4 0	...	12 20
(182)	a.m.	a.m.	p.m.	p.m.
Bromberg.....dep	6 11	10 3	...	5 43
Schultits	6 43	10 41	...	6 19
Thorn (175)	7 37	12 35	7 35	7 35
Ottoczyn	8 3	1 20	8 5	...
Alexandrowo arr	8 13	1 32	8 17	...
Warsaw.....(280)	2 45	10 28	...	...
Moscow via Minsk	...	...	...	...

Stations.	2,3, 4	3 Cl.	1—4	1—3
[286	a.m.	a. m.	a.m.	p.m.
Moscow (via Minsk	...	...	...	...
Warsaw (280) dep	...	...	6 50	2 35
Alexandrowo dep	8 42	2 15	9 0	...
Ottoczyn.....	9 32	2 57	9 19	...
Thorn.....	7 19	10 4	4 0	9 41
Schultits.....	8 7	...	4 58	10 39
Bromberg	8 43	...	5 43	11 23
(182)	p.m.	p.m.	p.m.	a.m.
DANTSIC (Lege Thor)	3 6	10 21	10 21	9 40
BERLIN (Eastern) arr	...	6 52	...	6 10

WANGERIN and KONITZ.

Stations. (310)	1—3	1—4	2 & 3	2—4	Stations.	2 & 3	2—4	Stations. (310)	2—4	2—4	2—4	2—4
	a.m.	a.m.	p.m.	p.m.		a.m.	p.m.		a.m.	p.m.		
Wangerin	...	9 18	7 36	...	**Konitz** ..... dep	...	6 22	**Neustettin** ..... dep	4 57	2 8	...	...
Tempelburg	...	7 21	11 36	9 56	Schlochau	...	6 56	Baldenburg	6 25	3 22	...	...
Nemitzlin	6 30	10 32	8 7	11 30	Neustettin	4 25	8 54	Rummelsburg	7 30	4 17	...	...
Schlochau	8 14	12 32	9 51	...	Tempelburg	5 56	10 21	Zollbrück	9 29	5 51	a.m.	...
Konitz 180	8 49	1 7	5 49	...	**Wangerin**	8 11	2 54	**Neustettin**	6 40	9 35	4 25	...
								Schlawe (178) dep	12 44	7 49	5 30	...
								Rügenwalde	2 39	9	7 3	a.m.
								Zollbrück ..... dep	10 38	7	5	4
								Stolp	1	7	2	2

NEUSTETTIN, RUGENWALDE, STOLP, and STOLPMUNDE.

Stations. (180)	2—4	2—4	2—4	Stations.	2—4	2—4	2—4	2—4	Stations.	2—4	2—4	2—4	2—4
	a.m.	p.m.										a.m.	p.m.
Neustettin .....dep	4 57	2 8	...	**Stolpmünde** .....dep	...	...	...	...	**Stolpmünde** .....dep	...	...	7 29	6 30
Baldenburg	6 25	3 22	...	**Stolp**	...	...	...	...	**Stolp**	...	...	8 13	7 19
Rummelsburg	7 30	4 17	...										
Zollbrück	9 29	5 51	a.m.						**Stolp** ..... dep	a.m.	p.m.	6 26	4 9
									Rügenwalde	6 40	2 24	7 40	5 23
Neustettin	6 40	9 35	4 25						**Schlawe**	6 50	2 34	7 50	5 33
Schlawe (178) dep	12 44	7 49	5 30						**Zollbrück**	6 56	5 7	7 10	...
Rügenwalde	2 39	9	7 3	a.m.	p.m.					6 22	7	6 36	...
Zollbrück ..... dep	10 38	7	5	4	2				Baldenburg	6 39	7 10	9	...
Stolp	1	7	2	2	2				Rummelsburg	7	7	9	...
									Neustettin	10 21	7	9 46	...

Express fare to Eydtkuhnen, 1st Class, 66m. 80; f. ; 2nd Class, 49m. 50pf.

* Mann Boudoir Sleeping Cars by this Train.

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EYDTKUHNEN, DANTSIC, and BERLIN.—Königliche Preussische Ostbahn.

Stations.	1—4	2—4	1—2	2—4	1—3	1—4	1—4	1—3
ST. PETERSBURG dp	...	...	1 30	p.m.	5 30	p.m.	...	...
RIGA ... "	...	...	6 30		...		...	...
WIRBALLEN ... "	...	...	...		...		...	...
[287]	a.m.		p.m.	p.m.	p.m.	a.m.		
Eydtkuhnen ... dep.	2 51		*2 22	3 9	9 0	7 47	...	...
Stallupönen ...	3 11		2 37	3 46	9 17	8 7	...	...
Gumbinnen ...	3 53		3 5	4 45	9 51	8 48	...	...
Insterburg 172 arr.	4 37		3 30	5 46	10 36	9 26	...	...
" ... dep.	4 56		3 40	6 1	10 53	9 34	...	...
Norkitten ...	5 24		...	6 41	10 56	9 57	...	...
Wehlau ...	6 9		4 21	7 40	11 31	10 29	...	...
Tapiau ...	6 37		4 31	8 4	11 46	10 43	...	...
Königsberg ... arr.	7 23	p.m.	5 20	9 45	12 43	11 43	p.m.	a.m.
" 181 ... dep.	7 38	12 53	5 45		1 3		6 58	9 8
Kobbelbude ...	8 10	1 41	...		1 27		7 30	...
Ludwigsort ...	8 30	2 11	6 18		1 45		7 48	9 40
Heiligenbeil ...	9 4	3 2	...		2 16		8 20	...
Braunsberg ...	9 29	3 28	6 56	1—4	2 37		8 42	10 15
Güldenboden ...	11 12	5 28	7 40	a.m.	3 39		9 52	10 56
Elbing ...	11 42	6 2	7 57	6 49	3 58		10 9	11 11
Altfelde ...	12 14	6 48	...	7 28	4 25			
Marienberg [309]	12 39	7 25	8 38	7 59	4 41		...	11 39
Dirschau ... arr.	1 13	8 15	9 27	8 31	5 10		...	12 0
Dantsic ... arr.	3 1	10 16	10 16	9 32	6 17		...	1 19
183 ... dep	12 44	7 50	7 50		4 0		...	11 2
Dirschau ... dep.	2 15	9 15	8 57		4 50		12 8	12 8
Pr. Stargardt ...	3 23	9 48	...		6 49		...	12 36
Hoch Stüblau ...	3 56	10 9	...		7 18			
Czersk ...	5 2	10 49	...	2—4	8 7	2 & 3		
Rittel ...	5 36	11 10	...	a.m.	8 32	p.m.		
Konitz ... arr.	6 9	11 28	...	3 12	8 52	2 7		1 46
Flatow ...	...	12 36	...	5 28	10 21	4 16	...	2 38
Schneidemühl arr.	...	1 13	...	6 46	11 6	5 28	...	3 10
For Bromberg dep	1—4		...	9 28	...	3 16	2—4	p.m.
From ... arr	a.m.		1 16		11 10	p.m.	8 27	...
Schneidemühl dp	7 6		1 26		11 23	3 59	8 42	3 15
Schönlanke ...	7 43		...		11 53	4 58	9 34	...
Filehne ...	8 15		...		12 22	5 51	10 19	...
Mocker 184 ... arr.	8 31		2 22		12 38	6 16	10 42	4 12
For Posen ... dep	...		3 8		1 49		3 8	5 4
" Stargard ... "	...		4 56		3 36		...	5 7
From Posen ... arr	8 36		1 20	2 & 3	12 48		9 47	...
" Stargard arr	...		11 3	p.m.	12 51		11 3	...
Kreuz ... dep.	8 46		2 30	4 48	1 3		11 13	4 37
Driesen ...	9 6	1—4	...	5 25	1 23	1—4	11 40	...
Friedeberg ...	9 29	a.m.	...	6 12	1 46	p.m.	12 14	...
Landsberg ...	10 14	5 20	3 36	7 44	2 30	5 55	1 20	5 42
Vietz ...	10 47	6 6	...	8 51	3 2	6 35	2 11	...
Custrin 188 ... arr	11 22	6 49	4 25	9 57	3 36	7 13	2 57	6 31
FRANKFORT-o-O ...	1 7	11 12	5 35	...	5 0	10 8	5 35	10 8
Custrin ... dep	11 30	7 2	4 33	10 17	3 42	7 19	3 8	6 37
Gusow ...	12 9	7 44	...	11 12	4 16	7 58	3 53	...
Dahmsdorf-Müncheb.	12 43	8 24	5 16	12 13	4 46	8 32	4 38	...
Strausberg ...	1 15	9 0	...	1 1	5 13	9 5	5 42	...
Rudersdorf dep	...	8 36	...	...	4 37	8 37	...	...
Fredersdorf arr	...	8 59	...	...	5 0	9 0	...	...
Fredersdorf	1 34	9 13	...	...	5 22	9 15	5 55	...
Neuenhagen ...	1 34	9 24	...	...	5 31	9 26	6 10	...
Berlin Fast. Bhf. arr	2 5	10 0	6 10	2 7	6 0	10 5	6 50	6 10

MORIENWERDER and TARNOWITZ.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	...
Tarnowitz (185) ... dep.	6 37	8 21	12 22	3 20	...	...
Karf ...	7 13	8 57	12 58	3 58	...	...
Beuthen ...	7 32	9 40	1 5	4 11	8 56	...
Morgenroth [184] ... arr.	7 56	10 4	1 28	4 30	9 22	...
	a.m.	a.m.	p.m.	p.m.	p.m.	
Morgenroth ... dep.	8 31	10 4	5 28	6 6	9 53	
Beuthen ...	9 9	11 15	5 58	6 37	10 24	
Karf ...	9 24	11 30	6 8	...	10 48	
Tarnowitz ... arr.	9 55	11 58	6 39	...	11 13	

CUSTRIN and FRANKFORT.

Stations.	1—4	1—3	1—4
	a.m.	a.m.	p.m.
Custrin ... dep.	6 36	10 0	6 0
Frankfort ... arr.	7 15	10 40	6 43
	a.m.	a.m.	p.m.
Frankfort ... dep.	6 10	7 10	3 30
Müllrose ...	6 29	7 29	3 49
Weichensdorf ...	7 10	8 11	4 30
Lieberose ...	7 29	8 29	4 48
Peitz ...	7 55	8 55	5 13
Cottbus ...	8 24	9 24	5 42

COTTBUS and FRANKFORT-ON-THE-ODER.

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
Cottbus ... dep.	5 15	9 50	12 57	4 5
	a.m.	a.m.	p.m.	p.m.
Peitz ...	5 55	10 9	1 34	4 32
Lieberose ...	6 35	10 45	2 13	5 9
Weichensdorf ...	7 10	10 43	2 2	5 22
Müllrose ...	7 49	11 20	2 39	5 59
Frankfort ... arr.	8 3	11 27	2 50	6 10

LISSA and GLOGAU.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Lissa [184] ... dep.	6 21	9 23	12 53	3 41	6 40	...
Fraustadt ...	6 42	9 49	1 32	4 36	10 40	...
Driebitz ...	6 55	10 3	1 54	4 50	10 40	...
Glogau [186] ... arr.	7 13	10 22	2 22	5 23	11 0	...
	a.m.	a.m.	p.m.	p.m.	p.m.	
Glogau ... dep.	5 10	7 19	1 32	4 29	8 47	
Driebitz ...	5 33	7 51	1 57	4 53	9 9	
Fraustadt ...	5 48	8 10	2 18	5 6	9 22	
Posen-Lissa [184] ... arr.	6 12	8 45	2 53	5 30	9 44	

KÖNIGSBERG to GRAJEWO.—Ostpreussische Südbahn.

Stations.	1—3	1—4	1—4	...
Königsberg [181] ... dep.	a.m.	p.m.	p.m.	...
Pr. Eylau ...	10 11	5 35	10 10	...
Bartenstein ...	11 18	6 40	11 32	...
Korschen [182] ...	12 53	8 26	1 21	...
Rastenburg ...	1 30	9 33	2 17	...
Lötzen ...	2 20	10 55	3 26	...
Widminnen ...	2 48	11 41	4 4	...
Lyck ...	3 35	12 59	5 12	...
Prostken ... arr.	3 57	1 36	5 34	...
Grajewo [288] ... arr.	5 0	...	9 30	...

KÖNIGSBERG and PILLAU.

Stations.	1—4	1—4	1—3	...
	a.m.	p.m.	p.m.	...
Pillau ... dep.	5 40	1 50	7 40	...
Fischhausen ...	7 3	3 18	8 14	...
Königsberg ... arr.	8 12	3 22	9 31	...

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FRANKFORT-on-the-Oder and CUSTRIN.—Prussische Ostbahn.

Stations.	1—4	1—4	1—4	1—4	1—4			Stations.	1	4	1—4	1	4	1	4		
		a.m.	a.m.	p.m.	p.m.						a.m.			a.m.			
COTTBUS .....dep	...	5 40	9 45	12 57	5 46	...	...	STETTIN .....dep	...	...	6 45	...	...	10 36	...	...	...
Frankfort[181] dep	7 10	9 47	12 15	6 0	10 38	...	...		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
Lebus	7 58	10 0	12 46	6 23	11 10	...	...	Custrin [186] ...dep	4 36		9 44	11 40	4 0	8 45	...	...	...
Podelzig	8 15	10 14	1 9	6 47	11 31	...	...	Podelzig	4 59		10 19	12 15	4 24	9 17	...	...	...
Custrin [186]...arr	8 50	10 37	1 43	7 0	11 58	...	...	Lebus	5 14		10 45	12 41	4 39	9 43	...	...	...
STETTIN .....arr	...	...	6 20	...	...	...	...	Frankfort .....arr	5 35		11 2	1 7	5 0	10 8	...	...	...
								COTTBUS .....arr	8 29		2 57	...	7 35	...	...	...	...

SCHNEIDEMÜHL, THORN, and INSTERBURG.

Stations.	1 & 2	1	4	2,3, 4	1	2, 3,	Stations.	1—4	1, 2, 3	1	4	1, 2, 3
	a.m.	p.m.			a.m.			a.m.	p.m.	p.m.		
BERLIN (E.S.)...dep	11 15	9 30		..	9 30		DIRSCHAU .....dep		12 56		8 1	
KREUZ ..... ,,	3 6	5 6		..	1 41		SYDTKUHNEN... ,,		2 51	2 22	3 9	9 0
[181]	a.m.	a.m.		a.m.				a.m.	p.m.	p.m.		p.m.
Schneidemuehl dep	1 5	7 9		9 45	3 1		Insterburg [186] d	5 3	3 43	6 30		11 24
Wissenhoehe ..... ,,		8 1		11 10	3 59		Gerdauen ..... ,,	6 46	4 36	7 35		12 7
Jakel ..... ,,	5 23	9 3		12 57	4 45		Korschen ..... arr	7 36	5 9	8 15		1 6
Bromberg[182]arr	5 51	9 44		2 8	5 18		For ROSTKEN dep		8 25	8 25		1 21
For DIRSCHAU dep	6 6	10 5			5 33		KONIGSBERG d	7 50	8 35			
,, POSEN ..... ,,	1 5	9 59			5 13		From PROSTKEN arr	7 26	12 4	8 5		
From DIRSCHAU ar	1—3	8 55			5 14		,, KONIGSBERG ,,		12 36	7 5		1 11
,, POSEN..... ,,	a.m.	8 57			5 21		Korschen.....dep	7 49	5 15	8 25		1 21
Bromberg[182]dp	1 11	10 3			5 43		Rehfelde ..... ,,	9 8	6 8	9 25		2 2
Schulitz ..... ,,	6 43	10 44			6 19		Wartenburg ..... ,,	9 37	6 25	9 50		2 4
Posen [175] ..... arr	7 19	11 24			7 2		Allenstein ..... ,,	10 8	6 43	10 13		3 16
For POSEN ..... dep	10 14						Osterode ..... ,,	11 1	7 31	11 1		4 16
,, OTLOCZYN ... ,,	7 37	12 13			7 25		Deutsch Eylau ..... ,,	12 0	8 10			4 49
From POSEN ....arr		9 30			7 11		Bischofswerder ..... ,,	12 2	8 28			5 2
,, OTLOCZYN ... ,,		1 1					Jablonowo..... ,,	1 9	9 51			5 49
Thorn [180] ..dep	7 30	12 21			8 3		Briesen ..... ,,	1 49	9 16			6 15
Briesen ..... ,,	8 27	1 41			10 1		Thorn ..... arr	3 17	10 4			7 9
Jablonowo 186.. ,,	8 56	2 34			10 44		For POSEN ....dep	5 41				7 19
Bischofswerder ,,	9 20	3 3		1—4	11 8		,, OTLOCZYN... ,,	7 25				7 37
Deutsch Eylau [209]	9 40	3 41		a.m.	11 31		From POSEN.....arr		9 11	2—4		
Osterode ..... ,,	10 24	4 38		4 20	1 15		,, OTLOCZYN ... ,,	3 27	9 38	a.m.		
Allenstein ..... ,,	11 17	5 44		5 38	1 8		Thorn ..... dep	4	10 19	9 41		7 19
Wartenburg ..... ,,	11 35	6 31		6 7	1 25		Schulitz ..... ,,	4 58	10 53	10 30		8 4
Rothfliess ..... ,,	11 55	6 58		6 37	1 45		Bromberg ..... arr	5 43	11 20	11 23		8 55
Korschen[186] arr	12 40	7 57		7 25	2 40		For POSEN .....dep	5 51				9 5
For KONIGSBERG d	12 56	8 35		7 56	2 46		,, DIRSCHAU..... ,,	7 46			11 39	0
PROSTKEN dep	12 13	8 25					From POSEN ..... arr	2—4	5 21	9 56	8 5	
From KONIGSBERG	12 36	7 57			1 11		DIRSCHAU ..... a.m.	5 18	11 32	8 55		
,, PROSTKEN arr	12 41	8 5					Bromberg .....dep	4 2	6 3	1 50	11 4	9 7
Korschen .....dep	12 55	8 15			7 9		Rehfelde ..... ,,	5 25	6 45	12 18	12 1	9 46
Gerdauen ..... ,,	1 32	9 1			7 46		Seweinhoehe ..... ,,	7 15	7 40		1 5	10 30
Insterburg 180 arr	2 26	10 19			8 23		Deutsch Eylau ..... ,,	8 45	8 27	1 16	2 54	11 10
EYDTKUHNEN .. ,,	3 58	12 45			11 29		KREUZ ..... ,,		10 12	2 22	4 12	12 38
TILSIT ..... ,,	5 13						BERLIN ..... ,,		6 50	6 10	8 10	6 0

[All 2—4 class. Posen (175) .....dep 4 50 10 40 4 58 11 34 6 23 11 30 Wargowo ..... ,, 5 5 11 34 5 13 12 17 6 38 12 15 Rogasen ..... ,, 5 19 11 48 5 27 12 31 6 52 12 29 Rogasen I.-P. ..... ,, 5 33 11 59 5 41 12 42 7 5 12 42 Schneidemuehl arr 5 59 12 25 6 7 1 25 7 31 1 25

[All 2—4 class. Schneidemuehl dep 5 14 11 0 6 14 1 40 7 46 1 40 Jastrow ..... ,, 5 34 11 20 6 34 2 0 8 6 2 0 Lotzin ..... ,, 5 51 11 37 6 51 2 17 8 23 2 17 Neustettin ..... ,, 6 27 12 13 7 27 2 53 9 3 2 53

[All 1—4 class. Schneidemuehl dep 5 50 6 4 Jastrow ..... ,, 6 7 6 21 Lotzin ..... ,, 6 24 6 38 Neustettin ..... ,, 7 0 7 14

BROMBERG, DIRSCHAU, DANTSIC, and NEUFAHRWASSER.

Stations.	1—4	1—4	1—2	3	Cl.	1—4	2—4	1	4	Stations.	1—4	1—4	1—4	1	4	1—4	1—4	1	4
SCHNEIDEMUHL dep	...	...	4 15	...	...	7 9	...	3 16	...		a.m.	a.m.	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.
THORN ..... ,,	...	...	...	...	...	7 19	9 41	4 0	...	Neufahrwasser dp	...	7 1	8 10	11	2	4	6	6 50	11 35
POSEN ..... ,,	...	...	...	...	...	5 8	...	11 40	...	Dantsic (Hohe Thor)	...	7 20	8 32	11	24	4 23	7	7 20	11 57
174,186	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	Dantsic (Lege Thor)	a.m.	8 44	11	38	4	35	7	7 32	11 59
Bromberg ....dep	6 6	6 24	10 5	11 39	5 56	...	...	...	...	,, ,, d p	4 0	7 28	11	2	12	44	4 51	7 50	...
Klahrheim ..... ,,	...	7 34	10 40	12 34	6 28					Praust ..... ,,	4 18	7 44	11	16	1	1	5	8	...
Terespol ..... ,,	6 54	9 2	11 21	1 47	6 58					Dirschau .....arr	4 55	8 21	11	49	1	30	5	46	8 35
Warlubien ..... ,,	7 27	...	12 13	3 23	7 41					KONIGSBERG .. arr	9 56	12 5	...		7	25	9	18	1 36
Pelplin ..... ,,	8 10	...	1 16	5 6	8 28					SCHNEIDEMUHL arr	11	6	2—4	3	10	...	...	1	13
Dirschau 180 ..arr	8 34	...	1 50	5 58	8 57					KONIGSBERG ...dep	1	3	a.m.			9	8	5	45
KONIGSBERG ...arr	12 5	...	7 25	p.m.	1 36					Dirschau .....dep	5	38	9	4		1	50	8	57
SCHNEIDEMUHL dp	...	4 15	1—4	...	2 47	3 53				Pelplin ..... ,,	6	16	10	8		2	26	3	CL. 9 26
KONIGSBERG....dep	a.m.	1	4	p.m.	9	8	1—4	5 45		Warlubien ..... ,,	7	25	12	7		3	25	p.m.	10 14
Dirschau ..... ,,	5 35	8 46	12 34	2 6	6 16	9 21				Terespol ..... ,,	8	1	1	42		4	12	7 58	10 48
Praust ..... ,,	6 1	9 17	1	3	2 45	6 47	10	0		Klahrheim ..... ,,	8	33	2	51		4	50	9	7
Dantsic (Lege Thor)	a.m.	6 17	2	32	3	1	7	2	10 16	Bromberg 182 arr	8	55	3	12		5	18	9	40 11 32
,, 180 dep	6	0	a.m.	10	8	1	36	5	3 a.m. 10 31	Posen ..... arr	3	34	...			9	56	...	...
Dantsic (Hohe Thor) ,,	6	14	7	3	10	8	1	50	5 17 6 2 10 46	THORN ..... ,,	11	33	...			7	2	...	...
Neufahrwasser ar	6	33	7	55	10	43	2	9	5 36 6 44 11 5	SCHNEIDEMUHL ,,	11	1	...			8	27	...	1 16

LASKOWITZ and JABLONOWO.

	a.m.	p.m.	p.m.	(182)	a.m.	p.m.	p.m.
Laskowitz dep	7 51	1 0	7 26	Jablonowo 9	1 2 31	9 3	
Strasdenen a	8 34	1 56	8 24	Strasdenen a	1 17	9 49	9 25
,, dp	11 21	7 18	a657	,, dp	10 29	5 48	a5 0
Jablonowo	12 51	8 33	8 22	Laskowitz	11 25	6 44	6 56

SAGAN and SORAU.

	a.m.	p.m.	p.m.	(183)	a.m.	p.m.	p.m.	(183)	a.m.	p.m.	p.m.
Sorau dep	10 8	1 20	5 50	Sagan dep	10 8	1 20	5 50	Sorau dep	12 19		2 21
Sagan arr	10 46	1 39	6 28	Sagan arr	12 48		2 47		2 47		7 6

1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—3	1—4	1—3	1—4	2—4	1—3	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—3	1—4	1—3	1—4	1—3	2—4
				184												184								
m. pf	m. pf	m. pf	m. pf		p. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	m. pf	m. pf	m. pf		a. m.		a. m.	p. m.	p. m.	p. m.	p. m.	p. m.
Berlin	Berlin	Berlin	Berlin	dep	1 0	6 35	9 0	10 0	3 0	6 0	8 30	11 50	...	...	...	Breslau OSB dep	...	...	10 15	...	2 44	...	10 30	9 50
2 0	1 50	1 0	0 30	Erkner...(183)	1 49	7 25	...	10 44	...	6 51	9 19	...	...	...	...	,, NMB dp	6 30	...	...	12 45	...	6 0	...	...
3 30	2 30	1 0	1 0	Fürstenwalde	2 27	7 57	...	11 17	3 56	7 29	9 58	1 56	...	...	...	DZIEDITZ ,,	...	...	...	...	...	...	...	...
5 10	3 30	2 10	1 30	Briesen	2 50	8 19	...	11 40	...	7 56	10 24	...	Frc	Bre	slau	Mochbern	...	...	10 25	13 54	2 54	...	10 40	10 4
6 30	5 0	3 30	1 70	Frankfort arr	3 25	8 59	10 13	12 0	4 36	8 33	10 57	2 35	1 90	1 40	1 0	Lissa	9 49	...	...	1 11	3 6	6 30	...	10 17
				(176, 181-6)									1 90	1 40	1 0	Nimkau	10 1	...	...	1 25	...	6 44	...	10 31
				CEPTER arr.	...	...	...	10 56	...	5 39	...	...	2 60	2 0	1 30	Neumarkt	7 17	...	10 54	1 40	3 37	6 49	11 12	10 46
26 90	20 20	13 70	Ex.	BRESLAU ,,	...	...	...	5 15	...	10 52	...	...	3 10	2 50	1 70	Maltsch	7 39	...	...	1 53	...	7 0	...	10 59
...	...	...	...	POSEN ...	a.m.	...	...	3 5	...	9 50	...	...	4 10	3 10	2 10	Spittelndorf	7 43	...	...	2 7	...	7 15	...	11 13
...	...	...	...	CUSTRIN dep.	4 36	...	...	...	9 41	11 40	4 0	8 45	5 20	3 90	2 60	Liegnitz ...arr	7 58	...	11 34	2 22	3 57	7 30	11 44	11 28
7 40	5 50	3 90	Ex.	Frankfort dep.	5 4	8 8	10 24	12 20	4 41	8 47	11 7	12 40	6 0	4 40	Ex.	,, ...dep	8 4	...	11 38	2 26	4 2	7 38	11 49	12 3
7 40	5 50	3 70	1 90	Finkenheerd	6 5	9 10	...	12 47	5 53	8 59	11 52	...	5 90	4 40	3 0	Arnsdorf ...arr	8 17	p.m.	...	2 42	4 14	7 52	...	12 17
8 40	6 30	4 20	2 10	Fürstenberg	6 28	9 35	...	12 58	5 12	9 17	11 41	...	6 80	5 0	Ex.	Arnsdorf ...dep	8 26	4 26	...	...	4 17	...	...	...
8 90	6 70	4 50	2 30	Neuzelle	8 40	9 44	...	1 5	5 21	9 25	11 50	...	7 0	5 30	3 50	Reisicht	9 10	5 15	...	...	4 53	...	...	...
10 40	7 80	5 20	2 60	Guben 158 arr	7 9	10 11	11 10	1 31	5 44	9 50	12 18	1 30	7 60	5 70	3 80	Modlau	9 49	5 49	...	...	4 43	...	...	...
11 70	8 70	6 10	Ex.	Guben 178 dep	7 15	10 17	11 17	1 38	5 49	9 56	12 26	1 33	7	5 70	3 80	Mallmitz	11 18	7 24	...	...	5 18	...	...	...
11 60	8 70	5 90	2 90	Tschicht	7 35	10 38	...	1 59	6 8	10 15	12 49	...	11 10	8 30	5 60	Sagan ...arr	11 47	7 53	...	...	5 31	...	...	...
1 60	9 50	6 30	3 70	Sommerfield a	7 50	10 53	11 41	2 15	6 22	10 31	1 6	2 3	...	...	...	SORAU ,,	a.m.	...	...	...	6 38	...	...	...
14 20	10 30	7 40	Ex.	,, dp	7 53	11 0	11 44	...	6 Cl.	10 33	1 8	2 5	...	...	...	GLOGAU dep	7 18	...	...	...	6 50	...	...	...
13 19	9 80	6 60	3 30	Gassen	8 3	11 9	...	...	6 51	10 42	1 22	...	12 90	9 40	Ex.	Sagan ...dep	9 55	6 10	...	...	5 55	...	...	...
13 90	10 50	7 0	3 0	Sorau 152 arr	8 16	11 42	12 1	...	7 21	11 16	1 59	3 30	12 40	9 30	6 20	Benau	10 35	...	...	...	6 35	...	...	...
15 40	...	7 70	3 90	Hansdorf arr	...	12 11	12 27	1	7 31	...	2 19	3 54	13 20	9 90	6 60	Gassen	11 7	9 33	...	...	6 5	...	...	...
18 60	12 50	9 0	4 50	Kohlfort arr	9 43	12 45	12 59	6	8 ...	...	3 18	4 33	13 70	10 20	6 90	Sommerfield a	11 23	9 46	...	...	6 14	...	...	...
20 30	15 20	10 20	5 10	GÖRLITZ 176a	a.m.	12 10	12 10	...	8 11	...	...	...												
20 30	15 0	10 10	Ex.	Kohlfort dep	7 51	1 30	1 21	...	p.m.	7 1	...	...	...	...	...	...	a.m.		...	...	p.m.	p.m.	a.m.	p.m.
20 0	15 0	9 10	5 0	Bunzlau	8 32	2 12	1 49	...	7 47	...	4 35	4 14	5 90	4 40	3 0	Arnsdorf dep	4 18	...	...	...	4 30	7 53	...	12 19
20 50	15 40	10 30	5 20	Arnsdorf arr	9 37	3 6	...	...	8 27	...	5 27	...	8 40	6 60	4 40	Bunzlau	9 12	...	12 16	...	5 29	8 51	12 43	1 12
													10 80	8 10	5 40	Kohlfort arr	9 47	...	12 40	...	6 5	9 20	1 10	1 46
14 20	10 50	7 43	Ex.	Sommerfeld dp	8 2	...	...	...	7 23	9 27	...	...	13 10	9 80	6 60	GÖRLITZ dep	9 10	...	12 13	...	3 30	6 16	12 48	12 48
13 10	9 80	6 57	3 30	Gassen	8 22	...	...	...	7 43	9 46	...	...	12 30	9 10	Ex.	Kohlfort dep	9 55	...	1 0	...	4 20	7 0	1 40	2 5
14 0	10 50	7 ...	1 50	Benau	8 54	...	...	...	8 17	6 53	...	...	13 40	10 10	6 70	Hansdorf	10 43	...	1 33	a.m.	5 10	7 45	2 18	3 3
15 20	11 40	7 6	3 80	Sagan 178 ...arr	9 32	...	...	...	8 5	7 15	...	...	14 0	10 50	7 0	Gassen	10 59	...	1 48	6 15	5 27	8 1	2 35	3 23
...	...	...	...	GLOGAU ,,	...	...	...	...	...	8 42	...	...	13 20	9 90	6 60	Gassen	11 26	1—4	...	6 43	5 56	8 28	...	3 51
...	...	...	...	SORAU dep	a.m.	...	...	...	2 21	7 0	...	...	13 70	10 30	6 90	Somerfeld a	11 35	p.m.	2 13	6 51	6 4	8 36	3 3	4 0
17 10	12 70	8 90	Ex.	Sagan 182 dep	6 36	...	...	...	4 3	7 23	...	...	15 60	11 60	Ex.	Sommerfeld d	11 39	3 10	2 15	6 54	6 20	8 40	3 5	4 3
16 20	12 20	8 11	4 10	Mallmitz	7 0	...	...	...	4 29	7 34	...	...	14 70	11 0	7 40	Jessnitz	11 54	3 25	...	7 10	6 32	8 55	...	4 19
18 40	14 10	9 40	4 70	Modlau	8 20	...	...	...	5 57	8 24	...	...	15 90	11 90	8 0	Guben ...arr	12 11	3 42	2 40	7 28	6 48	9 11	3 33	4 37
19 30	14 50	9 70	4 90	Reisicht	8 37	...	...	...	6 16	8 42	...	...	18 0	13 40	Ex.	Guben ...dep	12 16	3 48	2 44	7 33	6 53	9 15	3 38	4 45
20 50	15 40	10 30	5 20	Arnsdorf ...arr	9 11	...	...	...	8 51	9 46	...	...	17 50	13 10	8 80	Neuzelle	12 44	4 15	...	8 1	...	9 41	...	5 14
...	...	...	...	...	a.m.	p.m.	...	...	p.m.	...	a.m.	a.m.	17 90	13 40	9 0	Fürstenberg	12 53	4 24	...	8 11	7 21	9 51	...	5 25
...	...	...	...	Arnsdorf dep	9 13	3 8	...	...	5 59	9 50	...	5 28	18 90	14 20	9 50	Finkenheerd	13 4	4 44	...	8 32	...	10 11	...	5 46
21 20	15 80	10 60	5 30	Liegnitz ...arr	9 37	3 32	2 32	7 13	9 1	...	5 42	5 59	19 30	14 70	9 80	Frankfort arr	13 20	5 1	3 28	8 49	7 48	10 30	4 28	6 4
23 40	17 70	Ex.	1866 ...dep	9 43	3 30	2 37	7 21	9 11	...	5 58	5 4	...	...	...	...	CUSTRIN	...	7 0	5 32	10 37	...	11 58	...	8 50
22 30	16 70	11 20	5 60	Spittelndorf	10 1	3 48	...	7 39	...	6 19	...	...	...	...	...	POSEN ...dep	...	...	10 26	4 56	...	...	...	...
23 0	17 30	11 80	5 80	Maltsch	10 14	4 0	...	7 54	9 36	6 35	...	...	...	...	...	BRESLAU ,,	...	...	8 50	...	...	...	...	...
23 70	17 80	11 90	6 0	Neumarkt	10 28	4 15	3 9	8 6	9 49	6 52	5 38	...	...	...	...	REPPEN ,,	...	...	2 20	8 22	...	...	...	...
24 50	18 40	12 30	6 20	Nimkau	10 41	4 28	...	8 22	...	7 7	...	...												
25 30	19 0	12 70	6 40	Lissa	10 57	4 44	...	8 39	10 12	7 26	...	...	22 50	16 60	Ex.	Frankfort dep	1 38	5 9	3 38	9 0	7 54	8 50	4 31	6 14
26 0	19 60	13 10	6 50	Mochbern 185	...	5 1	3 41	...	...	7 47	6 14	...	21 0	15 80	10 60	Briesen	2 11	5 43	...	9 32	...	9 20	...	6 48
...	...	...	...	DZIEDITZ arr	...	...	...	...	...	...	...	...	22 20	16 80	11 20	Fürstenwalde	2 35	6 7	...	9 56	8 33	9 41	5 13	7 10
26 0	19 60	13 10	6 60	Breslau N ...B a	11 15	...	...	9 0	10 30	...	7 55	...	24 0	18 10	12 10	Erkner...(183)	3 7	6 41	...	10 37	...	10 15	...	7 43
29 70	22 0	15 50	Ex.	Breslau OSB a	...	5 10	3 50	...	...	...	...	...	24 0	19 60	13 10	Berlin ...arr	3 50	7 20	4 50	11 5	9 19	10 55	6 0	8 35
					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
			EXTRA	Berlin ...dep	6 37	10 6	1 0	4 45	6 0	8 50	11 10	...				Erkner ...dep	6 47	7 43	10 37	3 7	5 52	6 41	10 15	...

* Mann Boudoir Sleeping Cars by this Train.

German Railways.

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STARGARD and OSWIECIM.—Oberschlesische Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	2–4	2–4	2–4	1–4	1–5	1–4	1–4
m.pf	m.pf	m.pf	178		a.m.		p.m.			a.m.
Fro	Stan	gard	**Stargard** .....dep	...	7 11	...	9 57	...	...	10 55
3 30	2 10	1 40	Arnswalde.....	...	9 28	...	12 47	...	...	1 11
5 40	4 10	2 70	Woldenberg.....	...	9 46	...	10 36	...	...	12 26
7 30	5 40	3 60	**Kreuz** .....arr	a.m.	10 23	p.m.	11 3	...	...	12 51
...	...	...	,, 180.....dep.	5 8	...	5 4	3 8	...	...	1 42
9 80	7 40	4 90	Wronke.....	6 23	...	6 51	3 43	...	...	2 28
13 90	10 40	7 0	**Posen 157, 174-5**ar	8 12	...	9 9	4 42	a.m.	p.m.	3 37
...	...	...	,, ...dep	...	...	...	4 52	10 30	8 0	4 4
17 20	12 90	8 60	Kosten	...	...	...	5 40	11 26	8 56	5 1
19 30	14 50	9 70	**Lissa 181**	...	...	...	6 23	12 11	9 33	5 49
23 20	17 40	11 60	Trachenberg	...	...	...	7 42	1 22	...	7 2
24 0	18 0	12 0	Gollendorf.....	...	...	...	7 57	1 38	...	7 17
25 70	19 20	12 80	Schebits .....p	...	1–3	2,3,4	8 28	2 12	...	7 50
27 0	20 30	13 50	**Breslau** (Up. S) ...arr	...	a.m.	a.m.	8 50	2 34	p.m.	8 12
Fro	Bres	lau	,, **156, 165–6** dep	...	6 38	5 20	12 15	4 0	6 30	10 20
2 20	1 70	1 10	**Ohlau**	...	7 7	5 39	12 58	4 29	7 15	11 1
3 40	2 60	1 70	**Brieg 165**	...	7 26	7 34	1 21	4 47	7 41	11 22
4 60	3 50	2 30	**Loewen**	...	7 44	8 15	1 45	5 6	8 8	11 46
6 60	5 0	3 30	**Oppeln 184** .....arr	...	8 9	9 8	2 16	5 29	8 42	12 19
...	...	...	TARNOWITZ .....arr	...	...	...	...	...	...	...
...	...	...	**Oppeln 186** ...dep	...	8 12	9 23	2 21	5 32	8 48	...
8 30	6 20	4 10	Gogolin	...	8 34	10 10	2 47	5 53	9 17	...
10 0	7 50	5 0	**Cosel (159, 189)**.arr	...	8 57	10 52	3 14	6 13	9 46	...
14 70	11 10	7 40	ODERBURG .....arr	...	10 32	...	5 11	7 33	...	...
...	...	...	VIENNA ,, ...	...	4 19	...	...	5 16	...	...
11 20	8 40	5 60	**Cosel**.....dep	1–4	9 9	11 19	3 24	6 27	9 56	...
12 90	9 70	6 50	**Gleiwitz (186)**	5 12	10 11	1 5	4 27	7 27	10 54	7 54
13 90	10 40	7 10	**Morgenroth**	5 49	10 47	2 15	5 3	8 1	...	8 30
14 40	10 80	7 30	**Mechanischeschwar.**	5 55	10 53	2 21	5 15	8 9	...	8 48
15 10	11 30	7 60	**Kattowitz 184-7**	6 11	11 15	3 18	5 32	8 24	...	9 17
52 90	39 7	22 90	WARSAW .....arr	6 5	9 30	...	...	7 30	...	...
15 50	11 60	7 80	**Schopinitz**	6 20	11 21	3 20	5 41	8 33	...	9 29
15 8	11 90	7 90	**Myslowitz**	6 33	11 38	3 40	5 56	8 40	...	9 38
42 40	17 0	Ex.	CRACOW.....arr	...	3 15	...	...	...	...	...
17 60	13 20	8 80	**Oswiecim 206** ..arr	7 14	12 33	...	6 37	...	...	...
...	...	...	CRACOW.....arr	9 45	5 45	...	8 30	...	...	...

INSTERBURG and PROSTKEN.

Stations.	2–4	2–4		Stations.	2–4	2–4	
(1852)	a.m.	p.m.			a.m.	p.m.	
Insterburg.....dep	4 42	3 50	...	**Prostken** .....dep.	3 44	3 57	...
Darkehmen .....arr.	6 6	5 19	...	Lyck.....	4 27	4 44	...
,, dep.	7 7	6 39	...	Oletzko.....	5 34	5 56	...
Oletzko.....	8 56	8 14	...	Goldap.....	7 14	7 39	...
Lyck.....	10 20	9 24	...	Darkehmen.....	9 5	8 35	...
Prostken .....arr.	10 57	10 1	...	**Insterburg** .....arr.	9 22	9 55	...

OPPELN and VOSSOWSKA.

Stations.	2–4	2–4	2–4		Stations.	2–4	2–4	2–4	
	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	
Oppeln .....dep.	8 32	5 33	8 46	...	**Vossowska** dep.	6 50	9 55	6 50	...
Malapane 188	9 11	6 14	9 24	...	Malapane	7 17	10 23	7 14	...
Vossowska	9 29	6 35	9 45	...	**Oppeln 184** ...arr.	8 4	10 59	7 50	...

KOHLFURT and FALKENBERG.

Stations.	1–4	1–3	1–3	1–4	1–4	1–4	1–4	1–4	1–4
	a.m.	p.m.	p.m.						
LEIPSIC .....dep	8 26	2 0	...	...	...	...	...	...	...
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
Falkenberg.....dep	6 30	10 9	2 47	...	...	...	...	...	...
Liebuerwerda	6 53	10 37	4 9	...	...	...	...	...	...
Elsterwerda	7 19	10 49	4 21	...	...	...	...	...	...
Hoyerswerdaer	7 53	...	4 53	...	...	...	...	...	...
Uhyst	8 16	11 17	5 17	4 43	5	6	6	6	6
Horka 184	8 36	11 30	5 36	5 3	5 23	6 18	6 18	6 18	6 18
Nieaky	8 53	11 50	5 53	5 20	5 40	6 35	6 35	6 35	6 35
Mickenhain	9 19	...	6 19	5 46	6 6	6 61	6 61	6 61	6 61
Hoyerswerdaer	9 34	12 23	6 34	6 1	6 21	6 76	6 76	6 76	6 76
Uhyst	9 54	12 43	6 54	6 21	6 41	7 1	7 1	7 1	7 1
Rehhain 185 .....arr	10 20	1 9	7 20	6 47	7 7	7 27	7 27	7 27	7 27
Hohenbocka.....arr	9 40	12 29	6 40	6 7	6 27	7 47	7 47	7 47	7 47
,, ...dep	9 50	12 39	6 50	6 17	6 37	7 57	7 57	7 57	7 57
Mickenhain	10 6	12 55	7 6	6 33	6 53	8 13	8 13	8 13	8 13
Liebuerwerda	10 31	1 20	7 31	6 58	7 18	8 38	8 38	8 38	8 38
Falkenberg 186.arr	10 48	1 37	7 48	7 15	7 35	8 55	8 55	8 55	8 55
LEIPSIC .....arr	12 38	3 27	9 38	9 5	9 25	10 45	10 45	10 45	10 45

Stations.	1–4	1–3	1–3	1–4	1–4	1–4	1–4
	a.m.	p.m.	p.m.				
BERLAD .....dep	10 30	3 10	10 15	7 35	12 40	2 20	6 15
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Kohlfurt .....dep	6 18	10 53	2 4	5 24	11 46	6 27	10 22
Horka 184	6 47	11 46	2 43	5 53	12 11	6 56	10 51
Nieaky	6 56	12 6	2 53	6 3	12 21	7 6	11 1
Uhyst	7 23	1 1	3 19	6 30	12 48	7 33	11 28
Hoyerswerdaer	8 3	1 43	3 53	7 10	1 28	8 13	12 8
Mickenhain	8 21	2 1	4 11	7 28	1 46	8 31	12 26
Hohenbocka.....arr	8 40	2 20	4 30	7 47	2 5	8 50	12 45
,, ...dep	8 50	2 30	4 40	7 57	2 15	9 0	12 55
Rehhain 185 .....arr	9 20	3 0	5 10	8 27	2 45	9 30	1 25
Mickenhain	9 40	3 20	5 30	8 47	3 5	9 50	1 45
Elsterwerda	9 55	3 35	5 45	9 2	3 20	10 5	2 0
Falkenberg 186.arr	10 22	4 2	6 12	9 29	3 47	10 32	2 27
LEIPSIC .....arr	12 12	5 52	7 52	11 19	5 37	12 22	4 17

KATTOWITZ & SOSNOWITZ.

Stations.	1–4	1–4	1–4
184	a.m.	p.m.	p.m.
KATTOWITZ .....dep	6 50	12 8	6 3
Schoppinitz Roedzind	6 56	12 16	6 11
Sosnowitz (289) ... arr			

SOSNOWITZ & KATTOWITZ.

Stations.	1–4	1–4	1–4
	a.m.	p.m.	p.m.
Sosnowitz.....dep	8 3	3 53	9 33
Schoppinitz Roedzina	8 13	4 3	10 3
KATTOWITZ .....arr	...	...	...

BERLIN, COTTBUS, and GORLITZ and SEIDENBERG.

M.	1 cl.	2 cl.	3 cl.	Stations.	1–3	1–3	1–4	1–4	1–3	1–3	1–3	1–4	1–4
Dist	m.pf	m.pf	m.pf				p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
	From	Berlin		**Berlin**.....dep	...	3 10	7 25	12 40	2 20	6 15	...	...	
8	1 20	0 90	0 60	Grunau.....	...	3 52	7 45	1 6	...	6 42	...	...	
163	2 30	1 70	1 20	K. Wusterhausen	...	4 29	8 3	1 31	2 58	7 7	...	...	
31	4 10	3 10	2 10	Halbe	...	...	8 38	2 6	...	7 44	...	...	
49	4 80	3 60	2 40	Brand	...	...	8 54	2 22	...	7 59	...	...	
16	6 0	4 50	3 0	Lübben.....	...	...	9 16	2 41	3 57	8 21	...	...	
324	6 90	5 20	3 50	Lübbenau 193dep	...	1–4	9 36	4 33	4 15	8 41	...	...	
64	7 90	5 90	4 0	Vetschau.....	...	a.m.	9 53	5 6	4 31	8 56	...	...	
704	9 20	6 90	4 60	**Cottbus 158** dp	...	4 25	10 22	5 52	4 53	9 29	...	...	
97	11 20	8 40	5 60	Spremberg	...	5 38	10 57	...	5 22	10 4	...	...	
97	12 70	9 50	6 40	Weisswasser 185	...	6 29	11 23	...	3 51	10 37	...	...	
14	14 80	11 10	7 40	Uhsmannsdorf	...	7 40	12 8	...	...	11 16	...	...	
18	15 10	11 30	7 60	Horka 184	1–4	7 50	12 16	...	6 31	11 22	...	...	
284	16 70	12 50	8 40	**Gorlitz** .....arr	a.m	8 48	12 50	...	7 0	11 56	...	...	
				,, ...dep	5 5	11 55	...	...	7 10	...	...	...	
147	17 50	13 10	8 80	Nikrish	5 42	12 22	...	...	7 33	...	...	...	
29	18 10	13 50	9 0	**Seidenberg**arr	6 2	12 42	...	...	7 53	...	...	...	

Stations.	1–4	1–3	1–3	1–4	1–4
VIENNA ... dep	...	8 0	...	8 12	...
REICHENBERG 6 37	...	8 22	1 36	...	...
289	p.m	a.m.	a.m.	p.m	p.m.
Seidenberg dp	8 50	...	10 22	3 2	...
Nikrisch	9 17	...	10 35	4 10	...
Gorlitz .....arr	9 42	...	10 50	4 45	...
,, ...dep	...	6 15	1 0	4 45	7 0
Horka	...	6 46	1 28	5 11	8 1
Uhsmannsdorf	...	6 52	...	5 17	8 15
Weisswasser	...	7 33	2 8	5 56	9 18
Spremberg	am	8 0	2 29	6 37	10 14
Cottbus	4 30	8 41	3 7	7 10	11 0
Vetschau.....	5 16	9 8	3 26	7 37	...
Lübbenau	5 50	9 30	3 42	7 58	...
Lübben	6 6	9 47	3 56	8 17	...
Brand	6 25	10 7	...	8 36	...
Halbe	6 37	10 20	...	8 48	p.m.
K. Wusterhausen	7 14	10 54	4 49	9 26	7 45

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OSWIECIM, &c., to STARGARD.

Stations.	1—4	1—3	1—3	3—4	1—3	1—4	1—4	1—3
	p.m				a.m		a.m.	
CRACOW ..... dep.	3 0	...	...	...	6 55	...	9 30	...
	p.m				a.m	a.m	p.m	
Oswiecim ..... dep.	8 14	...	...	...	9 0	...	3 0	...
CRACOW ..... dep.	...	a.m.	...	a.m.	...	7 50	...	...
Sylowitz	8 56	5 53	...	7 13	9 37	12 50	4 4	...
Schoppinitz	9 4	5 31	...	7 24	9 44	12 59	4 13	...
WARSAW ..... dep.	...	...	...	...	9 10	...	6 0	...
Kattowitz	9 17	5 44	...	7 45	9 56	1 17	4 21	...
Ignahütte-Schlewitz	9 29	5 56	...	8 9	10 7	1 30	4 35	...
Myslowitz	9 46	6 7	...	8 33	10 17	1 41	4 44	...
Sosnowitz	10 6	6 38	...	9 33	10 45	2 13	5 13	...
Sosnowitz	...	7 9	...	10 25	11 14	2 44	5 42	...
Cosel ..... arr.	...	7 29	...	10 54	11 33	3 4	6 2	...
VIENNA ..... dep.	...	6 30	...	...	...	...	11 0	p.m.
ODERBERG ..... "	...	6 56	...	...	9 37	...	12 20	6 9
Cosel ..... "	...	7 42	...	12 32	11 39	...	6 8	7 41
Gogolin ..... "	...	8 7	...	1 26	12 9	...	6 37	8 9
Oppeln ..... arr.	...	8 27	...	2 1	12 30	...	7 0	8 30
TARNOWITZ ..... dep.	...	5 41	...	...	...	a.m.	...	5 38
Oppeln ..... dep.	...	8 31	...	2 15	12 35	6 36	7 5	9 34
Lewen	...	8 56	...	3 14	1 6	7 9	7 39	9 2
Brieg	...	9 15	...	4 3	1 29	7 34	8 3	9 22
Ohlau	1—4	9 32	...	4 40	1 49	7 55	8 22	9 41
Breslau ..... arr.	a.m.	10 0	p.m.	5 37	2 24	8 32	8 58	10 10
" ..... dep.	6 33		5 15		7 15			
Schelitz	6 54	...	1 36	...	7 37	...	...	...
Gellendorf	7 25	...	2 11	...	8 13	...	...	...
Trachenberg	7 40	...	2 26	...	8 29	a.m.	...	...
Lissa	8 55	...	3 45	...	9 49	6 41	...	...
Kosten	9 33	2—4	4 26	...	10 26	7 20	...	...
Posen ..... arr.	10 30	a.m.	5 23	p.m.	11 22	8 17	...	...
" ..... dep.	11 2	5 40		6 2	11 34	...	...	...
Wreschen	12 9	7 26	...	8 29	12 41	...	2—4	...
Gnesen ..... arr.	12 58	8 36	...	9 48	1 20	...	p.m.	...
" ..... dep.	1 54	...	...	...	4 56	...	5 7	...
Wirsitzberg	2 22	...	...	...	5 22	...	5 51	...
Jastrebitz	3 11	...	...	...	6 7	...	7 14	...
Stargard ..... arr.	3 52	...	...	...	6 47	...	8 22	...

BRIEG to NEISSE and ZIEGENHALS.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.							
Brieg 194 dep.	8 32	1 32	8 36	...	...	...	...	...	...	...
Grottkau	9 20	2 20	9 24	...	...	...	...	...	...	...
Falkenau	9 40	2 40	9 44	...	...	...	...	...	...	...
Neisse (150) arr	10 10	3 10	10 14	...	...	...	...	...	...	...
" ..... dep	10 10	3 30	10 14	...	...	...	...	...	...	...
Ziegenhals arr	11 21	4 5	11 25	...	...	...	...	...	...	...
JAGERTORF a	...	...	...	5 38	...	...	...	...	...	...

JAGERTORF to ZIEGENHALS.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.						
JAGERTORF d	4 30	10 38	3 27	8 16	...	...	...	...	...	...
	a.m.	a.m.	p.m.	p.m.						
Ziegenhals d	4 44	10 38	3 41	8 30	...	...	...	...	...	...
D.-Wette (150) d	5 20	11 45	4 17	9 6	...	...	...	...	...	...
Neisse ..... dep	5 30	11 55	4 27	9 16	...	...	...	...	...	...
" ..... arr	6 34	12 39	5 31	10 20	...	...	...	...	...	...
Falkenau	6 54	12 59	5 51	10 40	...	...	...	...	...	...
Grottkau	7 24	1 29	6 21	11 10	...	...	...	...	...	...
Brieg ..... arr	7 24	1 0	6 21	11 10	...	...	...	...	...	...

WEBWASSER and MUSKAU.

Stations.	1—4	1—3	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Webwasser ..... dep.	7 40	11 15	3 45	8 25
Muskau ..... arr	8 0	11 35	4 5	8 45

K.M.	C.	C.	S.	C.	C.	Stations.	K.M.	C.	C.	S.	C.	C.
Dist.	m.p.	m.p.	m.p.	m.p.	m.p.		Dist.	m.p.	m.p.	m.p.	m.p.	m.p.
0	0	0	0	0	0	Breslau	0	0	0	0	0	0
5	0	0	7	6	5	Pöpelwitz	5	0	0	7	6	5
10	0	0	14	12	10	Lissa	10	0	0	14	12	10
15	0	0	21	18	15	Gabitz	15	0	0	21	18	15
20	0	0	28	24	20	Kanth	20	0	0	28	24	20
25	0	0	35	30	25	Schmolz	25	0	0	35	30	25
30	0	0	42	36	30	Strehlen	30	0	0	42	36	30
35	0	0	49	42	35	Kunzendorf	35	0	0	49	42	35
40	0	0	56	48	40	Nimkau	40	0	0	56	48	40
45	0	0	63	54	45	Ransern	45	0	0	63	54	45
50	0	0	70	60	50	Oels	50	0	0	70	60	50
55	0	0	77	66	55	Bernstadt	55	0	0	77	66	55
60	0	0	84	72	60	Wilxkau	60	0	0	84	72	60
65	0	0	91	78	65	Kreidelwitz	65	0	0	91	78	65
70	0	0	98	84	70	Kohlfurt	70	0	0	98	84	70
75	0	0	105	90	75	Horka	75	0	0	105	90	75
80	0	0	112	96	80	Muskau	80	0	0	112	96	80

BRESLAU and DZIEDITZ.—Rechte-Oder Ufer-Bahn.

Stations.	1—4	1—3	1—4	1—4	1, 2, 3	1, 2, 3
1863	p.m.				a.m.	
BERLIN ..... dep	11 0	...	...	...	9 0	...
Schmiedefeld	a.m.	...	...	p.m.	5 13	...
Neubiesen ..... dep	6 18	...	...	3 46	5 20	...
Breslau Odr ar	a.m. 6 28	a.m.	p.m.	3 57	5 33	...
Breslau Std. dp	8 15	6 25	10 20	1 5	5 50	...
Breslau Odr. dp	8 29	6 38	10 35	1 21	6 3	...
Oels 156,228 a	9 16	7 13	11 26	2 26	6 48	...
WILHELM'K arr.	...	...	...	...	...	...
Oels ..... dep	...	7 21	11 27	...	6 57	...
Bernstadt	...	7 46	11 51	...	7 22	...
Namslau	...	7 59	12 11	...	7 43	...
Konstadt	...	8 31	12 48	...	8 27	...
OSTROWO dep.	...	...	1 18	p.m.	4 41	...
Creuzburg 157 ..	...	8 47	1 7	4 35	8 49	...
Sausenberg (Chd	2—4	9 3	1 20	5 18	9 3	...
Vossowska ar	a.m.	9 32	2 6	6 24	9 40	...
" 156-dep	4 26	9 36	2 18	...	9 47	...
Zawadzki	4 58	9 49	2 36	...	10 2	...
Tworog	6 5	10 14	2 59	2—4	10 29	...
Tarnowitz arr	6 51	10 35	3 22	p.m. 2—4	10 52	...
" 161 dep	7 9	10 38	3 25	5 42	a.m.	10 55
Beuthen	8 9	11 2	3 58	6 47	5 10	11 24
Chorzow [194-8	8 32	11 11	4 7	7 9	5 32	11 33
Schoppinitz d	9 15	11 32	4 30	7 49	6 18	11 53
OSWIECIM arr	12 38	...	6 37	...	7 14	...
Schoppinitz d	...	11 47	4 47	2—4	6 34	...
Emanuelsegn ...	...	12 12	5 1	a.m.	6 53	...
Pless	...	1 12	5 43	5 53	8 8	...
Dziedlitz 206 a	...	1 31	5 58	6 14	8 28	...
CRACOW ... "	...	5 45	8 30	9 45	...	4 19
VIENNA ... "	...	4 5	5 16	...	4 19	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	2—4	1, 2, 3	2—4
VIENNA ... dep.	...	...	8 30	...	...	11 0
CRACOW "	...	...	6 55	9 30	3 0	...
	a.m.	a.m.	p.m	p.m.	p.m.	
Dziedlitz ... dep	...	...	7 14	10 4	2 35	7 35
Pless	...	...	7 32	10 25	3 1	8 2
Emanuelsegn ...	...	...	8 16	...	4 10	9 20
Schoppinitz a	...	...	8 32	2—4	4 31	9 45
OSWIECIM dep	a.m.	...	p.m.	...	3 0	8 14
Schoppinitz d	4 40	6 31	8 44	3 48	4 43	10 15
Chorzow	5 2	7 32	9 6	4 42	5 3	10 57
Beuthen	5 15	8 2	9 19	5 25	5 15	11 10
Tarnowitz ar	5 38	8 49	9 48	6 18	5 35	...
" ..dep	5 41	...	9 51	6 52	5 38	...
Tworog	6 2	...	10 13	7 31	5 57	...
Zawadzki	6 28	...	10 43	8 38	6 21	...
Vossowska a	6 41	...	10 56	9 16	6 35	...
" dp	6 48	...	11 3	9 50	6 42	...
Sausenberg (Chd	7 24	...	11 38	10 57	7 15	...
Creuzburg	7 45	...	12 2	11 39	7 35	...
OSTROWO ... ar	11 9	...	...	...	12 16	...
Konstadt	6 2	...	12 17	...	7 51	...
Namslau	8 35	...	12 52	...	8 32	...
Bernstadt	8 52	...	1 9	...	8 48	...
Oels ..... arr	9 11	2—4	1 30	1—4	8 54	2—4
WILHELM'K dp	...	a.m.	...	p.m.	...	a.m.
Oels ..... dep	9 19	10 45	1 37	6 48	9 2	6 15
Breslau Std. a	9 57	12 2	2 20	7 32	9 42	7 30
Breslau Odr. a	10 10	12 20	2 33	7 45	9 55	7 50
Breslau Od d	10 4	...	2 27	...	9 49	...
Moeltsch ... arr	10 13	...	2 36	...	9 58	...
Schmiedf ... arr	...	...	2 49	...	...	...
BERLIN arr	4 50	...	9 10	...	6 0	...

RUHLAND and LAUCHHAMMER.

Stations.	2—3	2—3	Stations	2—3	2—3
	a.m.	p.m.		a.m.	p.m.
Ruhland (194) ... dep	5 30	3 15	Lauchhammer dep	6 15	6 5
Zschornewitz	...	...	Zschornewitz	...	...
Lauchhammer arr	5 53	5 40	Ruhland ..... arr	6 40	6 30

Extra.—Ruhland to Lauchhammer, 6.50 a.m., 6.50 p.m. on Sun.
...d Fete days, & vice-versa. 7.15 a.m. & 7.35 p.m. on Sun. & Fete days.

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CÜSTRIN, REPPEN, RAUDTEN, and FRANKENSTEIN

Stations.	1	—	1	—	2	3
			a.m.	p.m.	p.m.	
180-6						
Custrin ..... dep	...		9 44	5 55	8 30	
Zorndorf	...		9 59	5 9	6 17	
Zantoch	...		10 17	5 20	7 16	
Schwiebus	...		10 31	5 31	7 40	
Reppen 124 ..... arr	...		10 42	5 40	7 56	
BERLIN ..... dep.			9 0	3 0	...	
FRANKFURT-ODER			10 26	5 9	...	
Reppen ..... dep.			11 6	5 46	...	
Br. Gandern			11 29	6 5	...	
Tauasch			11 49	...	...	
Rothenburg 124 arr			12 32	6 55	...	
POSEN ..... dep			10 26	1 56	...	
GUBEN ..... dep.			7 50	4 2	a.m.	
Rothenburg ..... dep.			a.m.	12 54	7 6	9 27
Grünberg			5 48	1 17	7 26	9 59
Neusalz			6 25	1 51	7 57	...
Büthen			6 43	2 7	8 10	...
Glogau 181 ..... arr			7 11	2 35	8 36	...
LISSA ..... arr.			8 42	5 30	9 44	...
" ..... dep.			6 21	12 53	3 43	...
Glogau ..... dep			7 21	2 41	8 47	...
Tranenschütz			7 39	2 59	...	...
Raudten ..... arr.			7 51	3 11	9 13	...
Raudten ..... dep.			7 59	3 21	9 16	...
Steinau			8 24	3 50	9 38	...
Wohlau			8 48	4 17	9 59	...
Dyhernfurt			9 2	4 31	10 13	...
Schmiedefeld			9 36	5 5	10 44	...
Breslau ..... arr.			9 47	5 15	10 52	...
Raudten ..... dep.			8 1	3 18	9 23	...
Lüben			8 27	3 59	9 48	...
Vorderheide			8 42	4 20	10 3	...
Liegnitz 183 ..... arr.			8 56	4 44	10 17	...
BERLIN ..... dep.			...	9 0	...	1,2,3
KOHLFURT ..... "			...	1 30	a.m.	p.m.
Liegnitz ..... dep.			9 2	5 25	5 51	12 9
Jauer			9 37	6 22	6 31	1 16
Striegau			10 2	7 13	6 58	1 57
Königszell 180 arr.			10 15	7 32	7 12	2 17
Königszell ..... dep.			10 27	8 8	7 22	2 54
Schweidnitz			10 42	8 32	7 38	3 22
Reichenbach			11 10	9 31	8 7	4 23
Gnadenfrei 159			11 29	9 52	8 33	4 54
Frankenstein arr.			11 44	10 27	8 55	5 17

Stations.	1	—	1	—	3	
	a.m.		p.m.		p.m.	
Frankenstein ..... dep.	8 57		8 1		5 50	1
Gnadenfrei	9 11		8 43		6 7	1
Reichenbach	9 27		9 9		6 26	1
Schweidnitz	9 53		...		6 56	2
Königszell ..... arr.	10 6		...		7 11	2
Königszell ..... dep.	10 18		...		7 24	2
Striegau	10 39		...		7 41	3
Jauer	10 50		...		8 5	3
Liegnitz 183 ..... arr.	11 19		...		8 40	3
KOHLFURT ..... "	12 40		...		...	6
BERLIN ..... "	4 50		...		...	9
Liegnitz ..... dep.	...		...		8 56	4
Vorderheide	...		...		9 17	4
Lüben	...		...		9 43	4
Raudten ..... arr.	...		...		10 17	4
Breslau ..... dep.	...		...		8 50	3
Schmiedefeld	...		...		9 0	3
Dyhernfurth	...		...		9 31	4
Wohlau	...		...		9 44	4
Steinau	...		...		10 6	4
Raudten ..... arr.	...		...		10 27	5
Raudten ..... dep.	...		...		10 34	5
Gramschütz	...		...		10 46	...
Glogau ..... arr.	...		...		11 3	5
LISSA ..... arr	1—4		...		2 53	9
LISSA ..... dep	a.m.		...		9 23	3
Glogau ..... dep	5 46		...		11 9	5
Beuthen	6 41		...		11 36	6
Neusalz	7 18		p.m.		11 52	6
Grünberg	8 30		7 39		12 28	6
Rothenburg ..... arr.	9 3		3 12		12 46	6
GUBEN ..... "	...		...		1 56	8
POSEN ..... "	3 5		...		5 51	9
Rothenburg ..... dep	...		...		12 53	7
Baudach	...		...		1 33	7
Gr. Gandern	...		...		1 49	7
Reppen ..... arr.	...		...		2 10	8
FRANKFURT-ODER	...		...		2 49	8
BERLIN ..... arr	a.m.		...		4 50	10
Reppen ..... dep	5 14		...		2 29	8
Kohlow	5 34		...		2 40	8
Caesig	5 51		...		2 50	8
Zantoch	6 12		...		3 3	8
Cüstrin ..... arr	6 32		...		3 16	8

Ex — Rothenburg to Glogau 8.45 p.m.

STETTIN and CÜSTRIN.

Stations.	1—4	1—4	1—3		
	a.m.	a.m.	p.m.		
Stettin (178-9) dep	6 45	10 35	5 40	...	...
Gerdamsdstein	7 12	11 20	6 25	...	...
Greifenhagen	7 25	11 45	6 44	...	...
Wilhelmafelde-Fid. ..	7 45	12 23	7 20	...	...
Königsberg	8 11	1 20	8 15	...	...
Vietnitz	8 26	1 49	8 47	...	...
Bärwalde	8 42	2 17	9 14	...	...
Greifenfeld	8 57	2 47	9 30	...	...
Custrin 180-6 arr	9 16	3 15	10 20	...	...

Stations.	2	4	2	&	3	1	4	1—3
	a.m.		a.m.		p.m.	p.m.		p.m.
Custrin ..... dep	...		7 29		3 34	9 17		...
Fürstenfelde	...		8 24		4 0	10 11		...
Bärwalde	...		8 39		4 12	10 25		...
Vietnitz	...		9 0		4 26	10 46		...
Königsberg	5 30		9 34		4 44	11 10		...
Wilhelmafelde- Fid.	6 19		10 22		5 14	...		...
Greifenhagen	6 55		11 2		5 37	...		...
Ferdinandstein	7 15		11 18		5 49	...		...
Stettin ..... arr	7 55		12 0		6 20	...		...

MITTELWALDE, KAMENZ, and BRESLAU

Stations.	1—4	1—4	1—4	1—3
	a.m.	a.m.	a.m.	p.m.
229	...	...	...	...
Mittelwalde ... dep.	...	6 41	10 52	5 49
Glatz	...	7 37	11 49	6 45
Kamenz (159) arr	...	8 9	12 20	7 16
FRANKENSTEIN dep.	...	7 45	12 10	7 3
Kamenz ..... dep.	...	8 20	12 35	7 24
Ebersdorf	5 5	8 42	12 58	7 52
Langenbau	5 21	8 51	1 8	8 2
Strehlen	6 3	9 14	1 32	8 27
Wachsen for Bohrau	6 27	9 38	1 48	8 44
Bohrau	6 58	9 43	1 53	8 50
Breslau 183 ..... arr	...	11 10	3 20	9 18

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.
Breslau ..... dep.	6 40	10 30	5 43	7 25
Rothsurben	6 59	10 51	6 2	8 4
Wachsen for Bohrau	7 14	11 8	6 7	8 12
Strehlen	7 30	11 26	6 33	9 42
Heinrichau	7 52	11 49	6 55	9 56
Mustrberg	8 3	12 4	7 6	10 4
Kamenz ..... arr.	8 20	12 22	7 27	...
FRANKENSTEIN "	8 40	12 49	7 54	...
Kamenz ..... dep.	8 20	12 37	7 40	...
Glatz	9 32	1 51	8 51	...
Mittelwalde	10 1	2 16	9 22	...

OPPELN and PEISKRETSCHAM.

All 1—4 Class.	a.m.	p.m.		
Oppeln ...(184)...dep	8 45	8 52	...	...
Gross-Stein	9 44	9 48	...	...
Blottnitz	10 55	10 58	...	...
Peiskretschams ...arr	11 54	11 52	...	...

All 1—4 Class.	a.m.	p.m.		
Peiskretscham ...dep	5 15	3 59	...	...
Blottnitz	6 14	5 1	...	...
Gr.-se-Stein	7 11	6 48	...	...
Oppeln ..... arr	7 58	6 48	...	...

BRESLAU, ALTWASSER, and HALBSTADT.

Stations.	1—4	1—3	1—4	
	a.m.	p.m.	p.m.	
Halbstadt ..... dep	...	6 42	12 44	6 17
Pellhammer	...	6 53	1 24	6 47
Saltzbrunn ..... dep	...	7 20	1 36	7 25
Borgais	6 34	9 0	2 18	7 25
Freiburg	6 48	9 47	2 57	7 41
Konigszell	7 26	10 25	3 33	8 1
Breslau ..... arr.	8 40	11 35	4 15	9 25

Stations.	1—4	1—3	1—4	
	a.m.	p.m.	p.m.	
Breslau 184 ..... dep	6 0	3	5	6 15
Konigszell 180	7 29	1 26	2 51	7 45
Freiburg	7 38	1 36	3 01	8 27
Borgais 184	8 10	2 11	3 37	8 36
ALTWASSER	8 10	11 39	2 38	8 49
Saltzbrunn	8 40	...	2 58	9 49
Pellhammer 184	9 15	...	3 31	9 57
Halbstadt ..... 183 arr	9 15	...	4 31	10 57

GLEIWITZ & SCHWIENTOCHLOWITZ.

Stations.	1—4	1—3	1—4	
	a.m.	p.m.	p.m.	
Gleiwitz ..... dep	9 44	10 55	5 56	...
Borsigwerk	9 58	11 9	6 14	...
Beuthe	10 23	11 34	6 39	...
Konigshütte	10 37	11 48	6 53	...
Schwientochlowitz arr	10 53	12 0	7 9	...

All 1—4 class.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Schwientochlowitz dp	8 0	11 37	5 32	9 37	Alt Kaltwasser	8 0	11 39	2 38
Konigshütte	8 24	11 54	5 54	9 55	ALTWASSER	8 10	11 39	2 38
Beuthen	8 36	12 35	6 13	10 14	Saltzbrunn	8 40	...	2 58
Borsigwerk	8 49	12 50	6 34	...	Pellhammer 184	9 15	...	3 31
Gleiwitz	9 03	1 5	6 48	...	Halbstadt ..... 183 arr	9 15	...	4 31

All 1—4 class.	a.m.	p.m.	p.m.	p.m.
Alt Kaltwasser ..... dep	8 10	11 39	2 38	7 25
Freiburg	8 48	12 15	3 15	7 41
Konigszell	9 26	12 53	3 53	8 1
Breslau ..... arr.	10 40	2 10	5 15	9 25

LEIPSIC. to WERDAU, SCHWARZENBRG. & HOF.

Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1 & 2
Bayer B.	a. m.	a.m.	a. m.	p. m.	p. m.	p.m.	p. m.	p.m.	nig't
Leipsic 170 ....dep.	4 15	6 25	9 5	12 0	3 30	6 15	6 25	10 40	12 10
Kieritzsch 199	5 20	...	9 42	1 17	4 8	...	7 0	11 13	...
Altenburg 171	5 53	7 12	10 17	1 51	4 43	7 3	7 32	11 45	12 58
Gossnitz 171	6 30	7 36	11 2	2 26	5 21	7 23	8 8	12 18	1 18
Crimmitschau	6 47	7 50	11 21	2 42	5 38	...	8 23	12 35	1 32
Werdau .....arr	7 5	8 4	11 39	2 58	5 57	7 50	8 40	12 53	1 46
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
Werdau ..... ep.	7 15	8 15	12 0	3 6	6 6	...	8 55	12 55	...
Zwickau 189, 201	7 35	8 33	12 19	3 29	6 26	...	9 15	1 13	...
Wiesenburg	8 52	...	1 6	3 59	...	...	10 14	...	...
Niederschlema	9 41	...	1 40	4 31	...	...	10 46	...	...
Schneeberg ar	10 19	...	2 14	5 29	...	...	11 19	...	...
Aue (159)	10 6	...	1 59	4 52	...	...	11 5	...	...
Schwarzenb. ar	10 40	...	2 26	5 19	...	...	11 31	...	...
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
Werdau .....dep	7 10	8 5	11 42	3 2	6 2	7 51	8 45	...	1 47
Neumark 203	7 27	...	11 58	3 18	6 19	...	9 3	...	2 & 3
Reichenbach ...arr	7 43	8 29	12 15	3 33	6 35	8 15	9 18	...	2 11
„ **188** .....dep	7 58	8 49	12 39	3 47	6 45	8 23	9 40	9 6	...
Plauen 157	8 58	9 28	... 39	4 41	7 44	8 59	10 36	10 53	...
Mehltheuer	9 18	9 43	1 59	5 1	8 4	...	10 56	11 40	...
Reuth .....(196	9 42	...	2 24	5 24	8 29	...	11 20	12 38	...
Hof (for Munich) arr.	10 15	10 27	2 58	5 57	9 3	9 57	11 54	1 34	...

Stations.	a. m.	a.m.	p.m.	a. m.	a.m.	p.m.	p.m.	p.m.	m	a.m.
Hof (for Munich) dep	4 50	6 5	7 5	10 35	1 35	4 20	4 39	...	...	...
Reut	3 16	...	6 55	7 41	11 10	2 11	...	5 5	...	...
Mehltheuer	3 41	...	7 20	8 6	11 36	...	...	5 29	...	...
Plauen	4 3	5 54	7 56	8 26	11 57	2 59	5 22	5 52	...	...
Reichenbach ...arr	4 58	6 27	8 59	9 22	12 50	3 52	5 56	6 46	...	...
„ .....dep	5 7	6 35	...	9 36	1 5	4 5	6 4	6 55	1 34	...
Neumarkt	5 25	...	...	9 55	1 25	4 23	...	7 15	...	...
Werdau .....arr	5 41	7 0	...	10 9	1 39	4 37	6 28	7 31	1 58	...
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
Schwarzenb dp	...	...	5 5	7 30	...	...	4 15	...	8 20	...
Aue	...	...	5 46	8 1	...	...	4 47	...	9 7	...
Schneeberg dp.	...	...	5 30	7 45	...	...	4 0	...	8 50	...
Niederschlema	...	...	6 1	8 5	...	...	5 0	...	9 25	...
Wiesenburg	...	...	6 38	8 49	...	...	5 32	...	10 12	...
Zwickau ..... dep	5 15	11 20	7 20	9 35	1 13	4 10	6 5	...	10 56	...
Werdau .....arr	5 33	11 38	7 39	9 53	1 31	4 30	6 23	...	11 15	...
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
Werdau .....dep.	5 46	7 1	7 42	10 14	1 44	4 41	6 29	7 37	1 59	1 21
Crimmitschau	6 5	...	7 59	10 32	2 2	4 58	6 43	7 56	2 14	11 48
Gossnitz	6 31	7 28	8 25	11 1	2 27	5 22	6 56	8 22	2 27	12 8
Altenburg (189)	7 4	7 52	8 57	11 32	3 0	5 53	7 20	8 54	2 52	...
Kieritzsch	7 33	...	9 25	11 59	3 30	6 19	...	9 22	...	...
Leipsic (Bayer B) arr	8 10	8 35	9 59	12 35	4 11	6 50	8 2	10 4	3 35	...

GORLITZ, NIKRISCH and ZITTAU.

Stations.	1—4	1,2,3	1—4	1,2,3
184	a.m.	a.m.	p.m.	p.m.
Gorlitz dp	5	9 5	0	7 25
Nikrisch „	5 34	9 20	1 2	7 41
Zittau .....arr	6 45	10 4	2 30	8 28

Stations.	1—4	1—4	1—4	1,2,3
190	a.m.	a.m.	p.m.	p.m.
Zittau dep	7 15	11 40	2 55	9 0
N krisch	8 25	12 21	3 55	9 44
Gorlitz arr	8 55	12 41	4 20	10 5

KATTOWITZ, LEOBSCHUTZ, and JAGERNDORF.

Stations.	1—4	1—4	1—4	1—4	1—4	3—3
CRACOW ... dep	...	...	...	...	...	...
WARSAW ...arr	6 5	...	...	...	...	...
	9 45	...	...	...	...	...
Nicolai	...	...	...	...	...	...
Rybnik	...	...	...	...	...	...
Czernitz	...	...	...	...	...	...
Nendza 189 arr	6 15	...	...	...	...	...
Nendza ..... dep	7 3	...	...	...	...	...
Rattowitz ...arr	6 51	...	...	...	...	...
	10 1	a.m.	p.m.	p.m.	a.m.	p.m.
Nicolai	...	10 28	6 11	11 45	3 1	3 1
Rybnik	...	11 5	6 45	12 21	3 37	3 37
Czernitz	...	...	...	...	5 34	12 44
Nendza 189 arr	6 15	...	...	...	5 54	12 44
Nendza ..... dep	7 3	...	...	...	6 27	1 20
Rattowitz ...arr	6 51	...	...	...	6 9	1 20
	8 48	2	34	...	7 54	3 16
Nicolai	...	...	...	...	7 31	2 53
Rybnik	...	...	...	...	7 10	2 30
Czernitz	...	...	...	...	6 44	2 4
Nendza 189 arr	8 28	...	...	...	8 22	3 44
Nendza ..... dep	9 15	...	...	...	8 42	4 4
Rattowitz ...arr	8 48	...	...	...	8 22	3 44

Stations.	1—4	1—4	1—4	1—4	1—4	1—4
CRACOW ... dep	...	...	...	...	...	...
WARSAW ...arr	6 5	...	...	...	...	...
	9 45	...	...	...	...	...
Nicolai	...	...	...	...	...	...
Rybnik	...	...	...	...	...	...
Czernitz	...	...	...	...	...	...
Nendza 189 arr	6 15	...	...	...	...	...
Nendza ..... dep	7 3	...	...	...	...	...
Rattowitz ...arr	6 51	...	...	...	...	...
	10 1	p.m.	p.m.	a.m.	p.m.	p.m.
Nicolai	...	9 28	6 11	11 45	3 1	3 1
Rybnik	...	9 54	6 45	12 21	3 37	3 37
Czernitz	...	...	...	...	5 34	12 44
Nendza 189 arr	6 15	...	...	...	5 54	12 44
Nendza ..... dep	7 3	...	...	...	6 27	1 20
Rattowitz ...arr	6 51	...	...	...	6 9	1 20
	8 48	2	34	...	7 54	3 16
Nicolai	...	...	...	...	7 31	2 53
Rybnik	...	...	...	...	7 10	2 30
Czernitz	...	...	...	...	6 44	2 4
Nendza 189 arr	8 28	...	...	...	8 22	3 44
Nendza ..... dep	9 15	...	...	...	8 42	4 4
Rattowitz ...arr	8 48	...	...	...	8 22	3 44

Stations.	1—4	1—4	1—4	1—4	1—4	3—3
Jagerndorf dep	9	23	6	50	3	3
Leobschutz 230	9	56	7	23	3	37
Jagerndorf 230	10	30	8	12	4	11
TROPPAU ... arr	...	...	8	42	4	41

Stations.	1—4	1—4	1—4	1—4	1—4	1—4
TROPPAU ... dep	...	...	...	1	0	...
Jagerndorf 230	...	...	...	1	0	...
Leobschutz ...	...	...	...	1	0	...
	9	23	6	50	3	3
Jagerndorf dep	9	56	7	23	3	37
Neustadt	10	30	8	12	4	11
Ratibor ..... arr	...	...	8	42	4	41
	10	1	6	40	4	30
Neustadt ..... dep	10	37	7	6	4	55
Ratibor ..... arr	10	54	7	23	5	11
	10	54	7	23	5	11
Pleiswitz	11	9	7	38	5	26
Hultschin	11	24	7	53	5	41
Troppau ..... arr	11	52	8	20	6	0
	11	52	8	20	6	0
Troppau ..... dep	11	52	8	20	6	0
Jagerndorf	12	16	8	44	6	24
Leobschutz	12	38	9	6	6	46
Jagerndorf 230	13	12	9	41	7	21
Neustadt	13	46	10	15	7	55
Ratibor ..... arr	14	15	10	44	8	24
	14	15	10	44	8	24
Ratibor ..... dep	14	15	10	44	8	24
Pleiswitz	14	40	11	9	8	49
Hultschin	14	55	11	24	9	4
Troppau ..... arr	15	20	11	52	9	40

ROSSLAU, WITTENBERG, and FALKENBERG.

Stations.	1—3	1—4	1—3	2—4
HANOVER .....dep	2 40	6 0	12 0	...
ZERBST ..... arr	7 54	11 28	3 47	...
	a. m.	p.m.	p.m.	p.m.
Rosslau 154 ...dep	8 20	12 5	4 13	...
Koswig	8 39	12 34	4 42	...
Wittenberg 176 ar	8 56	12 57	5 6	...
BERLIN ..... dep	6 10	8 39	2 30	...
LEIPSIC ..... „	...	8 50	2 5	...
Wittenberg .. dep	9 1	1 5	5 12	6 0
Eister (Elbe)	9 16	1 25	5 32	6 32
Jessen	9 29	1 43	5 49	7 6
Annaburg	9 40	2 0	6 4	7 34
Fermerswalde	9 57	2 19	6 23	8 8
Falkenberg 184 arr	10 8	2 31	6 35	8 23
DRESDEN ..... arr	12 15	4 47	8 8	12 42
KOHLFURT ..... „ „	12 20	6 56	...	...
BEESLAU ..... „ „	10	10 27	...	...

Stations.	2—4	1—3	1—4	1,2,3
BEESLAU .....dep	...	10 30	6 30	10 15
KOHLFURT ..... „	...	6 12	10 53	1 35
DRESDEN ..... „	3 45	8 35	2 20	5 20
152	a. m.	a.m.	p.m.	p.m.
Falkenberg .....dep	5 56	10 15	6 6	7 57
Fermerswalde	6 16	10 27	6 22	8 9
Annaburg	6 51	10 43	6 48	8 24
Jessen	7 19	10 55	7 7	8 35
Elster (Elbe)	7 46	11 7	7 25	8 46
Wittenberg .....arr	8 8	11 22	7 47	9 1
LEIPSIC ..... „ „	10 18	...	...	11 1
BERLIN ..... „ „	12 33	...	10 30	12 8
Wittenberg ...dep	8 25	11 27	7 57	9 7
Koswig	10 45	11 45	8 25	9 26
Rosslau ..... arr	11 5	12 2	8 52	9 45
ZERBST ..... „ „	...	12 17	...	10 13
HANOVER	...	5 35	...	1 3

LUBBENAU, SENFTENBERG and KAMENZ.

Stations.	1—4	1—3	1—4
184	a. m.	a.m.	p.m.
Lubbenau .....dep	5 5	9 38	3 0
Calau **152**	5 43	10 18	3 52
Altdöbern	6 13	10 56	4 22
Senftenberg 152 ar	6 52	11 43	5 1
COTTBUS ..... dep	...	8 40	2 15
Senftenberg	7	8 12	5 15
Strassgräbchen	8 12	1 36	7 4
Kamenz 176 ...arr	8 39	2 3	7 30

Stations.	1—4	1—4	1—4
Kamenz ... dep	5 45	11 15	3 45
Strassgräbchen	6 19	11 49	4 17
Senftenberg ....arr	7 8	12 46	5 16
COTTBUS ..... „ „	9 40	...	8 0
Senftenberg .. dep	7 23	12 59	5 31
Altdöbern	8 40	2 18	6 9
Calau	8 40	2 18	7 9
Lubbenau .....arr	9 8	2 45	7 37

+ 1 & 2 Class.

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RIESA, CHEMNITZ, ANNABERG, and WEIPERT, Sachsische Staatseisenbahnen.

Stations.	2 & 3	1—4	1—4.	1, 2, 3	1, 2, 3	1, 2, 3
189,201		p.m.	a. m.	a.m.	a.m.	p.m.
sa ..... dep.	...	4 50	8 45	11 f	...	3 50
ein 203	...	10 29	6 54	9 45	12 36	4 41
rtheim	...	10 54	6 18	10 10	12 59	5 3
emnitz 171a	...	12 1	7 24	11 15	2 1	6 1
Stollberg dp	...	...	5 5	...	9 50	4 20
Hohlteich ...	...	...	5 35	...	10 20	4 52
Lugau	...	...	5 58	...	10 43	5 14
Chemnitza	...	a.m.	7 36	p.m.	12 21	6 53
emnitz dep	...	5 55	8 42	8 50	2 20	4 30
erwiesa	...	6 13	9 0	9 8	2 37	4 47
ha (188) ...	...	6 31	9 26	9 27	2 53	5 24
annsdorf ...	...	6 40	9 36	9 36	3 2	5 41
ojau	...	7 15	10 11	10 11	3 37	6 40
enstein	...	7 50	10 44	10 45	4 11	7 41
aberg ...arr	a. m.	8 25	11 19	11 20	4 46	8 46
...dep	5 35	9 15	...	...	4 54	...
hols.....	5 52	9 32	...	...	5 9	...
zau!	6 20	10 0	...	...	5 36	...
nstein	7 3	10 43	...	...	6 19	...
ipert 210 ar	7 8	10 48	...	...	6 24	...
KOMOTAUarr	12 0	...	...	...	10 0	...
CARLSB'D ,,	5 50	...	...	...	6 10	...
PRAGUE ,,	3 42	...	...	...	4 57	...

Stations.	1—4.	1, 2, 3	1, 2, 3	1—3.	1, 2, 3
		p.m.			a.m.
PRAGUE dep.	...	11 f	...	...	10 50
CARLSB'D ,,	...	10 30	...	...	8 50
KOMOTAU ,,	...	3 8	...	...	1 45
		a.m.	p.m.	p.m.	p.m.
Weipert ...dep	...	7 25	1 15	...	6 42
Bärenstein	...	7 31	1 21	...	6 51
Cranzahl	...	8 15	2 5	...	7 34
Buchholz	...	8 43	2 33	...	8 1
Annaberg ...arr	a.m.	8 55	2 45	...	8 17
...dep	6 35	9 0	2 50	6 12	...
Wolkenstein	7 11	9 42	3 33	6 51	...
Zschopau	7 45	10 15	4 7	7 24	...
Erdmannsdorf ...	8 17	10 48	4 41	7 57	...
Flöha	8 35	11 0	4 54	8 15	...
Niederwiesa	8 44	11 10	5 6	8 25	...
Chemnitz ...arr	8 59	11 26	5 23	8 41	...
Chemnitz d	7 5	11 25	7 8	...	...
Lugau ...arr	8 45	1 16	8 48	...	...
Hohlteich ...	9 12	1 43	9 14	...	...
Stollberg	9 36	2 7	9 38	...	a.m.
Chemnitz	8 31	12 40	5 57	9 5	4 10
Waldheim	9 24	1 41	6 58	10 7	5 16
Döbeln	9 42	2 7	7 27	10 37	5 48
Riesa ..... arr.	10 20	2 57	8 17	11 33	6 38

CHEMNITZ and LIMBACH.

Stations.	2—4	2—4	2—4	2—4
	a. m.	p. m.	p. m.	p. m.
mnitz .....dep	7 50	1 20	5 30	10 25
gendorf 199 ...arr	8 12	1 53	5 51	10 56
psic .....dep	4 35	11 20	3 5	8 0
gendorf .....arr	8 17	1 58	5 55	11 1
bach.....dep	8 38	2 19	6 16	11 22
	a.m.	a.m.	p.m.	p.m.
bach.....dep	6 30	11 45	2 25	8 35
gendorf	6 53	12 8	3 43	8 58
psic ..... ,,	9 35	2 50	6 27	11 35
gendorf .....dep	6 58	12 13	3 51	9 4
mnitz ..... arr	7 19	12 34	4 14	9 25

ROSSWEIN to CHEMNITZ.

(203)	a.m.	a.m.	p.m.	p.m.	a.m.
Rosswein dp	...	10 13	3 5	...	8 10
Mainichen	7 15	11 0	3 59	7 5	9 10
Frankenberg ...	7 38	11 18	4 19	7 30	...
Niederwiesa ...	8 2	11 43	4 39	7 58	...
Chemnitz ...	8 21	11 58	4 54	8 ...	...
Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Chemnitz	...	9 2	8 20	6 10	9 15
Niederwiesa ...	...	9 25	2 51	6 27	9 37
Frankenberg ...	...	9 55	3 19	6 47	10 7
Mainichen	7 59	10 15	3 39	7 3	10 27
Rosswein ar	8 55	1 26	...	7 47	...

REICHENBACH and EGER.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 3, 3
(187)	a. m.	a.m.	p. m.	p. m	p.m.
henbach dp	2 16	6 0	12 45	3 55	8 33
agrün 175dep.	...	...	1 11	4 19	8 56
en 187	3 5	9 38	1 44	4 50	9 27
chlitz 157	3 20	9 51	2 3	5 9	9 46
itz 175	3 39	10 15	2 27	5 34	10 9
rf (150)	4 4	10 35	2 53	6 0	10 33
r	4 14	10 44	3 2	6 11	10 43
rsreuth	5 17	11 37	4 0	7 10	11 42
zenabad 108	5 32	11 51	4 16	7 26	11 58
r 202, 223 arr	5 45	12 2	4 28	7 38	12 10

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3	1, 2, 3
	a. m.	a.m.	p. m.	p. m.	p.m.
Eger .....dep.	8 45	12 20	2 25	8 15	10 20
Franzensbad	8 59	12 34	2 38	5 37	10 33
Voitersreuth	9 28	12 59	3 0	6 14	10 58
Elster	10 12	1 43	3 42	7 23	11 38
Adorf	10 22	1 53	3 51	7 38	11 46
Oelsnitz	10 52	2 19	4 12	8 20	12 8
Weischlitz	11 14	2 40	4 31	8 59	12 23
Plauen	11 38	3 5	4 50	9 52	12 38
Herlasgrün	12 8	3 33	5 14	10 35	...
Reichenbach...a	12 30	3 58	5 32	11 8	1 16

Extra.—Reichenbach to Eger, 4.15 a.m., Eger to Reichenbach, 5.20 a.m.

ROCHLITZ, NARSDORF, and PENIG.

Stations.	2—4	2—3	2—3	2—4	
(190)	a.m.	p. m.	p. m.	p. m.	
hlitz .....dep	6 30	12 25	3 55	9 0	...
dorf 199 arr	7 9	1 4	4 34	9 39	...
PSIC ..... ,,	9 35	2 44	6 27	11 35	...
EMNITZ ... ,,	8 16	2 5	5 48	11 0	...
dorf .....dep	7 51	1 14	5 0	10 3	...
g 190 ...arr	8 39	2 2	5 48	10 51	...

Stations.	2—4	2—3	2—4	2—4
	a.m.	p.m.	p.m.	p.m.
Penig .....dep	6 25	12 10	3 50	8 55
Narsdorf ..... arr	7 14	12 59	4 38	9 44
LEIPZIG ..... ,,	9 36	2 44	6 27	11 35
CHEMNITZ ... ,,	8 16	2 5	5 48	11 0
Narsdorf .....dep	7 52	1 17	4 55	10 2
Rochlitz .....arr	8 23	1 57	5 36	10 42

ODERBERG and CONSEL-KANDRZIN.

Stations.	1, 2, 3	1—4	1, 2, 3		
(159	a.m.	p.m.	p.m.		
Consel-Kandrzin	7 39	1 30	6 ...		
Hammer	8 13	...	7 10		
Neuberun ..... arr	8 43	p.m.	7 40		
Ratibor ..... dep	8 56	1 10	7 53		
Ratibor ..... arr	9 40	1 55	8 38		
Annaberg ..... arr	10 0	2 15	8 58		
Oderberg (206) arr	7 13	1 18	...		
Vienna (206) arr	5 37	9 45	5 39		
Extra.—Consel to Ratibor, 10 1 p.m.					

KOSEL and KLETZENHAIN.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	
	a.m.	p.m.	p.m.	
Kosel ..... dep	6 35	12 10	5 30	
Flöha Staats 166 dp	6 35	12 10	5 30	
Grüna	6 50	12 25	5 45	
Grüna Bahnhof ...	7 26	1 3	6 21	
Pockau-Lengefeld arr	8 10	1 34	6 58	
Pockau-Lengefeld dep	8 17	1 41	7 5	
Olbernhau ..... arr	8 57	2 32	7 57	
Olbernhau ..... dep	6 30	11 25	7 27	
Pockau-Lengefeld ...	7 15	12 10	8 10	
Pockau-Lengef. dp	7 19	12 14	8 14	
Pockau-Lengefeld ...	7 49	12 54	7 7	
Reitzenhain ..... arr	8 22	1 44	7 42	

Stations.	1, 2, 3	1—4	1, 2, 3	
	a.m.	p.m.	p.m.	
Reitzenhain ..... dep	9 0	10 5	4 50	
Pockau-Lengef. dp	9 30	10 16	5 23	
Pockau-Lengef. dp	9 48	1 45	6 44	
Olbernhau ..... arr	8 57	2 32	7 27	
Olbernhau ..... dep	6 30	11 25	7 27	
Pockau-Lengefeld ...	7 15	12 10	8 10	
Grünainichen	7 49	12 54	7 7	
Flöha, Staats 166 arr	8 22	1 44	7 42	

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LEIPSIC, RIESA, RODERAU and DRESDEN.

Stations.	1—3	1—4	1—4	1—3	1—4		1—3	1—3	1—4	1—4	1—4	1—2	1—3	1—4	1—4	1—3			
			a.m.	a.m.				a.m.		a.m.			p.m.	p.m.	p.m.				
Magdeburg...dep	...	...	...	6 0	...		...	7 30	...	11 0	...		3 30	3 30	7 15	...	...	...	...
Halle 156	...	...	...	5 42	7 52		...	10 8	...	1 35	...		5 8	6 0	9 38	...	...	...	...
Frankfurt 170	...	7 45	...	...	...		...	...	...	11 0	...		8 40	8 40	12 15	...	...	...	...
Magdeburg ... "	...	...	...	...	...		...	6 45	...	10 30	...		3 0	...	...	...	...	...	...
(via Zerbst) 120		a.m.	a.m.	a.m.	a.m.			a.m.	noon	p.m.	p.m.		p.m.	p.m.	p.m.				
Leipsic ... ...dep	...	5 10	...	7 50	9 10		...	11 30	...	3 5	...		6 3	7 5	9 5	...	...	...	...
Wurzen 190	...	5 44	...	8 36	9 41		...	12 11	...	3 49	...		6 33	7 49	10 21	...	...	...	...
Dahlen	...	6 11	...	9 5	...		...	12 34	...	4 17	...		...	8 17	...	...	...	...	...
Oschatz	...	6 26	...	9 22	10 13		...	12 54	...	4 33	...		...	8 33	...	1 3	...	...	...
Riesa 189 ....art	...	6 48	...	9 44	10 29		...	a.m. 1 15	...	4 54	...		7 19	8 55	11 8	p.m.	...	...	...
Berlin ..... dep	...	...	6 0	...	...		...	9 0	...	12 0	...	5 0	...	...	...	8 30	...	...	...
Roderau .....arr	...	...	9 27	...	...		...	11 19	...	3 20	...	7 13	...	...	...	11 37	...	...	...
Roderau 196 dep	...	...	9 33	...	...		...	11 25	...	3 25	...	7 20	...	...	...	11 43	...	...	...
Riesa .....arr	...	...	9 47	...	...		...	11 37	...	3 34	...	7 45	...	...	...	11 54	...	...	...
Chemnitz 189 dep	...	...	...	...	8 31		...	...	...	...	12 40	...	...	5 57	...	...	...	...	...
Riesa .....dep	...	6 54	...	9 50	10 34		...	1 21	...	5 0	...		7 23	9 0	11 13	...	...	...	...
Roderau ... "	...	...	9 23	9 38	...		...	11 22	...	3 25	...		...	...	...	11 43	...	...	...
Priesewitz ....arr	...	7 23	9 59	10 19	10 56		a.m.	...	1 51	3 51	5 30		...	...	9 26	...	12 4	p.m.	p.m.
Priesewitz ....dep	...	7 30	...	10 24	11 15		9 15	...	2 0	3 20	5 45		...	...	9 35	...	12 10	12 25	8 25
Grossenhain...arr	...	7 46	...	10 34	11 25		9 30	...	2 15	3 30	6 0		...	...	9 50	...	12 20	12 40	8 40
Cottbus 153 "	...	9 42	...	...	2 58		...	...	...	5 30	...		...	...	...	...	...	1—4	1—4
" ....dep	...	...	...	...	8 40		...	...	...	...	3 10		...	...	...	...	7 55	a.m.	p.m.
Grossenhain.. "	1—3	6 45	8 20	9 50	10 34		...	1 21	2 30	5 6	...		...	...	9 10	...	11 0	11 46	7 40
Priesewitz ....arr	a.m.	6 51	8 46	10 5	10 43		...	1 36	2 46	5 15	...		...	...	9 19	...	11 19	12 1	7 55
Priesewitz	5 45	7 28	10 0	10 24	10 59		...	1 55	3 53	5 34	...		...	...	9 33	...	12 6		
Coswig 203	6 40	7 54	10 27	10 54	...		12 1	2 18	4 21	6 1	...		...	...	9 59	...	...		
Kötzschenbroda	6 59	8 5	10 34	11 3	...		12 8	2 26	4 30	6 9	...		...	...	10 7	...	...		
Dresden (N. Lpz) arr	7 32	8 30	10 54	11 24	11 34		12 20	2 39	4 47	6 25	8 8		8 18	10 27	10 10	12 42	...		
Dresden 190 dep	...	8 50	...	12 10	12 10		...	2 55	...	8 0	...		...	11 15	12 30	...	...		
Goehlitz .....arr	...	12 6	...	3 33	3 23		...	6 7	...	11 25	...		...	2 22	3 45	...	...		
Breslau	...	3 50	...	...	...		...	10 30	...	...	...		1 & 2	...	6 25	...	...		
Dresden (N. Lpz). dp	...	8 42	...	...	12 30		...	2 47	...	6 35	...		8 25	10 35	12 50	12 50	...		
Dresden (Altstdt).ar	...	8 50	...	...	12 38		...	2 55	...	6 43	...		8 33	10 43	12 57	12 57	...		

Stations.	1—3	1—3	1—4	1—3	1—3	1—2	1—3	1—4	1—3	1—3	1—3	1—3	p.m.	p.m.	1—3	1—3	1—4	1—4	
	a.m.	a.m.	p.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.			p.m.
Dresden (Altst). dep	3 25	3 25	...	7 42	8 10	9 14	10 55	12 40	2 7	...	...	5 48	5 48	7 0	...	...			10 30
Dresden (N. Lpz) arr	3 33	3 33	...	7 50	8 18	9 22	11 3	12 50	2 15	...	...	5 56	5 56	7 8	...	...			10 38
Breslau ....dep	...	10 36	9 50	...	...	...	...	...	6 30	...	...	10 15	...	...	...	...			2 44
Goehlitz ..... "	...	2 10	2 35	4 43	...	...	...	7 50	...	10 50	...	2 30	...	4 25	...	...			7 10
Dresden (N. Lpz) dep	3 45	4 35	6 15	8 25	8 35	9 30	11 20	2 20	2 25	4 45	6 10	6 21	7 40	7 20	10 45				
Kötzschenbroda	3 59	...	6 38	...	...	...	11 41	...	2 40	5 5	...	6 34	...	7 34	10 58				
Coswig	4 6	...	6 45	...	...	...	11 50	...	2 48	5 10	...	6 41	7 58	7 42	11 7				
Priesewitz ..... arr	4 29	5 8	7 11	9 1	9 11	10 14	12 16	...	3 14	5 36	6 43	7 2	8 20	8 8	11 3				
Priesewitz ...dep	7 30	...	...	9 15	...	10 21	12 25	...	3 20	5 45	...	...	8 25	...	12 10				
Grossenhain arr	7 40	...	...	9 30	...	10 34	12 40	...	3 30	6 0	...	...	8 40	...	12 20				
Cottbus ..... "	9 42	...	...	...	...	...	...	...	5 30	...	...	...	...	...	...				
Cottbus .....dep	...	...	...	...	...	...	...	...	...	a.m.	3 10	...	...	...	7 15				
Grossenhain "	...	...	6 45	8 30	...	9 50	11 46	...	2 30	10 34	5 6	...	7 40	...	11 0				
Priesewitz ... arr	...	...	6 56	8 45	...	10 5	12 1	...	2 45	10 48	5 15	...	7 55	...	11 19				
Priesewitz ....dep	4 30	5 9	7 13	9 2	9 13	10 15	12 19	...	3 16	...	6 44	7 3	8 21	8 9	11 34				
Roderau..... arr	4 49	...	...	9 21	9 30	10 35	...	...	3 16	...	...	7 22	8 33	...	...				
Riesa ..... arr	...	5 30	7 41	9 33	...	...	12 47	...	3 43	...	7 6	...	8 47	...	12 6				
Chemnitz ... arr	...	...	11 15	2 1	...	...	...	...	6 1	...	...	12 1	1	...	7 24				
Riesa ..... "	4 35	...	...	9 10	...	...	...	...	3 7	...	...	7 0	...	8 25	...				
Roderau ..... arr	4 45	...	...	9 22	...	...	...	...	3 16	...	...	7 15	...	8 34	...				
Roderau ....dep	4 55	...	...	9 33	9 33	...	...	...	3 30	...	...	7 25	...	8 42	...				
Berlin ..... arr	8 22	...	...	1 44	11 44	...	...	...	6 20	...	...	9 45	...	12 13	...				
Riesa .....dep	...	5 34	7 47	9 28	...	...	12 52	...	3 49	...	...	7 11	...	8 53	...	12 11			
Oschatz ..... "	...	5 50	8 11	9 45	...	...	1 16	...	4 11	...	...	7 27	...	9 13	...	12 34			
Dahlen ..... "	...	...	8 26	...	...	...	1 39	...	4 24	...	...	...	...	9 26	...	12 48			
Wurzen ..... "	...	6 19	8 55	10 18	...	...	2 1	...	4 44	...	7 58	...	...	9 56	...	1 15			
Leipsic ..... arr	...	6 47	9 34	10 44	...	...	2 41	...	5 20	...	8 36	...	10 29	...	1 46				
Magdeburg via Zerbst	12 10	...	...	6 15	...	...	...	...	...	...	10 57	...	...	...	7 56				
Frankfurt... "	...	4 3	8 25	...	...	...	...	...	...	...	...	...	7 30	...	4 0				
Halle ..... "	...	7 39	...	11 28	...	...	3 56	...	7 37	...	9 17	...	12 10	...	4 57				
Magdeburg arr	...	9 23	...	12 57	...	...	5 20	...	...	10 50	...	...	...	...	7 26				

ZWICKAU, LENGENFELD, and OELSNITZ.

Stations.	1—4	1, 2, 3	1, 2	1—4
[19]	a.m.	p.m.	p.m.	p.m.
Zwickau .....dep	7 40	1 0	3 55	8 15
Lengenfeld ...arr	8 25	2 7	5 0	9 2
Auerbach	8 46	2 39	5 32	9 24
Falkenstein	9 1	3 7	5 52	9 41
Oelsnitz .....arr	9 46	4 6	6 49	10 27

Stations.	1—4	1, 2, 3	1, 2, 3	1—4
	a.m.	a.m.	p.m.	p.m.
Oelsnitz .....dep	4 55	10 50	2 30	8 18
Falkenstein 175 "	5 52	11 45	3 42	9 13
Auerbach	6 3	11 56	3 57	9 25
Lengenfeld ...arr	6 22	12 15	4 20	9 46
Zwickau .....arr	7	5 12	5 14	10 39

ALTENBURG and ZEITZ.

Stations.	2—4	2 & 3	2 & 3	2 & 3	2 & 3	2—4
[19]	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Altenburg dep	7	5 10	1 30	5	7	10
Meuselwitz ...	7	57	11	14	7	59
Zeitz .....arr	8	43	12	2	8	44

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DRESDEN to LOBAU, ZITTAU, REICHENBERG and GÖRLITZ. Sächs.—Schlesische Staats-Eisenbahn.

2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1 & 2
m. pf.	m. pf.	189,203	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	a. m.	p. m.
Dres den		Dresden .....dep.	6 0	8 50	12 10	2 55	5 0	8 0	11 15	1280
1 10	0 70	Radeberg ..... „	6 37	9 24	12 47	3 39	5 31	8 37	11 50	...
1 40	0 90	Arnsdorf (135.6)	6 51	9 36	1 0	3 40	5 44	8 49	12 1	...
2 30	1 60	Bischofswerda ... „	7 21	10 6	1 26	4 7	6 13	9 19	12 29	...
3 50	2 30	Bautzen (191) ... „	7 58	10 44	2 2	4 44	6 49	9 58	1 7	46
4 70	3 20	Lobau 190 ....arr.	8 43	11 27	2 43	5 24	7 30	10 42	1 45	2 15
Lob au		Lobau ....dep.	5 30	8 40	11 45	5 25	...	...	...	...
1 0	0 70	Herrnhut ..... „	6 2	9 11	12 27	6 8	...	...	...	...
2 10	1 4	Zittau ... arr.	6 44	9 53	1 16	7 0	...	...	...	...
...	...	„ 187,190	7 0	10 55	1 47	7 35	...	...	...	...
3 30	2 90	Kratzau ...(229	7 33	11 39	2 20	8 14	...	...	...	...
4 10	2 70	Reichenberg	7 54	12 7	2 41	8 47	...	...	...	...
5 40	3 6	Reichenbach ...	9 3	11 43	3 3	5 44	7 50	11 2	2 3	...
6 20	4 20	Görlitz 174 ...arr.	9 26	12 6	3 23	6 7	8 13	11 25	2 22	2 45

1 Cl.	3 Cl.	Stations.	1 & 2	1 2 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 2 3
m. pf.	m. pf.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
m G.	rlitz	Görlitz .....dep.	2 10	2 55	4 43	7 50	10 50	2 30	4 25	7 10	...
0 90	0 60	Reichenbach ...	...	3 17	5 7	8 15	11 15	2 56	4 50	7 35	...
eichen	nb'g	Reichenberg ...	...	...	5 26	8 20	12 56	...	6 15	...	...
0 40	0 27	Kratzau	...	...	5 45	8 40	1 16	...	6 35	...	...
1 0	0 67	Zittau .....arr	...	...	6 16	9 13	1 47	...	7 6	...	...
ittau	...	„ 190dep.	...	...	7 5	10 10	2 5	...	7 16	...	...
1 20	0 80	Herrnhut	...	...	7 47	10 51	2 47	...	8 1	...	...
2 10	1 40	Lobau .....arr.	...	...	8 17	11 21	3 17	...	8 40	...	...
1 50	1 0	Lobau .....dep.	2 40	3 35	5 29	8 39	11 41	3 22	5 12	7 59	...
2 80	1 90	Bautzen	3 9	4 7	6 7	9 18	12 21	4 1	5 49	8 39	...
3 90	2 60	Bischofswerda ...	...	4 36	6 45	9 56	12 59	4 37	6 27	9 19	...
4 90	3 30	Arnsdorf	...	4 56	7 10	10 22	1 25	5 3	6 50	9 43	...
5 20	3 50	Radeberg	...	5 26	7 40	10 53	1 54	5 33	6 59	9 53	...
6 20	4 20	Dresden 189arr.	4 14	5 33	7 50	11 2	2 5	5 41	7 36	10 21	...

DRESDEN, TETSCHEN, and BODENBACH.

All 1,2,3 Class.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	
eden Neustadt dep.	...	8 42	12 30	1 40	2 47	6 35	8 25	10 35	12 50	...
„ Altstadt... „	6 0	9 35	12 45	2 0	4 0	6 50	8 35	11 15	1 0	...
	6 41	9 16	1 19	2 40	4 40	7 32	8 56	11 52	1 27	...
lsstein	7 15	10 52	1 50	3 15	5 14	8 10	...	12 27	1 50	...
Schandau .....arr	7 35	11 5	2 3	3 23	5 29	8 25	9 25	12 36	1 59	...
Tetschen ..... „	9 18	...	2 42	...	6 13	...	9 54	...	2 35	...
denbach 238 arr	8 11	11 41	2 40	...	6 11	9 3	...	...	2 31	...

All 1,2,3 Class.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
denbach .....dep.	...	...	...	8 25	10 30	12 14	...	...	4 53	8 5
Tetschen ..... „	1 55	...	6 53	...	...	12 12	...	...	4 53	8 1
Schandau ...191 „	2 34	6 15	7 23	9 10	11 12	12 54	4 0	5 38	5 34	...
lgaisten ..... „	2 43	6 25	...	9 20	11 22	1 2	4 10	5 48	5 4	...
a ..... „	3 2	7 1	7 50	9 55	11 57	1 33	4 48	6 22	6 40	...
eaden Altstadt...arr	3 23	7 32	8 8	10 28	12 30	2 2	5 23	6 53	10 13	...
„ Neustadt	3 33	7 50	8 18	11	12 40	2 15	5 56	7 8	10 38	...

Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Herl Dresd. Bh. dep	...	...	8 25	10 30	12 14	...	...	4 53	8 5	...
Hauptdorf ..... „	...	...	...	...	12 12	...	...	4 53	8 1	...
Tetschen ..... „	1 55	...	6 53	...	...	12 12	...	...	4 53	8 1
Schandau ...191 „	2 34	6 15	7 23	9 10	11 12	12 54	4 0	5 38	5 34	...
Postelwitz ..... „	2 43	6 25	...	9 20	11 22	1 2	4 10	5 48	5 4	...
Rathen ..... „	3 2	7 1	7 50	9 55	11 57	1 33	4 48	6 22	6 40	...
Bodenbach Altstadt...arr	3 23	7 32	8 8	10 28	12 30	2 2	5 23	6 53	10 13	...
„ Neustadt	3 33	7 50	8 18	11	12 40	2 15	5 56	7 8	10 38	...

E. M.	Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Die		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
348	Herl Dresd. Bh. dep	...	...	8 25	10 30	12 14	...	...	4 53	8 5	...
372	Hauptdorf ..... „	...	...	...	...	12 12	...	...	4 53	8 1	...
1041	Tetschen ..... „	1 55	...	6 53	...	...	12 12	...	...	4 53	8 1
1041	Schandau ...191 „	2 34	6 15	7 23	9 10	11 12	12 54	4 0	5 38	5 34	...
1041	Postelwitz ..... „	2 43	6 25	...	9 20	11 22	1 2	4 10	5 48	5 4	...
1041	Rathen ..... „	3 2	7 1	7 50	9 55	11 57	1 33	4 48	6 22	6 40	...
1041	Bodenbach Altstadt...arr	3 23	7 32	8 8	10 28	12 30	2 2	5 23	6 53	10 13	...
1041	„ Neustadt	3 33	7 50	8 18	11	12 40	2 15	5 56	7 8	10 38	...
1041	Dresden Friedrst a	4 12	11 43	6 10	10 45	1 34	5 13	6 49	7 48	11 3	...
1041	Dresden Bohm. ar	4 17	11 53	6 18	10 55	1 44	5 23	6 59	7 58	...	...

1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 0	8 50	12 10	2 55	5 0	8 0	11 15	1280	...	...	...
8 37	9 24	12 47	3 39	5 31	8 37	11 50	...	...	...	...
8 49	9 36	1 0	3 40	5 44	8 49	12 1	...	...	...	...
9 19	10 6	1 26	4 7	6 13	9 19	12 29	...	...	...	...
9 58	10 44	2 2	4 44	6 49	9 58	1 7	46	...	...	...
10 42	11 27	2 43	5 24	7 30	10 42	1 45	2 15	...	...	...
...	...	...	5 25	...	...	...	...	...	...	...
...	...	...	6 8	...	...	...	...	...	...	...
...	...	...	7 0	...	...	...	...	...	...	...
...	...	...	7 35	...	...	...	...	...	...	...
...	...	...	8 14	...	...	...	...	...	...	...
...	...	...	8 47	...	...	...	...	...	...	...
11 2	2 3	...	5 44	7 50	...	...	...	...	...	...
11 25	2 22	2 45	6 16	8 13	...	...	...	...	...	...

1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2 10	2 55	4 43	7 50	10 50	2 30	4 25	7 10	...	...	...
...	3 17	5 7	8 15	11 15	2 56	4 50	7 35	...	...	...
...	...	5 26	8 20	12 56	...	6 15	...	...	...	...
...	...	5 45	8 40	1 16	...	6 35	...	...	...	...
...	...	6 16	9 13	1 47	...	7 6	...	...	...	...
...	...	7 5	10 10	2 5	...	7 16	...	...	...	...
...	...	7 47	10 51	2 47	...	8 1	...	...	...	...
...	...	8 17	11 21	3 17	...	8 40	...	...	...	...
2 40	3 35	5 29	8 39	11 41	3 22	5 12	7 59	...	...	...
3 9	4 7	6 7	9 18	12 21	4 1	5 49	8 39	...	...	...
...	4 36	6 45	9 56	12 59	4 37	6 27	9 19	...	...	...
...	4 56	7 10	10 22	1 25	5 3	6 50	9 43	...	...	...
...	5 26	7 40	10 53	1 54	5 33	6 59	9 53	...	...	...
4 14	5 33	7 50	11 2	2 5	5 41	7 36	10 21	...	...	...

1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	...	8 25	10 30	12 14	...	...	4 53	8 5	...	...
...	...	...	...	12 12	...	...	4 53	8 1	...	...
1 55	...	6 53	...	...	12 12	...	...	4 53	8 1	...
2 34	6 15	7 23	9 10	11 12	12 54	4 0	5 38	5 34	...	...
2 43	6 25	...	9 20	11 22	1 2	4 10	5 48	5 4	...	...
3 2	7 1	7 50	9 55	11 57	1 33	4 48	6 22	6 40	...	...
3 23	7 32	8 8	10 28	12 30	2 2	5 23	6 53	10 13	...	...
3 33	7 50	8 18	11	12 40	2 15	5 56	7 8	10 38	...	...
4 12	11 43	6 10	10 45	1 34	5 13	6 49	7 48	11 3	...	...
4 17	11 53	6 18	10 55	1 44	5 23	6 59	7 58	...	...	...

1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 0	8 50	12 10	2 55	5 0	8 0	11 15	1280	...	...	...
8 28	9 35	12 45	3 23	5 29	8 25	11 25	...	...	...	...
8 37	9 46	12 56	3 34	5 40	8 36	11 36	...	...	...	...
8 49	9 58	1 8	3 46	5 52	8 48	11 48	...	...	...	...
9 13	10 22	1 32	4 10	6 16	9 12	12 12	...	...	...	...
9 39	10 47	1 57	4 35	6 41	9 37	12 37	...	...	...	...
9 54	11 2	2 12	4 50	6 56	9 52	12 52	...	...	...	...
10 4	11 12	2 22	5 0	7 6	10 2	1 2	...	...	...	...
10 13	11 21	2 31	5 9	7 15	10 11	1 11	...	...	...	...
10 29	11 37	2 47	5 25	7 31	10 27	1 27	...	...	...	...
10 36	11 44	2 54	5 32	7 38	10 34	1 34	...	...	...	...
10 57	12 5	3 15	5 53	7 59	10 55	1 55	...	...	...	...
11 19	12 27	3 37	6 15	8 21	11 17	2 17	...	...	...	...
11 43	12 51	4 1	6 39	8 45	11 41	2 41	...	...	...	...
11 53	1 1	4 11	6 49	8 55	11 51	2 51	...	...	...	...

ZITTAU, WARNSDORF, EBERSBACH, and LOBAU.

Stations.	1—4	1—4		1—4	1—4	
	a.m.	a.m.	...	p.m.	p.m.	...
Zittau.....190...dep	6 25	9 25	...	2 35	8 35	...
Grossschönau..... „	6 3	9 53	...	3 3	9 3	...
Warnsdorf .....arr	6 59	9 59	...	3 9	9 9	...
„ (209) dep	7 7	10 5	...	3 15	9 18	...
Seifhennersdf	7 21	10 19	...	3 29	9 32	...
Alt-u. Neu-Gersdorf ..	7 47	10 44	2 & 3	3 55	9 58	...
Ebersbach 193 ar	7 54	10 51	p.m.	4 2	10 5	p.m.
„ dep	8 0	10 53	12 15	4 15	10 9	6 59
Lobau ... 190 ...arr	8 26	11 19	1 2	4 49	10 35	7 24

Stations.	1—4	2 & 3	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Lobau ... .dep	4 45	5 45	8 45	3 30	8 0	...
Ebersbach .....arr	5 12	6 42	9 12	3 57	8 27	6 32
„ dep	5 16	...	9 17	4 2	8 30	...
Alt-u. Neu-Gersdrf	5 25	...	9 26	4 11	8 39	...
Seifhennersdf	5 51	...	9 52	4 37	9 5	...
Warnsdorf ... arr	6 4	...	10 5	4 50	9 18	...
„ dep	6 12	...	10 12	4 57	9 24	...
Grossschönau.	6 19	...	10 19	5 4	9 31	...
Zittau ....arr	6 47	...	10 46	5 31	9 58	...

GRAUCHAU and WURZEN.

Stations.	1	4	1—3	1	3	1—3	1	4
			a.m.	a.m.	p.m.	p.m.	p.m.	
Glauchau 171 ...dep	...		7 52	11 45	3 10	17	9 26	
Waldenburg ..... „	...		8 22	12 13	3 35	6 35	9 43	
Penig ..... 188 ..... „	...		8 54	12 46	4 5	6 58	10 4	
Rochsburg ..... „	...		9 15	1 8	4 28	7 3	...	
Wechselburg ..... „	...		9 43	1 35	4 56	7 31	...	
Rochlitz 186 ..... „	5	50	10 3	2 5	5 13	7 47	...	
Geithain ..... „	6	47	10 15	2 53	6 5	8 17	...	
Grimma ...203 ..... „	7	21	12 50	...	6 39	...	...	
Wurzen 189 .....arr	8	25	1 55	...	7 43	...	...	

Stations.	1—4	1	3	1—3	1	3	1—3	1—
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m
Wurzen .....dep	...	...	8 56	...	...	3 55	8 0	
Grimma ..... „	...	...	9 59	...	5 1	9 0		
Grossbothen ..... „	8	42	11 30	3 35	6 22	9 40		
Rochlitz ..... „	9	25	12 31	4 11	7 13	10 14		
Wechselburg ..... „	9	47	12 57	4 28	7 39	...		
Rochsburg ..... „	a.m.	10	8	1 27	4 45	7 54	...	
Penig ..... „	6	0	10 30	1 51	5 1	8 17	...	
Waldenburg ..... „	6	33	10 57	2 24	5 34	8 48	...	
Glauchau ..... „	6	55	11 14	2 45	5 46	9 7	...	

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HEIL.-BORN, HALL.& CRAILSHEIM

Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	
195	a.m.	a.m.	p.m.	p.m.	p.m.	
Heilbronn d	6 45	10 0	1 25	4 27	9 0	
Weinsberg a.	6 59	10 26	1 40	4 45	9 17	
Willsbach	7 8	10 45		4 57	9 30	
Bretzfeld	7 25	11 21		5 17	9 48	
Oehringen	7 38	11 45	2 8	5 31	10 2	
Neuenstein	7 52	12 14		5 48	10 18	
Waldenburg	8 6	12 43	2 39	6 3	10 32	
Hall (Buffet)	8 36	1 37	3 50	6 36	11 0	
Sulzdorf	9 1	2 26		7 6		
Eckartshausen	9 22	3 10	3 24	7 31		
Crailsheim a	9 39	3 48	3 35	7 50		

Stations.	3 Cl.	1,2,3	2 & 3	1 & 2	1,2,3	1,2,3
191,204	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
Crailsheim d			5 30	9 50	2 48	6 50
Eckartshausen	5 38		9	10 4	3 10	7 12
Sulzdorf	6 19		9 37		3 33	7 34
Hall (Buffet)	6 54	7 0	10 48	10 37	4 2	8 2
Waldenburg		7 36	1 45	10 58	4 38	8 46
Neuenstein		7 51	12 2		4 51	9 4
Oehringen		8 4	12 31	11 14	5 7	9 20
Bretzfeld		8 15	12 51		5 19	9 31
Willsbach		8 3	1 22		5 39	9 52
Weinsberg		8 44	1 39	11 43	5 51	9
Heilbronn a		8 55	1 54	11 47	6 2	9 5

ULM, AALEN, CRAILSHEIM, and HERGENTHEIM

Stations.	1 & 2	1—3	1—3	1 & 2	1—
193,194	a.m.	a.m.	p.m.	p.m.	p.
Ulm ..... dep		4 4	10 25	2 26	6 3
Neu-Ulm		5 35	11 18	3 14	
Herrnbrunn		5 54	11 38	3 32	
Heidenheim		6 27	12 19	4 7	7 11
Schnaith im		6 43	12 36	4 24	7 31
Königsbronn	a.m.	6 42	12 38	4 24	7 31
Aalen 191 arr	5 0	7 5	1 6	4 48	7 40
Wasseralfingen	5 13	7 38	1 26	5 17	8 1
Goldshöfe 191 a	5 30	7 49	1 57	5 28	8 12
Ellwangen	6 28	8 15	2 57	5 54	8 36
Jagstzell	6 51	8 42	3 1	6 16	8 52
Crailsheim arr	7 30	9		6 35	9 15
Neuenstein		1 10	5 44	11 20	
Waldhausen		1 7	4 56		9 45
Rosengarten		10 7	4 56		9 56
Blaufelden		10 32	5 24		10 13
Niederstetten		11 0	6 23		10 47
Lauda-Buch		11 9	6 38		10 58
Wittighausen		11 16	6 45		11 6
Bergweinthema		11 37	7 20		11 25
HERGENTHEIM arr		2 22	9 53		

Stations.	1—3	1—3	3 Cl.	1	3	1—3	1—3
WÜRZBURG d		5 0				10 32	6 10
	a.m.	a.m.				p.m.	p.m.
Rumheim 196		7 10				2 18	8 32
Wiklersheim		7 37				3 2	9
Lauda-Buch		7 46				3 15	9 9
Niederstetten		8 3				3 41	9 26
Blaufelden		8 46				4 44	10 6
Rosengarten		9 1				5 11	10
Waldhausen		9 13		Crailsheim to Aalen, 210 p. m.		5 28	11
Elisabethen	5 40	9 30			p.m.	5 52	10 55
NÜRNBERG dp		8 0			8 36	2 10	
Jagstzell	6 4	10 28	p.m.		4 17	6 46	
Ellwangen	6 25	10 43	1 20		4 35	7 6	
Goldshöfe 191	6 45	10 59	1 54		4 54	7 27	
Wasseralfingen	6 59	11	2 34		5 4	7 41	
Aalen ..... arr	7 3	11 12	2 10		5 18	7 46	
Königsbronn	7 41	11 46	3 22		5 56	8 43	2 4
Schnaith im	7 50		3 33		7 19	8 52	a.m.
Heidenheim	7 58	12 1	3 41		7 25	9 0	9 20
Herrnbrunn	8 27		4 24			9 29	10 44
Neu-Ulm	8 43		4 46			9 45	11 2
Ulm ..... arr	9 20		5 10			10 20	12 50

Ulmhausen and Pfullendorf.

Stations.	1,2,3	2,3	1,2,3	
195	a.m.	p.m.	p.m.	
Altshausen d	8 0	4 25	9 20	
Hoktrich Konig	8 22	4 50	9 42	
Ostrach	8 33	5 4	9 53	
Burgweiler	8 43	5 17	10 3	
Pfullendorf	8 55	5 30	10 15	

236	a.m.	p.m.	
Pfullendorf	5 50	2 0	7 5
Burgweiler	6 5	2 18	7 20
Ostrach	6 14	2 29	7 29
Hoktrich Konig	6 25	2 42	7 38
Altshausen a	6 49	2 57	7 55

ZOSSEN and SCHLESISCHE PLATZ

	All 2 & 3 Cl.	a.m.	p.m.	
Berlin	dep	8 0	2 0	
Zossen		8 35	5 50	
Sprembers		9 1	6 20	
Schlesischeplatz		9 11	6 30	

		a.m.	p.m.	
Schlesischeplatz		5 30	2 30	
Sprembers		5 48	2 46	
Zossen		6 5	3 3	
Berlin	arr	7 29	6 28	

METZINGEN and URACH.

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
PLOCH'GEN	8 26	1 8	4 48
REUTL'GEN	7 59	2 39	6 11
192	a.m.	p.m.	p.m.
Metzingen	9 10	2 55	5 35
Dettingen	9 26	3 11	6 52
Urach arr	9 41	3 26	7 7

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Urach...dep	7 50	1 45	5 22
Dettingen	8 5	2 0	5 37
Metzingen	8 17	2 12	5 49
REUTL'GEN	9 18	2 39	6 11
PLOCH'GEN	9 12	3 22	7 20

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BRUCHSAL AND FRIEDRICHSHAFEN.—Königlich Württembergisch Staats-Eisenbahnen.

M	1 Cl	2 Cl.	3 Cl.	STATIONS.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3	1 & 2	1, 2, 3	1 & 2	3 Cl.	3 Cl.	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	m pf	m pf	m pf		a. m.	a. m.	a. m.	a. m.	a. m.	a. m	p.m.	p. m	p.m.		p. m	p.m.	p. m.
From	m Br	uchs	al.	**Bruchsal 132,135**	12 35	...	...	6 15	7 45	11 14	...	1 48	12 45	...	...	...	4 15
9½	1 30	0 85	0 55	**Bretten (136)**.....	1 3	...	...	6 56	8 35	11 39	...	2 15	1 30	...	...	...	6 18
16½	2 10	1 40	0 90	Maulbronn	...	...	...	7 18	9 7	...	...	...	...	p.m.	...	...	6 42
19½	2 60	1 70	1 10	**Muhlacker** (*Buffet*) **137**	1 28	...	...	7 31	9 40	12 10	...	2 40	...	1 18	3 56	...	6 59
...	3 95	2 60	1 70	Vaihingen Sersheim.....	...	...	...	7 52	10 1	...	...	2 54	...	1 58	4 12	...	7 21
35	4 40	2 95	1 90	**Bietigheim** (*Buf*) **195**	1 59	...	6 34	8 20	10 33	12 40	12 45	3 10	...	2 35	4 39	...	7 53
39½	5 20	3 45	2 25	**Ludwigsburg**	2 15	...	7 3	8 46	11 3	12 56	1 10	3 26	...		5 4	...	8 22
...	5 95	3 95	2 55	Feuerbach... **193**	...	...	7 27	9 8	11 30	...	1 33	...	...	p.m.	5 25	...	8 45
49	6 35	4 20	2 70	**Stuttgart ... 191...**(*Buf*)	2 47	5 20	7 45	9 32	12 8	1 35	2 10	3 58	...	4 55	6 40	8 10	10 5
51½	Fro	Stutt	gart.	**Cannstatt**	2 55	5 30	7 53	9 43	12 18	1 44	2 20	4 7	...	5 6	6 52	8 20	10 16
58½	1 15	0 75	0 55	**Esslingen**.....	3 11	5 56	8 9	10 8	12 44	1 59	2 43	4 24	...	5 30	7 20	8 43	10 41
63	1 95	1 30	0 85	**Plochingen** (*Buf.*) **192**	...	6 19	8 21	10 29	1 1	2 14	3 33	4 40	...		7 48	8 59	11 5
75½	3 40	2 25	1 45	**Goppingen**	3 49	7 3	...	11 11	2 47	2 39	...	5 5	...		8 31	...	12 5
80½	4 10	2 75	1 75	Sussen	...	7 25	3 Cl.	11 31	3 16	...	...	5 18	...		8 53	...	...
87½	5 0	3 30	2 15	**Geislingen**	4 23	7 58	a.m.	12 2	4 11	3 12	...	5 39	...		9 25	...	...
97½	7 55	5 0	3 20	**Ulm** (*Buf.*) **(193, 194)**...	5 20	9 33	10 5	1 25	5 53	4 0	...	6 40	...		10 35	...	...
114½	8 56	5 65	3 65	Erbach	5 41	9 52	10 40	1 47	...	...	...	7 0	...		...	...	...
121	9 40	6 25	4 0	**Laupheim**.....	6 2	10 13	11 18	2 11	...	...	...	7 22	...		...	...	...
130½	10 60	7 0	4 50	**Biberach**	6 37	10 45	12 6	2 49	...	...	...	7 56	...		...	...	...
138½	11 55	7 65	4 90	**Essendorf**(Waldsee).....	7 0	11 10	...	3 15	...	...	...	8 20	...		...	...	...
143½	12 20	8 10	5 20	Schussenried	7 15	11 27	...	3 32	...	...	...	8 34	...		...	...	...
148½	12 60	8 35	5 35	**Aulendorf** (*Buffet*) **195** ...	7 32	11 45	...	3 49	...	...	...	8 52	...		...	...	...
160½	14 35	9 50	6 10	**Ravensburg**	8 10	12 27	...	4 31	...	...	...	9 35	...		...	...	...
172½	15 85	10 50	6 75	**Friedrichshafen** Stat.	8 40	1 0	...	5 5	...	...	...	10 10	...		...	...	...
...	15 85	10 50	6 75	,, (Harbour)	8 45	1 5	...	5 10	...	...	...	...	...		...	...	...
					a.m.	p.m.		p.m.				p.m.					

STUTTGART, PLOCHINGEN and IMMENDINGEN.

Stations.	1—3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
192		a.m.	a.m.	p.m.	p.m.	p.m.
Stuttgart .....dep		5 20	7 45	12 8	3 58	8 10
Plochingen .....dep		6 22	8 26	1 8	4 48	9 7
Unterboihingen...**194**...		6 35	8 36	1 25	5 4	9 20
Neckarthailfingen		6 57	...	1 52	5 29	9 44
Metzingen ... **191**		7 14	9 7	2 19	5 55	10 7
From URACH ...arr	a m	...	8 17	2 12	5 49	...
Reutlingen	4 40	7 39	9 21	2 44	6 15	10 28
Tubingen (Buff.)**192**	5 13	8 14	9 46	3 17	6 54	10 55
URACHINGEN .....arr	6 11	...	10 53	4 17	8 6	...
Tuttlingen	5 34	8 39	10 1	3 41	7 21	...
Horb.....**192**.....	6 20	9 22	10 33	4 31	8 17	a.m.
Rottweil (192).....	7 38	...	11 55	5 56	9 54	9 25
From Villingen...arr	7 20	...	10 50	...	6 42	...
Tuttlingen	8 33	...	12 37	6 55	11 0	11 27
Immendingen 130	8 48	...	12 49	7 10	...	11 50

Horb to Rottweil 1.40 p.m.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Immendingen dp	...	...	11 0	1 0	5 25
Tuttlingen	...	6 35	11 14	1 36	5 44
For Villingen dep	a.m.	8 0	11 59	...	7 0
Rottweil(Buffet)...	4 56	8 5	12 15	3 0	6 48
Horb	6 12	9 33	1 20	4 25	8 23
Rottenburg.....	6 51	10 19	1 52	5 5	9 11
Hechingen.....dep	6 18	...	12 57	4 26	8 53
Tub'gen(Buf.)**192**	7 21	10 47	2 12	5 32	9 40
Reutlingen	7 59	11 24	2 39	6 11	10 15
For URACH dep	9 16	...	2 55	6 35	...
Metzingen.....	8 22	11 42	2 51	6 32	...
Neckarthailfingen ...	8 59	11 59	...	6 50	...
Unterboihingen	9 1	12 23	...	7 18	...
Plochingen ...arr	9 12	12 33	3 22	7 26	...
Stuttgart	10 15	1 48	4 0	8 35	...

EXTRA:—Immendingen to Rottweil. 9.45 p.m.; Tubingen to Stuttgart, 4.45 p.m.

PFORZHEIM CALW, AND HORB.

Stations.	1—3	1—3	1, 2, 3	1—3	1—3
	a.m.	a.m.	a.m.	p.m.	p.m.
Pforzheim 133	...	6 25	9 15	5 5	9 25
Brötzingen.....	...	6 32	9 28	5 12	9 31
Weissenstein	...	6 39	9 38	5 18	9 37
Liebenzell	...	7 6	10 21	5 45	10 3
Hirsau.....	...	7 18	10 37	5 56	10 14
Calw... **193** ...arr	...	7 24	10 45	6 2	10 20
,, ...dep	4 30	7 42	11 23	6 20	...
Teinach	4 36	7 49	11 32	6 29	...
Wildberg	4 50	8 4	11 50	6 45	...
Nagold	5 1	8 27	12 26	7 9	...
Mundringen	5 26	8 43	12 47	7 25	...
Hochdorf.....	5 38	8 54	1 5	7 36	...
Horb ... **192** arr.	6 0	9 20	1 33	8 6	...

Stations.	1, 2, 3	1—3	1—3	1—3	1—3
		a.m.	a.m	p.m.	p.m.
Horb .....dep.	...	6 16	9 45	5 0	8 30
Hochdorf	...	6 44	10 17	5 45	9 11
Gündringen	...	6 52	10 27	5 59	9 20
Nagold	...	7 2	10 40	6 41	9 33
Wildberg	...	7 16	10 58	7 15	9 50
Teinach	...	7 27	11 11	7 33	10 2
Calw .....arr.	a.m.	7 32	11 17	7 42	10 8
.....dep.	4 45	7 46	11 25	7 58	...
Hirsau	4 53	7 53	11 32	8 1	...
Liebenzell	5 5	8 2	11 41	8 10	...
Weissenstein	5 35	8 29	12 4	8 34	...
Brötzingen.....	5 45	8 35	12 10	8 40	...
Pforzheim...arr.	5 50	8 40	12 15	8 45	...

TUBINGEN, BALINGEN, AND SIGMARINGEN.—Neckar Eisenbahn.

M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	m pf	m pf	m pf		a.m.	a.m.	p.m.	p.m.
From	m T	übin	gen.	**Tübingen 192** ...dep	5 15	9 55	3 20	6 58
0	1 40	0 95	0 60	Mossingen	5 52	10 34	3 58	7 42
5½	2 0	1 35	0 85	**Hechingen** .....dep	6 15	10 56	4 21	8 26
11½	2 80	1 90	1 20	Bisingen	6 40	11 18	4 41	8 55
16	3 40	2 25	1 45	**Balingen** .....dep	7 0	11 35	4 56	9 38
23	3 80	2 50	1 60	Frommern	7 14	11 47	5 8	9 59
31	5 30	3 50	2 25	Strassberg	8 13	12 38	5 53	...
41	7 50	4 70	3 0	**Sigmaringen 194** arr	8 55	1 15	6 28	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Sigmaringen.....dep	...	9 35	1 55	6 40
Strassberg	...	10 28	2 46	7 25
Frommern	5 20	11 27	3 32	8 6
Balingen .....dep	5 33	11 53	3 44	8 17
Bisingen	5 52	12 20	4 5	8 34
Hechingen .....dep	6 18	12 57	4 26	8 53
Mossingen	6 40	1 20	4 43	9 9
Tubingen (190) arr	7 17	1 50	5 10	9 35

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German Railways.

FRIEDRICHSHAFEN AND BRUCHSAL.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(Harbour)					a.m.		p.m.	a.m.	p.m.	
Friedrichshafen ...dep.	...	...	...	...	...	...	6 50	9 50	1 50	...
,, (Stat.) ... ,,	...	...	...	...	5 40	...	7 0	10 0	2 0	...
Ravensburg	...	...	...	...	6 21	...	7 40	10 39	2 40	...
Aulendorf (*Buffet*)	...	...	...	...	7 23	...	8 43	11 40	3 40	...
Schussenried	...	...	...	...	7 35	...	8 51	11 51	3 52	Ch.
Essendorf (Waldsee)	...	...	...	...	7 50	...	9 4	12 7	4 7	p.m.
Biberach	...	...	...	...	8 27	...	9 26	12 35	4 57	6 55
Laupheim	...	...	...	...	8 50	...	9 51	1 6	5 11	7 58
Erbach	...	...	a.m.	...	9 10	a.m.	10 8	1 29	5 34	8 31
Ulm (*Buffet*) 193	...	...	5 30	+	9 40	10 0	10+35	2 5	6 20	9 0
Geislingen	...	...	6 40	...	10 32	11 21	11 29	3 25	7 40	...
Aasen	...	a.m.	7 10	...	10 46	11 42	...	3 45	8 1	1—3
Goppingen	...	5 6	7 29	a.m.	10 58	12 3	11 53	4 3	8 20	p.m.
Plochingen (*Buffet*) 192 ...	...	6 21	8 15	9 20	11 21	12 56	...	4 45	9 2	7 35
Esslingen	1,2,3	6 42	8 38	9 42	11 33	1 12	12 27	5 7	9 22	7 58
Cannstatt	a.m.	7 10	9 6	10 7	11 46	1 40	12 40	5 36	9 47	8 27
Stuttgart (*Buf*) 191	4 45	7 38	9 30	10 30	12 12	2 5	12 58	6 33	10 10	8 55
Feuerbach	4 59	7 45	9 39	11 43	...	2 19	...	6 46	10 23	...
Ludwigsburg	5 20	8 5	10	8 12	9 12	3 4	2 49	1 20	7 14	10 48
Bietigheim (*Buffet*)	5 40	8 30	10	45	12 28	12 51	3 17	1 32	7 40	11 5
Vaihingen Serrheim	6 3	8 53	11	5	...	1	3 41	...	8 10	...
Muhlacker (*Buffet*)	6 23	9 12	11	35	...	1 31	4 14	2	8 40	...
Maulbronn	6 35	9 24	—		...	...	4 28	...	9 4	...
Bretten (136) ..... arr.	6 49	9 21			...	1 54	4 44	2 22	9 27	...
Bruchsal (*Buffet*) 132, arr	7 30	10 30			...	2 16	5 25	2 44	10 20	...
,, (Carls. time) ... ,,	a.m.	a.m.			...	p.m.	p.m.	a.m.	p.m.	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bruchsal ..... dep.	5 0	8 0	10 0	12 0	2 0	4 0	6 0	8 0	10 0	12 0
Bretten	5 16	8 16	10 16	12 16	2 16	4 16	6 16	8 16	10 16	12 16
Maulbronn	5 30	8 30	10 30	12 30	2 30	4 30	6 30	8 30	10 30	12 30
Muhlacker (*Buffet*)	5 43	8 43	10 43	12 43	2 43	4 43	6 43	8 43	10 43	12 43
Vaihingen Serrheim	6 3	9 3	11 3	1 3	3 3	5 3	7 3	9 3	11 3	1 3
Bietigheim (*Buffet*)	6 23	9 23	11 23	1 23	3 23	5 23	7 23	9 23	11 23	1 23
Ludwigsburg	6 40	9 40	11 40	1 40	3 40	5 40	7 40	9 40	11 40	1 40
Feuerbach	7 5	10 5	12 5	2 5	4 5	6 5	8 5	10 5	12 5	2 5
Stuttgart (*Buf*) 191 ..... arr.	7 15	10 15	12 15	2 15	4 15	6 15	8 15	10 15	12 15	2 15
Cannstatt	7 30	10 30	12 30	2 30	4 30	6 30	8 30	10 30	12 30	2 30
Esslingen	7 58	10 58	12 58	2 58	4 58	6 58	8 58	10 58	12 58	2 58
Plochingen (*Buffet*) 192 ...	8 27	11 27	1 27	3 27	5 27	7 27	9 27	11 27	1 27	3 27
Goppingen	8 45	11 45	1 45	3 45	5 45	7 45	9 45	11 45	1 45	3 45
Aasen	9 0	12 0	2 0	4 0	6 0	8 0	10 0	12 0	2 0	4 0
Geislingen	9 15	12 15	2 15	4 15	6 15	8 15	10 15	12 15	2 15	4 15
Erbach	9 45	12 45	2 45	4 45	6 45	8 45	10 45	12 45	2 45	4 45
Laupheim	10 5	1 5	3 5	5 5	7 5	9 5	11 5	1 5	3 5	5 5
Biberach	10 20	1 20	3 20	5 20	7 20	9 20	11 20	1 20	3 20	5 20
Schussenried	10 44	1 44	3 44	5 44	7 44	9 44	11 44	1 44	3 44	5 44
Essendorf (Waldsee)	10 56	1 56	3 56	5 56	7 56	9 56	11 56	1 56	3 56	5 56
Aulendorf (*Buffet*)	11 11	2 11	4 11	6 11	8 11	10 11	12 11	2 11	4 11	6 11
Ravensburg	12 12	3 12	5 12	7 12	9 12	11 12	1 12	3 12	5 12	7 12
Friedrichshafen ...dep.	1 50	4 50	6 50	8 50	10 50	12 50	2 50	4 50	6 50	8 50
,, (Stat.) ... ,,	2 0	5 0	7 0	9 0	11 0	1 0	3 0	5 0	7 0	9 0
(Harbour)	...	...	...	...	...	...	...	...	...	...

FREIGHT and ALTDORF.

	a.m.	a.m.	p.m.
All 1,2,3 Class. dep	6 10	11 45	7 6
Feuerbach ..... dep	6 50	12 25	7 30
Hohnhorst			
Altdorf ..... arr	6 50	12 25	7 30
	a.m.	a.m.	p.m.
All 1,2 Class. dep	4 50	10 40	4 25
Altdorf ..... dep	5 10	11 0	4 45
Hohnhorst			
Feuerbach ..... arr	5 30	11 20	5 5

GEISLINGEN and BAYREUTH.

	a.m.	p.m.	p.m.
All 2 & 3 Class. dep	7 52	12 28	2 50
Neuenmarkt (406) ... arr			

PFORZHEIM AND WILDBAD.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.
Stuttgart dep	4 45	12 12	6 23
Carlsruhe ,,	8 44	1 37	8 55
Pforzheim 137 d	8 55	1 55	9 20
Birkenfeld	9 13	2 7	9 32
Neuenburg	9 33	2 20	9 44
Höfen	9 56	2 37	10 1
Calmbach	10 8	2 45	10 8
Wildbad ..... arr	10 15	2 52	10 15

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.
Wildbad ..dep.	5 0	12 45	5 ...
Calmbach	5 6	12 56	5 17
Höfen	5 11	1 1	5 25
Neuenburg	5 25	1 16	5 51
Birkenfeld	5 34	1 25	6 2
Pforzheim. 137	5 45	1 35	6 15
Carlsruhe a	7 5	2 40	10 25
Stuttgart arr	9 15	3 45	8 52

ULM TO MEMMINGEN AND KEMPTEN.

Stations.	1—3	1—3	1—3	1—3	
Stuttgart ...dep	2 47	5 20	9 32	3 58	...
	a.m.	a.m.	p.m.	p.m.	
Ulm 191-2-4 ...dep	5 25	10 0	3 50	6 40	...
Neuulm	5 33	10 8	3 4	6 52	...
Senden 195	5 52	10 27	3 39	7 11	...
Illertissen	6 17	10 53	3 26	7 36	...
Kellmunz	6 39	11 16	4 10	7 58	...
Fellheim	6 51	11 28	4 36	8 10	...
Memmingen 196	7 15	12 5	5 45	8 50	...
Buchlé ..... arr	10 10	3 10	...	10 0	...
Gronenbach	7 39	12 29	6 9	9 30	...
Kempten 199 arr.	8 20	1 10	6 50	10 30	...
Lindau ..... ,,	12 20	4 28	10 17	3 55	...

Stations.	1—3	1—3	1—3	1—3	
Lindau.....dep.	11 40	5 0	10 10	2 15	...
	a.m.	a.m.	p.m.	p.m.	
Kempten 165 dep.	5 20	12 45	2 10	9 10	...
Gronenbach.....	6 25	11 27	3 52	7 52	...
Buchlé .....dep.	4 30	10 35	...	4 15	...
Memmingen.....	7 20	12 20	3 30	8 30	...
Fellheim	7 40	12 58	3 50	8 50	...
Kellmunz.....	7 52	1 22	4 2	9 2	...
Illertissen.....	8 15	2 3	4 25	9 25	...
Senden	8 39	2 42	4 49	9 49	...
Neuulm.....	9 1	3 14	5 11	10 10	...
Ulm ..... arr.	9 5	3 20	5 15	10 19	...
Stuttgart ...arr.	11 52	...	9 55	12 45	...

STUTTGART ZUFFENHAUSEN, and CALW.

Stations.	1—3	1—3	1—3	1—3	
Stuttgart .....dep	5 25	9 30	3 15	8 55	...
Feuerbach .....dep	5 37	9 39	3 29	9 6	...
Bietigheim ...dep	...	8 20	2 10	7 53	...
Zuffenhausen ...dep	5 43	9 48	3 49	9 12	...
Korntha!	5 52	9 56	4 4	9 21	...
Ditzingen	5 59	10 3	4 18	9 29	...
Leonberg	6 17	10 17	4 43	9 47	...
Renningen	6 33	10 29	5 2	10 1	...
Weil der Stadt	6 45	10 38	5 21	10 13	...
Schafhausen	6 56	10 46	5 33	10 22	...
Calw 192 ..... arr	7 35	11 17	6 11	11 0	...

Stations.	1—3	1—3	1—3	1—3	
	a.m.	a.m.	p.m	p.m	
Calw ..... dep	7 37	11 25	2 20	7 5	...
Schafhausen	8 14	12 10	3 10	8 41	...
Weil der Stadt	8 21	12 19	3 32	8 58	...
Renningen	8 39	12 29	3 47	9 1	...
Leonberg	8 38	12 42	4 7	9 14	...
Ditzingen	8 48	12 55	4 25	9 25	...
Korntha!	8 54	1 3	4 36	9 32	...
Zuffenhausen ...arr	8 58	1 9	4 42	9 41	...
Bietigheim ...arr	10 30	3 8	7 33	11 5	...
Feuerbach	9 8	1 18	5 5	9 48	...
Stuttgart.	9 15	1 25	5 15	9 55	...

HEILBRONN and SCHWAIGERN.

	a.m.	p.m.	p.m.	
All 1,2,3 Class.				
Heilbronn 191-5dep	6 40	12 15	6 30	...
Grossgartach	6 52	12 29	6 48	...
Schwaigern ..... arr	7 0	12 38	6 58	...

	a.m.	a.m.	p.m.	
Schwaigern .....dep	7 6	12 55	8 5	...
Grossgartach	7 14	1 4	8 18	...
Heilbronn ..... arr	7 24	1 15	8 30	...

	a.m.	a.m.	p.m.	p.m.
Ulm ..... dep	7 25	10 10	3 16	7 31
Blaubeuren	8 12	10 58	4 10	8 19
Blaubeurer-Thal ... arr	8 17	10 58	4 10	8 19

	a.m.	a.m.	p.m.	p.m.
Blaubeurer-Thal ... dep	7 25	10 10	3 16	7 31
Blaubeuren	7 30	10 15	3 21	7 36
Ulm ..... arr	8 17	10 58	4 10	8 19

ZUFFENHAUSEN, and ZITTAU.

	a.m.	a.m.	p.m.	p.m.
Zuffenhausen ..... dep	7 23	10 13	4 25	9 30
Ludwigsburg	7 48	10 47	4 50	9 55
Bietigheim ..... arr	8 4	11 18	5 17	10 16

	a.m.	a.m.	p.m.	p.m.
Oberoderwitz	7	45	12	45
Neuzittau	7	55	12	55
Zittau ..... arr	8	0	1	0

BISCHOFSWERDA, WILTHEIS, and ZITTAU.

	a.m.	a.m.	p.m.	p.m.
Bischofswerda ... dep.	7	45	12	45
Neidenhain	7	55	12	55
Wilthein	8	0	1	0

Extra.—Esslingen to Stuttgart, 4.28 a.m., 3.0, 6.10 p.m. Plochingen to Stuttgart, 3.26 p.m.

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ULM, HERBERTINGEN and SIGMARINGEN.

Stations.	1, 2,	1, 2	1, 2	1, 2
	a.m.	a.m.	p.m.	p.m.
Ulm ..... dep	4 10	9 50	2 0	6 —
Herrlingen	4 36	10 10	2 18	7 8
Blaubeuren	5 8	10 28	2 39	7 49
Schelklingen	5 26	10 40	2 53	7 48
Ehingen	6 10	11 5	3 21	8 15
Munderkingen	6 57	11 31	3 49	8 45
Zwiefaltendorf	7 33	11 56	4 17	9 14
Riedlingen	8 3	12 16	4 35	9 34
Ertingen	8 20	12 28	4 47	9 46
Herbertingen ..... arr	8 30	12 37	4 56	9 55
,, (195) dep	8 42	12 45	5 8	10 4
Mengen (136) ..... arr	8 52	12 54	5 18	10 14
,, ... dep	9 4	12 57	5 34	10 18
Scheer ..... arr	9 13	1 5	5 48	10 27
Sigmaringen 136 ,,	9 27	1 18	6 7	10 40

Stations.	1, 2,	1, 2	1, 2	1, 2
	a.m.	a.m.	p.m.	p.m.
Sigmaringen ..... dep	4 40	9 50	1 40	6 31
Scheer	4 53	10 6	1 59	6 48
Mengen ..... arr	4 58	10 12	2 5	6 51
,, ... dep	5 10	10 15	2 12	6 55
Herbertingen ..... arr	5 20	10 25	2 22	7 8
,, ... dep	5 30	10 29	2 2	7 12
Ertingen	5 44	10 39	2 5	7 23
Riedlingen	6 5	10 51	2 47	7 37
Zwiefaltendorf	6 29	11 7	3 3	7 52
Munderkingen	7 10	11 43	3 30	8 27
Ehingen	7 57	12 2	4 7	9 11
Schelklingen	8 29	12 26	4 37	9 23
Blaubeuren	8 52	12 39	4 51	9 36
Herrlingen	9 11	12 54	5 12	9 54
Ulm 193 ..... arr	9 30	1 10	5 30	10 10

Stations.	1, 2	1, 2	1, 2
	a.m.	p.m.	p.m.
Ulm ..... dep	7 0	2 0	6 —
Söflingen	7 20	2 20	6 20
Senden	7 35	2 35	6 35
Weissenhorn	7 48	2 48	6 48
Hall	8 3	3 3	7 3
Essenthal	8 13	3 13	7 13
Gerlidorf	8 20	3 20	7 20
Stations.	a.m.	p.m.	p.m.
Gerlidorf ..... dep	8 20	6 20	9 0
Illerthal	8 35	6 35	9 15
,, ... arr			

ULM, AUGSBURG, MUNICH and SIMBACH.

Stations.	2 & 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
			a.m.		
PARIS ..... dep	—	—	9 15	—	—
AVRICOURT ,,	—	—	6 25	—	—
STRASSBURG ,,	—	—	9 6	—	—
CARLSRUHE ,,	a.m.	—	12 2	—	—
STUTTGART ,,	9 33	—	2 47	a.m.	5 20
Ulm 192 ..... dep	1 20	—	5 30	5 45	9 40
Neu Ulm	1 40	—	5 44	6 1	9 56
Burgau	3 33	—	—	7 16	11 6
Augsburg ..... arr	5 40	a.m.	7 25	8 41	12 25
195-9 dep		6 0	7 35	9 10	1 0
Nanhofen	—	7 0	—	10 10	2 0
Olching	—	7 23	—	10 33	2 23
Pasing	1, 2, 3	7 47	—	10 57	2 47
Munich 200a	a.m.	8 0	8 45	11 10	3 0
,, ... dep	5 45	—	—	11 40	—
,, (S. Sta.)	5 56	—	—	11 52	—
,, (E. Sta.)	6 6	—	—	12 0	—
Schwabon 196	6 44	—	—	—	—
Hörlkofen	6 57	—	—	—	—
Dorfen	7 29	—	—	—	—
Schwindegg	7 41	—	2 & 3	—	—
Ampfing	8 3	—	noon	—	—
Mühldorf 199	8 20	—	12 0	—	—
Neuötting	8 52	—	12 40	—	—
Markt ..... (210	9 15	—	1 21	—	—
Simbach ..... arr	9 35	—	2 0	—	—
Linz ..... arr	6 26	—	—	—	—
Vienna ,,	—	—	—	—	—

Stations.	1 & 2	2 & 3	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	1
	p.m.		p.m.		a.m.	p.m.	
Vienna dep	7 50	..	..	..	..	..	..
Linz ,,	12 9	a.m.	..	..	4 10	..	..
Simbach dep	2 20	5 40	6 —	9 35	—	4 35	—
Neumarkt 210	—	6 38	4 22	10 18	—	4 57	—
Neuötting	—	7 36	4 45	11 1	—	5 20	—
Mühldorf	4 6	8 15	5 9	11 55	—	5 46	—
Ampfing	—	—	5 22	12 22	—	5 59	—
Schwindegg	—	—	5 44	1 4	—	6 20	—
Dorfen	—	—	6 0	1 26	—	6 35	—
Hörlkofen	—	—	6 31	2 19	—	7 6	—
Schwaben	—	—	6 48	2 54	—	7 22	—
Munich (E. St.)	5 42	—	7 23	4 0	—	7 57	—
,, (S. Sta.)	—	1, 2, 3	7 36	4 20	—	8 6	—
,, (Central)	5 55	a.m.	7 45	4 30	p.m.	8 17	p.m.
,, dep	6 40	5 15	11 0	—	3 20	—	10 30
Pasing	—	5 29	11 14	—	3 34	—	11 4
Olching	—	5 53	11 38	—	3 58	—	—
Nanhofen	—	6 16	12 1	1, 2, 3	4 21	—	11 47
Augsburg arr	7 48	7 15	1 0	a.m.	7 20	—	12 46
,, dep	7 53	8 55	1 40	6 0	7 40	—	—
Burgau	—	10 21	3 55	7 32	9 10	—	—
Neu Ulm	9 18	11 41	5 54	8 46	10 36	—	—
Ulm 193 arr	9 35	11 45	6 0	8 50	10 40	—	—
STUTTGART ,,	11 52	5 45	9 55	—	12 45	—	—
CARLSRUHE ,,	2 40	10 25	—	—	—	—	—
STRASSBURG ,,	5 17	3 40	—	—	—	—	—
AVRICOURT ,,	7 45	9 11	—	—	6 20	—	—
PARIS ,,	5 15	—	—	—	5 0	—	—

PLOCHINGEN to KIRCHHEIM-U-T-CK.

Stations.	1—3	1—3	1—3	1, 2, 3	—
(192)	a.m.	p.m.	p.m.	p.m.	p.m.
Plochingen dep	5 42	1 14	4 53	9 7	—
Unter-Boihingen	9 0	1 32	5 7	9 25	—
Kirchheim-u-T. ,,	9 14	1 46	5 22	9 40	—

Stations.	1—3	1—3	1, 2, 3	—
	a.m.	noon	p.m.	p.m.
Kirchheim dep	7 30	12 12	3 55	6 55
Unterboihingen	7 51	12 30	4 11	7 8
Plochingen arr	8 3	12 42	4 23	7 26

SCHWEINFURT and MEININGEN (Munich Time).

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
(Oberndorf) Schweinfurt 198 dep	6 17	11 55	5 38	9 50
Ebenhausen 197 dep	6 49	12 35	5 57	10 19
Mühlerstadt	7 20	1 14	6 30	—
Neustadt	7 41	1 45	6 51	—
Unleben	7 56	2 4	7 6	—
Meiningen 169 ..... arr	8 14	2 35	8 4	—

Stations.	1—3	1—3	1—3	1—
	a.m.	a.m.	a.m.	p.m.
Meiningen ..... dep	4 1	4 0	10 50	6 35
Unleben	4 11	4 8	11 2	7 34
Neustadt	4 26	6 36	12 47	7 51
Mühlerstadt	4 51	7 15	1 17	8 14
Ebenhausen	5 20	8 5	1 59	8 42
Schweinfurt ..... arr	5 52	8 56	2 38	9 14

Extra. Ebenhausen to Schweinfurt 5.55 p.m.

GEMUNDEN and SCHWEINFURT.

Stations.	2 & 3	1, 2, 3	1, 2, 3	2 & 3
	a.m.	a.m.	p.m.	p.m.
Gemunden ..... dep	4 30	9 20	1 45	6 20
Hasselhausen	5 12	9 44	2 9	6 59
Mühlenheim	5 53	10 6	2 30	7 34
Ohlhausen-a-W	6 34	10 29	2 52	8 14
(Oberndorf) Schweinfurt arr	7 30	11 0	3 22	9 5

Stations.	1 & 2	2 & 3	2 & 3	1, 2, 3	1, 2, 3
	p.m.		a.m.	p.m.	p.m.
(Oberndorf) Schweinfurt ..... dep	6 8	11 20	4 15	10 0	—
Ohlhausen-a-W	7 1	12 21	4 44	10 24	—
Mühlenheim	7 49	1 6	5 18	10 57	—
Kussenheim	8 30	1 43	5 56	11 21	—
Gemunden ..... arr	9 10	2 20	6 0	11 45	—

REGENSBURG and ALLING.

Stations.	2 & 3	2 & 3	—
	p.m.	p.m.	p.m.
Regensburg 195 dep	1 45	4 55	—
Stadtamhof	1 49	5 0	—
Brandorf	2 14	5 25	—
Alling	2 20	5 30	—
Stations.	a.m.	p.m.	p.m.
Alling ..... dep	8 20	6 20	9 0
Hall	8 35	6 35	9 15
Essenthal	8 45	6 45	9 25
Gerlidorf	8 52	6 52	9 32
Stations.	a.m.	p.m.	p.m.
Gerlidorf ..... dep	8 20	6 20	9 0
Illerthal	8 35	6 35	9 15
,, ... arr			

* Mann Boudoir Sleeping Cars by this Train.

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BIETIGHEIM (HEILBRONN, JAGSTFELD, and OSTERBURKEN)

Stations.	1—2	1—3	1—3	1 3	1—3	1—3	Stations.	1—3	1 3	1—3	1—3	1—3	1—3
192)	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.				a.m.		p.m.	
Bietigheim ....dep.	12 49	5 41	8 40	10 46	3 15	7 49	Osterburken ... dep.	...	...	7 36	...	12 58	...
Besigheim	12 56	5 52	8 54	10 54	3 28	8 2	Seckenfeld	...	...	7 49	...	1 19	...
Kirchheim		6 1	9 1	11 3	3 37	8 11	Mosbachmühl	...	...	8 5	...	1 47	...
Lauffen	1 11	6 12	9 13	11 13	3 47	8 21	Sigingen	...	...	8 19	...	2 13	...
Nordheim		6 24	9 24	11 24	3 58	8 33	Untergriesheim	...	...	8 25	...	2 37	...
Heilbronn (191)arr.	1 24	6 35	9 35	11 35	4 10	8 43	Jagstfeld .....arr.	a.m.	...	8 42	a.m.	2 45	p.m.
	a.m.						.....dep.	6 12	8 45	11 24	3 57	6	
Heilbronn (193) dep.	4 50	7 28	9 50	12 29	4 30	8 51	Neckarsulm	6 26	8 58	11 35	4	9	7
Neckarsulm	5 0	7 41	10 2	12 41	4 40	9 0	Heilbronn 191...arr	6 34	9 6	11 43	4 17	7	
Jagstfeld.....arr.	5 11	7 55	10 14	12 55	4 52	9 11		a.m.				p.m.	p.m.
,, 236.....dep.	5 15		10 20	...	4 57		Heilbronn.....dep.	5 20	7 2	9 12	11 52	6 25	2
Untergriesheim.....	5 24	...	10 30	...	5 8	...	Nordheim	5 34	7 16	9 25	...	6 39	2
Sigingen	5 43	...	10 50	...	5 32	...	Lauffen	5 48	7 29	9 38	17 10	6 52	2
Mosbachmühl	6 0	...	11 7	...	6 4	...	Kirchheim	5 59	7 41	9 50	...	7 2	2
Seckenfeld	6 11	...	11 25	...	6 22	...	Besigheim	6 11	7 53	10 3	17 25	7 13	2
Osterburken (125)a	6 24		11 40	...	6 50	...	Bietigheim 192 arr.	6 26	8 9	10 20	17 35	7 28	3

WEINSBERG and SENDEN.

All 1, 2, 3 Class.	a.m.	p.m.	p.m.		All 1, 2, 3 Class.	a.m.	p.m.	p.m.		
Weinsberg .....dep	8 0	0 0	6 35	...	Sendenhorn (193) .... dep	10 39	2 50	7 15		
Wittighausen ...	8 21	2 16	6 41	...	Wittighausen ...	10 45	3 5	7 30	...	
Sendenarr	8 35	2 30	6 56	...	Weinsberg ... arr	11 0	3 20	7 45	...	

ISNY, WALDSEE, and HERBERTINGEN

All 2 & 3 Class.	a.m.	a.m.	p.m.	p.m.	All 2 & 3 Class.	a.m.	a.m.	p.m.	p.m.
Isny .....dep	4 50	...	1 0	6 33	Herbertingen ...dep	5 50	10 31	2 26	7 15
Leutkirch	5 29	...	1 45	7 4	Saulgau	6 15	10 0	2 50	7 39
Kisslegg	6 1	...	2 19	7 36	Altshausen	6 45	11 12	3 19	8 5
Wolfegg	6 9	...	2 37	7 44	Waldsee(Württ).....arr	7	2 11 26	3 35	8 20
Reichenhofen	6 33	...	2 49	7 55	Waldsee	8	9 ...	4 17	9 13
Waldsee	6 55	...	3 12	8 10	Rossbern	8 22	...	4 35	9 33
Waldsee(Württ) (192).....arr	7 10	11 49	3 27	8 25	Wolfegg	8 39	...	4 48	9 49
Altshausen ... (191)	7 57	12 1	4 16	9 15	Kisslegg	8 58	...	5 1	10 5
Saulgau	8 21	12 26	4 47	9 41	Leutkirch	9 31	...	5 38	10 36
Herbertingen 194 arr	8 37	12 41	5 2	9 57	Isny .....arr	10	5 ...	6 0	11 10

STOCKHEIM and HOCHSTADT.

Stations.	1—3	1—3	1—3	Stations.	1, 2, 3	1, 2	1, 2, 3
	a.m.	a.m.	p.m.	196	a.m.	p.m.	p.m.
Stockheim dp	4 50	11 30	7 50	Hochstadt dep	7 15	2 0	10 0
Krosch	5 15	11 45	8 15	Eselsitz	7 28	2 13	10 13
Cüs	5 31	12 1	8 31	Oberlangenstadt	7 34	2 20	10 21
Oberlangenstadt	5 38	12 8	8 38	Cüs	7 46	2 31	10 31
Rodwitz	5 50	12 20	8 50	Krosch	8 8	2 50	10 50
Hochstadt arr	6 0	12 30	9 0	Stockheim	8 25	3 ...	11 10

HOLZKIRCHEN to MÜNCHEN.

Stations.	1, 2, 3	2 & 3	1, 2, 3
200	a.m.	a.m.	p.m.
Munich dep	6	11 30	5 25
Holzkirchen dep	7 10	12 40	6 35
Wasserburg dep	7 10	12 0	6 50
Westerham	7 51	1 33	7 14
Bruckmühle	8 7	1 55	7 27
Aurolfing	8 15	2 11	7 35
Aibling	8 22	2 28	7 42
Kolbermoor	8 33	2 47	7 53
Rosenheim 200 a	8 46	3 0	8 ...

Stations.	1, 2, 3	1, 2, 3	1 ... 3
198, 200	a.m.	p.m.	p.m.
Rosenheim dep	5 50	15 4	6 ...
Kolbermoor ...	5 59	11 24	4 18
Aibling	6 11	1 35	4 44
Aurolfing	6 17	1 42	4 58
Bruckmühle	6 25	1 50	5 15
Westerham	6 40	2 5	5 45
Holzkirchen dep	7 10	2 35	6 30
Munich arr.	8 20	1 50	7 50

REGENSBURG, LANDSHUT, and MÜHLDORF.

Stations.	2 & 3	1, 2, 3	2 & 3	1, 2, 3	2 & 3	Stations.	2 & 3	1, 2, 3	2,	2 & 3
202-3	a.m.	a.m.	p.m.	p.m.	p.m.	194-8	a.m.	p.m.	p.m.	p.m.
Regensb'g	7	5 11	5	5	7 45	Augsburg d	5 0	9 0	11	7 20
Abbach	7	29 12	4	5 40	8 4	Hochsoll	5 19	9 11	12 1	7 41
Saal 198	7	50 12	26	5 51	9 2	Dasing	5 54	9 30	1 43	8 20
Thalsdorf ..	8	3 12	48	6 3	9 24	Aichach	6 36	9 48	2 1	9 0
Neustadt	8	32 1	37	6 31	10 12	Raderdorf ...	7 0	10 0	2 13	9 24
Ingolstadt a.m.	9	9 24	2	7 20	11 45	Arnbach ..	7 16	10 38	2 51	10 33
,, 195-66	5	10 10	3	7 40	...	Mauls'at'a	9	0 11	3 15	11 15
Arnbach	5 44	10 36	4	8 4	...	,, dep	9 5	0 11	3 50	7 40
Raderdorf ..	6 56	11 13	5	8 42	...	Neustadt ...	6 33	12 19	4 44	9 20
Aichach	7 19	11 26	6	8 56	...	Thalsdorf	7 21	12 46	5 11	10 13
Dasing	7 57	11 43	6	9 14	...	Saal	7 48	1 6	5 30	10 36
Hochsoll	8 30	12 6	7	9 37	...	Abbach	8 4	1 13	5 41	10 54
Augsb'rg a	9 45	12 14	7	9 45	...	Regensb'g	8 57	1 45	6 13	11 54
						SCHWAND	10 39	6 8	10 32	

INGOLSTADT to NEU-OFFINGEN.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
195	a.m.	a.m.	p.m.
Ingolstadt ..dep	5 45	9 40	5 56
Rohrenfeld	6 9	10 4	6 33
Unterhausen	6 32	10 27	7 12
Ruin	6 55	10 50	7 54
Donauwörth a	7 15	11 10	8 25
,, 198 dep	7 30	2 40	8 50
Höchstädt	8 5	3 14	9 46
Dillingen	8 21	3 29	10 11
Neu-Offingen	8 55	4 0	11 0
Ulm arr	9 35	6 0	...

NEU-OFFINGEN to INGOLSTADT.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	a.m.	p.m.
Ulm ..... dep	...	3 20	9 50	...
Neu-Offingen d	...	5 10	10 50	4
Dillingen	...	6	11 27	4
Höchstädt	...	6 27	11 43	5
Donauwörth a	...	7 15	12 10	5
,, dep	7 30	12 20	...	6
Ruin	7 52	1 8	...	6
Unterhausen	8 14	1 51	...	6
Rohrenfeld	8 37	2 35	...	6
Ingolstadt arr	9 6	3 30	...	7

INGOLSTADT to MÜHLDORF.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
199	a.m.	p.m.	a.m.	p.m.	p.m.
Ingolstadt dep	7 40	12 30	1 10	8
Lenting	7 58	12 45	1 25	8
Gaimersheim ...	8 6	12 58	1 38	8
Gaimersheim dep	8	1 13	5 41	10 54
Gaimersh'm arr	7	3 12	3	2 11

SONTHOFEN to IMMENSTADT.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	p.m.	p.m.
Sonthofen ....dp	6 35	11 35	1 43	7
Aichach	6 50	11 50	1 58	7
Immenstadt arr	7 3	12 3	2 11	7

ASCHAFFENBURG, TREUCHTLINGEN, MUNICH

Stations.	1 & 2	2 & 3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3
	p.m.		a.m.	night	a.m.	a.m.	a.m.	noon		
Cologne .....dep	5 0	...	...	12 7	...	6 8	9 0	12 0		
Mayence ..... ,,	9 18	...	...	6 0	7 57	10 37	1 45	4 40		
Frankfort M. ... ,,	10 0	...	...	6 50	8 35	11 7	2 53	5 55		
(126.128)	p.m.	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.		
Aschaffenburg dp.	11 30	1 30	...	8 10	10 45	12 35	4 40	7 40		
Laufach	...	2 1	...	...	11 4	...	4 58	7 59		
Holzgerlingen	...	2 36	...	8 37	11 22	1 2	5 16	8 17		
Partenstein	...	3 16	...	...	11 45	...	5 37	8 40		
Lohr	12 21	3 37	...	9 1	11 58	1 26	5 50	8 53		
Gemunden (143) ...	12 36	4 55	...	9 18	12 25	1 43	6 17	9 20		
Wernfeld	...	5 11	...	...	12 33	...	6 25	9 28		
Carlstadt	...	5 53	...	9 35	12 53	2 0	6 43	9 46		
Retzbach	...	6 19	...	...	1 5	...	6 57	10 0		
Veitshochheim	...	6 53	...	1,2,3	1 23	...	7 15	10 18		
Würzburg ..... arr.	1 25	7 15	...	10 5	1 35	3 30	7 27	10 30		
,, (135,199) d	1 40	8 12	3 20	10 11	0 41	3 43	7 45			
Haidingsfeld	...	8 35	3 45	11 15	2 8	...	8 7			
Ochsenfurt	...	9 16	4 16	11 44	3 20	3 13	8 40			
Marktbreit	2 16	9 40	4 38	11 55	4 0	3 21	9 15			
Uffenheim	...	10 38	5 2	12 28	5 9	3 44	10 10			
Ermetzhofen	...	11 1	5 14	12 41	5 30	...	10 27			
Steinach (195)	...	11 43	5 29	1 0	6 10	4 2	10 56			
Oberdachstetten	...	12 30	5 54	1 26	6 57	...	11 42			
Rosenbach	...	12 49	6 6	1 42	7 17	...	11 58			
Ansbach (204) arr.	2 38	1 30	6 28	2 7	7 58	4 42	12 33			
,, dep.	3 40	...	7 5	2 17	8 35	4 48	12 53			
Triesdorf	...	...	7 37	2 47	9 26	...	1 38			
Gunzenhausen arr	4 15	...	8 0	3 6	10 0	5 21	2 7			
,, (198) dep.	4 20	...	8 10	3 15	10 33	5 24	2 20			
Windsfeld	...	...	8 27	3 31	10 59	...	2 41			
Heroldsheim	...	...	8 43	3 45	11 22	...	3 0			
Wettelsheim	...	...	8 53	3 53	11 37	...	3 12			
Treuchtlingen arr	4 47	...	9 0	4 0	11 49	5 53	3 23			
,,	5 0	...	9 17	4 10	...	6 5	3 30			
Munich (196) ... ,,	8 0	...	1 35	8 25	...	9 10	7 42			

Ex.—Ansbach to Lohr, 1.0 p.m.

SCHWABACH and ERLANGEN.

Stations.	1 & 2	2 & 3	1,2,3	1,2,3	1,2,3
194	a.m.	a.m.	p.m.	p.m.	p.m.
Schwabach ..dp	7 0	1 40	7 30	...	...
Anfhausen	7 53	2 29	8 2	...	...
Erdring ..... arr	7 43	2 33	8 13	...	...

Stations.	2 & 3	2 & 3	2 & 3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.	p.m.
Erdring .....dep	6 0	12 30	6 30	...	...
Anfhausen	6 20	12 49	6 49	...	...
Schwabach ..arr	6 43	1 13	7 13	...	...

MUNICH to SCHLIERSEE.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Munich	6 0	11 30	3 45	...	...
Holzkirchen (201)	7 25	12 55	5 50	...	...
Miesbach	7 58	1 9	6 39	...	...
Schliersee ..... arr.	8 25	1 35	7 50	...	...
Schliersee .....dep.	6 0	11 30	1 45	5 35	...
Miesbach	6 28	11 55	2 13	6 3	...
Holzkirchen	7 15	12 45	3 5	6 45	...
Munich ..... arr.	8 20	1 50	4 10	7 50	...

SPALT and GEORGENSGMUND.

All 2 & 3 class.

Stations.	a.m.	a.m.	p.m.
Spalt ..... dep	5 55	11 50	6 15
Georgensgmund 196 a	6 20	12 15	6 40
Georgensgmund ...dep	8 0	2 50	9 20
Spalt ..... arr	8 30	3 15	9 45

HOF, BAMBERG, NÜRNBERG, and MUNICH.

Stations.	1 & 3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2
BERLIN.....dep.	...	...	...	11 0	11 0	...	8 45	2 30	
LEIPSIC	...	...	...	6 25	4 45	...	12 40	6 15	
DRESDEN	...	...	...	4 40	4 40	...	9 10	3 0	
Hof (182) .....dep	...	5 45	5 40	10 45	11 45	3 0	6 30	10 20	
Oberkotzau 196...	...	7 0	5 2	10 58	12 3	3 47	6 49	10 34	
Schwarzenbach ...	...	7 24	5 15	11 6	12 16	4 7	7 0	...	
Markt-Schorgast...	...	9 40	6 33	11 57	1 38	5 55	8 10	11 35	
Neuenmarkt 193	2 40	10 30	7 0	12 16	2 33	6 20	8 36	11 56	
Culmbach	3 25	11 15	7 29	12 32	2 56	...	8 59	12 10	
Hochstadt (193)...	4 45	...	8 11	1 3	3 36	...	9 39	...	
Lichtenfels...arr	5 10	...	8 25	1 15	3 55	...	9 53	12 46	
,, (189) dep	5 35	...	8 32	1 22	4 0	...	10 5	12 51	
Bamberg.....arr	7 30	8 a.m.	9 33	2 0	5 0	...	11 6	1 32	
,, 198 dep	7 50	4 40	10 30	2 30	5 50	...	...	1 47	
Forchheim	8 46	5 34	11 14	3 2	6 34	...	...	2 17	
Baiersdorf	9 7	5 57	11 37	...	6 47	...	...	...	
Erlangen.....	9 25	5 52	11 43	...	6 53	...	...	2 33	
Furth (198)	10 30	6 25	12 16	...	7 26	...	...	3 56	
Nürnberg ... arr.	10 50	6 40	12 31	...	7 55	...	...	3 19	
,, 203, 204 d	...	6 55	1 40	...	8 15	...	...	3 32	
Schwabach.....	...	7 22	2 7	...	8 39	...	...	3 46	
Roth	...	7 40	2 25	...	8 44	...	...	...	
Georgensgmund 196	...	7 55	2 40	...	9 15	...	...	...	
Pleinfeld .....arr	...	8 10	2 55	...	9 30	...	...	4 15	
,, (198) dep	1,2,3	8 30	3 20	5 17	10 40	...	...	4 32	
Treuchtlingen ar a.m.		9 2	3 55	5 40	11 15	p.m.	...	4 50	
,, (196) dep.		9 30	9 17	4 10	6	8 30	...	5 0	
Eichstädt		4 22	10 10	5 3	6 42	...	10 11	5 37	
Ingolstadt ...arr		5 10	10 55	5 50	7 15	...	11 46	6 10	
,, (195)...dep.		5 15	11 8	6 2	7 25	...	...	6 15	
Pfaffenhofen		6 10	12 5	6 56	8 6	...	...	6 55	
Munich..... arr.		7 45	1 35	8 25	9 10	...	...	8 0	

OBERKOTZAU and WUNSIEDEL.

Stations.	1,2,3	1,2,3	1,2,3
196	a.m.	p.m.	p.m.
Oberkotzau ...dp	7 50	3 47	...
Rehau	8 11	4 11	...
Rehau	8 31	4 31	5 30
Wunsiedel ...arr	8 55	4 55	5 50

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.
Wunsiedel ...dep	5 0	9 35	3 45
Rehau	5 30	10 5	4 11
Rehau	5 50	10 25	4 31
Oberkotzau ... arr	6 45	10 45	5 30

HOF, OBERKOTZAU and EGER.

Stations.	1,2,3	1,2,3	1,2,3	1 Cl.	2 Cl.	3 Cl.
	a.m.	a.m.	p.m.	m. p.f.	m. p.f.	m. p.f.
Hof 182,193 dep.	4 40	10 30	3 30	6 46	...	...
Oberkotzau ... dp	5 0	11 0	3 50	7 20	...	...
Asch ..... arr	6 5	11 41	4 40	8 53	From Eger.	0 55
,, dep	6 5	11 54	4 52	9 30	0 60	0 55
Franzenbad	6 44	12 35	5 30	10 42	2 25	1 50
Eger 208 ..... arr.	6 52	12 43	5 40	11 0	2 50	1 65
CARLSBAD (223)	8 12	2 3	7 0	...	4 40	2 56
MARIENBAD ... ,,	8 39	2 30	7 30	...	4 50	2 56

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
CARLSBAD .....dep.	...	5 12	10 33	3 32
MARIENBAD ... ,,	...	5 38	1 5	7 55
Eger (223)..... arr.	4 45	8 40	3 20	6 45
Franzenbad 196 ...	5 33	8 56	3 46	7 5
Asch ..... arr.	6 56	9 32	4 28	8 30
,, dep.	7 38	9 50	4 40	9 20
Ex. Oberkotzau...arr	8 58	10 40	5 25	10 25
Hof..... arr.	9 30	11 0	5 45	10 45

BUCHAU and MEMMINGEN.

Stations.	1,2,3	1,2,3	1,2,3
1906	a.m.	p.m.	p.m.
Buchau ..... dep	4 30	10 35	4 15
Memmingen ...dep	7 40	1 45	9 35
Kisten	8 0	2 25	9 15
Turkheim ..... arr	8 45	2 56	9 46
Turkheim ..... dep	5 0	10 50	4 30
Kisten	5 40	11 30	5 10
Memmingen 193a	7 0	12 0	6 40

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Memmingen ...dep	5 55	11 50	6 15	...
Buchau ..... arr	9 0	2 50	9 20	...
Spalt ..... dep	5 55	11 50	6 15	9 40
Georgensgmund 196 a	6 20	12 15	6 40	10 5
Georgensgmund ...dep	8 0	2 50	9 20	...
Spalt ..... arr	8 30	3 15	9 45	...

DONAUWÖRTH and FEUCHTWANGEN.

Stations.	1,2,3	1,2,3	1,2,3
1906	a.m.	p.m.	p.m.
Donauwörth ...dep	7 40	1 45	9 15
Treuchtlingen ... arr	8 45	2 56	9 46

In 5 minutes 1, 2, and 3 class.
Buchloe ..... dep 4.30 10.35 4.15
Turkheim ..... arr 5.0 10.50 4.30
Kisten ..... dep 5.40 11.30 5.10
Memmingen 193a 7.0 12.0 6.40

Donauwörth—7.42, 10.50 a.m., 4.36 and 9.30 p.m.
Treuchtlingen—8.0, 8.45 a.m. and 3.25 and 8.0 p.m.

MUNICH, TREUCHTLINGEN and ASCHAFFENBG.

Stations.	1 & 2	2 & 3	1 & 2	2 & 3	1, 2, 3	1, 2, 3	1 & 2	2 & 3
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Munich 197 ....dep.	...	...	6 50	...	7 5	12 55	7 5	7 18
Treuchtlingen ....arr.	...	...	9 40	...	11 20	5 21	9 55	11 32
" ....dep.	...	9 0	9 50	...	11 45	6 0	10 5	11 50
Wettel'heim	...	3 17	...	6 52	11 53	6 8	...	12 3
Berolzheim	...	3 32	...	7 4	12 3	6 17	...	12 13
Windsfeld	...	3 54	...	7 24	12 16	6 31	...	12 25
Gunzenhausen ....arr	...	4 18	10 17	7 48	12 30	6 45	10 33	12 38
" ....dep	...	5 13	10 22	...	12 40	6 55	10 37	1 10
Friesdorf	...	5 46	...	...	1 2	7 19	...	1 40
Ansbach	...	7 15	11 2	...	1 40	8 5	11 17	3 0
Rossbach	...	8 3	...	...	2 7	8 30	...	3 41
Oberdachstetten	...	8 29	...	...	2 21	8 42	...	4 2
Stelnach	...	9 35	11 45	...	2 52	9 11	...	4 50
Crailsheim	...	10 2	...	...	3 6	9 24	...	5 13
Hall	...	10 33	12 4	...	3 20	9 36	...	5 33
Markbreit	...	11 53	12 30	...	3 58	10 8	12 42	6 23
Schaasenfurt	...	12 14	12 38	...	4 10	10 19	...	6 41
Heidingsfeld	...	1 17	...	...	4 42	10 45	...	7 32
Würzburg 198 ....arr.	...	1 35	1	1, 2, 3	4 56	11 0	1 20	7 52
Würzburg ....dep	11 0	2 0	1 40	6 30	5 28	2 45	1 45	8 10
Veitschochheim	...	2 20	...	6 43	1 & 2.	3 5	...	8 23
Retzbach	...	2 48	...	7 1	...	3 33	...	8 41
Carlstadt	11 29	3 10	2 11	7 16	5 57	3 55	...	8 55
Wernfeld	...	3 38	...	7 33	...	4 23	...	9 11
Gemünden	11 48	3 56	2 30	7 49	6 16	4 40	2 40	9 25
Lohr	12 3	4 37	2 45	8 13	6 31	5 21	2 57	9 49
Partenstein	...	4 58	...	8 26	...	5 42	...	10 2
Heigenbrucken	...	5 43	...	8 51	...	6 27	...	10 26
Laufach	...	6 13	...	9 9	...	6 55	...	10 44
Aschaffenburg (128) ar	12 51	6 40	3 35	9 24	7 20	7 35	3 50	11 2
Frankfort-on-Main arr	1 43	8 25	4 31	10 42	8 25	9 15	5 42	12 23
Mayence ,,	2 37	10 42	5 47	...	10 43	9 54	6 5	2 27
Cologne ,,	7 10	5 15	10 0	...	5 15	5 25	11 22	7 10
	p.m.		p.m.		a.m.	p.m.	a.m.	p.m.

MUNICH, NURNBERG, BAMBERG, and HOF.

Stations.	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3		1 & 2		1, 2, 3
	a.m.	a.m.	a.m.	a.m.	p.m.		p.m.		p.m.
Munich	...	...	6 50	7 5	12 55	...	7 5	...	7 18
Pfaffenhofen	...	...	7 52	8 36	2 33	...	8 6	...	8 52
Ingolstadt ....arr.	...	...	8 25	9 22	3 26	...	8 41	...	9 45
" ....dep.	5 30	...	8 30	9 40	3 46	...	8 46	...	9 55
Eichstadt	6 54	...	9 4	10 28	4 28	...	9 20	...	10 40
Treuchtlingen ar	8 15	...	9 40	11 20	5 21	...	9 55	...	11 32
" ....dep.	5 30	9 45	11 30	5 40	...	10 5	...	...	...
Pleinfeld....arr	6	10 10	8 12	6 15	...	10 30	...	...	...
" ....dep.	6	10 13	12 10	6 30	...	10 40	...	...	...
Georgensgmund	6 26	...	12 26	6 46	...	...	...	...	...
Roth	6 40	10 24	12 40	7 1	...	...	...	...	...
Schwabach	6 59	10 47	12 58	7 20	...	11 14	1, 2, 3		
Nürnberg ... arr.	7 24	11 5	1 22	7 45	...	11 32	a.m.		
" ....dep.	8	0 11	1 3	2 50	8 0	...	11 40	4 45	
Fürth	8	19 11	23	3 10	8 20	...	11 52	5 8	...
Erlangen	8	48 11	42	3 40	8 51	...	12 12	5 55	...
Baiersdorf	9	0 1	...	3 53	9 6	...	...	6 18	...
Forchheim	1, 2, 3	9 15	1 59	4	9 19	2 & 3	12 32	6 42	2 & 3
Bamberg.... arr.	a.m.	9 55	12 25	4 50	10 0	p.m.	1 3	7 50	p.m.
" ....dep.	5 10	10 10	12 45	5 20	...	3 0	1 19	...	6 0
Lichtenfels....arr	6 10	11 5	1 22	6 15	...	4 24	1 56	...	7 57
" (1869) dep.	6 20	11 12	1 27	6 25	2 & 3	...	2 1	...	8 59
Hochstadt	6 40	11 29	1 38	6 43	p.m.	...	...	...	10 34
Calmbach	7 25	12 5	2 8	7 26	12 31	a.m.	2 43	...	12 9
Neuenmarkt 1093	7 52	12 35	2 31	7 53	3 35	3 25	3 5	...	12 56
Markt-Schorgast	8 17	1 6	2 51	8 20	4 10	4 0	3 25	...	...
Schwarzenbach	9 22	2 21	3 40	9 31	6 13	6 32	...	...	...
Oberlotzau 1906 dp	9 35	2 34	3 48	9 44	7 5	7 10	4 23	...	...
Hof (847) ....arr	9 52	2 50	4 0	9 59	7 35	7 35	4 35	...	...
DRESDEN ,,	7 25	...	10 2	...	...	...	11 37	...	...
LEIPSIC ,,	4 11	10 4	8	...	...	...	8 35	...	...
BERLIN ,,	6 50	...	12 13	...	...	...	12 30	...	...

MUNICH and SULZ.

Stations.	1—3	1—3	1—3					
	a.m.	noon	p.m.					
Sulz ....dep	6 0	12 0	4 40	...	...	...	...	...
Ivetsenberg	6	12	4 46	...	...	...	...	...
Weil'eim	6 28	12 28	5 5	...	...	...	...	...
Wil'e ofen	6 38	12 34	5 14	...	...	...	...	...
Tit'ang ....arr	6 50	12 50	5 30	...	...	...	...	...
" ....dep	6 50	11 45	5 30	...	...	...	...	...
Metzingen	7	12	5 44	...	...	...	...	...
Bernried	7 16	12 16	5 56	...	...	...	...	...
Denkendorf	7 30	12 30	6 10	...	...	...	...	...
Tutzing ....arr	7 40	12 40	6 20	...	...	...	...	...
Tutzing ....dep	8	12	6 30	...	...	...	...	...
Possenhofen	8	12	6 30	...	...	...	...	...
Starnberg ....arr	8	12	6 30	...	...	...	...	...
"	7	12	6	...	...	...	...	...
Planegg	7	11	5	...	...	...	...	...
Pasing	6	10	4	...	...	...	...	...
Munich ....arr	6	10	4	...	...	...	...	...

Stations.	1—3	1—3	1—3					
	a.m.	a.m.	p.m.					
Munich ....dep	6 25	11 30	6	...	...	...	...	...
Pasing (1864)	6 41	11 46	6 16	...	...	...	...	...
Planegg	6 51	11 56	6 26	...	...	...	...	...
Starnberg	7 25	12 30	7	...	...	...	...	...
" ....dep	7 26	12 41	7 15	...	...	...	...	...
Possenhofen	7 50	12 55	7 39	...	...	...	...	...
Tutzing ....arr	7 50	12 55	7 39	...	...	...	...	...
Tutzing ....dep	8	1	7 55	...	...	...	...	...
Berried	8 25	1 26	8 25	...	...	...	...	...
Seehaupt	8 35	1 41	8 35	...	...	...	...	...
Stalbach	8 48	1 54	8 48	...	...	...	...	...
Penzberg ....dep	9 0	2 10	9 0	...	...	...	...	...
Tutzing ....dep	7 55	1 0	7 35	...	...	...	...	...
Wilhelm'en (1866)	8 12	1 17	7 52	...	...	...	...	...
Penzberg	8 24	1 30	8 4	...	...	...	...	...
Kochel ....arr	8 45	1 50	8 20	...	...	...	...	...

KISSINGEN & SCHWEINFURT.

Stations.	1—3	1—3	1—3	1—3				
	a.m.	a.m.	p.m.	p.m.				
Kissingen ....dep	4 35	11 25	5 58	8 47	...	...	...	...
Ebenhausen 194 ar	5 33	12 20	6 56	9 43	...	...	...	...
Poppenhausen	5 38	...	7	9 48	...	...	...	...
Schweinfurter	5 38	...	7	9 14	...	...	...	...
BAMBERG ,,	4 40	11 5	...	...	...	...	...	...
WURZBURG ,, (194)	7 50	...	...	...	...	...	...	...

SCHWEINFURT & KISSINGEN.

Stations.	1—3	1—3	1—3	1—3				
	a.m.	p.m.	p.m.	p.m.				
Kissingen ,,	4 40	10 20	...	9 0	...	...	...	...
BAMBERG ,,	8 10	1 5	...	12 30	...	...	...	...
Schweinfurter	5	10	5	...	...	...	...	...
Poppenhausen	5	10	5	...	...	...	...	...
Ebenhausen	5	10	5	...	...	...	...	...
Kissingen ....arr	5	10	5	...	...	...	...	...

FALKENAU AND GRAZLITZ.

Stations.	1, 2, 3	1, 2, 3						
	a.m.	p.m.						
CARLSBAD ..... dep	3 12	3 58	...	...	...	...	...	...
KOSTA	3 34	4 20	...	...	...	...	...	...
Falkenau (809) dp	4 40	5 41	...	...	...	...	...	...
Hartenberg	6 34	5 34	...	...	...	...	...	...
Ibletzth.	6 55	5 54	...	...	...	...	...	...
Annathal Rothau	7 18	6 0	...	...	...	...	...	...
Graslitz ....arr	7 32	6 14	...	...	...	...	...	...

Stations.	a.m.	p.m.						
Graslitz ..... dep	8	2 10	...	...	...	...	...	...
Annathal Rothau	8 18	2 34	...	...	...	...	...	...
Ibletzth.	8 40	2 55	...	...	...	...	...	...
Hartenberg	9 0	3 15	...	...	...	...	...	...
Falkenau	9 30	3 45	...	...	...	...	...	...
KOSTA	10 40	4 55	...	...	...	...	...	...
CARLSBAD	10 32	10 56	...	...	...	...	...	...

Stations.								
Poppenhausen dep	6 31	12 32	5	10	10	...	...	...
Ebenhausen ....dep	6 30	12 40	5 10	10	30	...	...	...
Kissingen ....arr	7 19	1 5	5 30	10	45	...	...	...

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WURZBURG and HOF.

Stations.		1,2,3	2 & 3	1 & 2	1,2,3	1,2,3	1,2,3
		p.m.			a.m.	a.m.	a.m.
COLOGNE .....dep		5 0	...	...	12 ...	...	9 0
MAYENCE ..... ,,		9 18	...	...	6 0	7 57	1 45
FRANKFURT ... ,,		10 0	...	...	6 30	8 30	2 53
ASCHAFFENBURG ,,		11 30	...	...	8 10	10 4	4 40
HEIDELBERG (135)		4 5	...	...	3 50	...	12 10
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Wurzburg 192 dep	Schweinfurt to Bamberg.	4 40	5 45	10 20	1 45	8 0	...
Rottendorf ..... ,,		4 55	6 19	10 31	2 ...	8 15	...
Seligenstadt ..... ,,		5 11	6 52	...	2 16	8 31	...
Weigolshausen ..... ,,		5 38	7 50	...	2 43	8 58	...
Schweinfurt ...arr.		5 55	8 24	11 11	3 0	9 15	...
,, (194-7) dep.		6 5	11 25	11 11	3 30	9 22	...
Schonungen..... ,,		6 22	11 54	...	3 46	9 39	...
Haasfurt ..... ,,		6 54	12 39	11 49	4 19	10 12	...
Zeil..... ,,		7 5	12 54	...	4 30	10 24	...
Ebelsbach..... ,,	1,2,3	7 14	1 8	...	4 39	10 33	...
Bamberg ....arr.	a.m.	7 45	2 0	12 75	5 10	11 5	...
,, 196...dep.	5 10	10 10	3 0	12 4.5	5 20	1 12	...
Lichtenfels.....arr	6 20	11 5	4 24	1 22	6 15	1 56	...
Neuenmarkt ...arr	7 45	12 25	...	2 23	7 45	3 4	...
Hof (187) .....arr	9 52	2 50	...	4 0	9 59	4 15	...
DRESDEN ..... arr	7 25	...	...	10 7	...	11 37	...
LEIPSIC ..... ,,	4 11	10 4	...	6 35	...	8 10	...
BERLIN ..... ,,	8 51	...	...	12 13	...	...	12 30

WURZBURG and NURNBERG.

Stations.	1,2,3	2 & 3	1,2,3	2 & 3	1 & 2	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
FRANKFURT ...dep	10 0	...	6 30	8 35	11 7	2 53
ASCHAFFENBURG dp	11 30	...	8 10	10 45	12 35	4 40
197	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Wurzburg	1 35	4 40	10 15	1 50	2 50	7 36
Rottendorf	1 50	5 15	10 32	2 22	3 2	7 54
Dettelbach	2 1	5 34	10 43	2 40	...	8 6
Kitzingen	2 18	6 5	11 1	3 30	3 23	8 25
Gainbernheim	2 27	6 21	11 11	3 47	...	8 35
Iphofen	2 35	6 33	11 19	4 1	...	8 44
Mkt. Einersheim	2 41	6 44	11 25	4 12	...	8 51
Mkt. Bibart	3 1	7 20	11 45	4 49	3 51	9 11
Langenfeld	3 12	7 40	11 56	5 12	...	9 23
Neustadt (203)	3 27	8 12	12 10	5 45	4 14	9 41
Emskirchen	3 43	8 40	12 26	6 17	...	9 58
Siegelsdorf **201**	4 6	9 25	12 50	6 59	...	10 23
Burgfarnbach	4 13	9 39	12 57	7 11	...	10 31
Furth	4 21	9 55	1 5	7 25	4 57	10 40
,, 196 ....dep.	4 25	10 10	1 11	7 35	4 59	10 45
Nurnberg (203) arr	4 40	10 34	1 25	7 50	5 10	11 0
VIENNA ..... arr		7 0	...	...	6 15	...

Extra—Neustadt to Nurnberg, 5.42 a.m., 2 & 3 class.

ROSENHEIM, PATTLING and EISENSTEIN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Rosenheim (195, 200) ...dep	6 30	9 0	11 ...	2 35	7 35	...
Wasserburg ..... ,,	6 50	9 20	11 ...	2 55	7 55	...
Schnaitsee ..... ,,	7 0	9 36	11 ...	3 7	8 7	...
Muhldorf (194) ...arr	7 20	9 56	12 ...	3 27	8 27	...
Rohrbach ..... dep	...	8 38	12 ...	4 25	11 45	5 50
Neumarkt Rott (205 ...	...	8 58	12 ...	4 45	12 7	6 8
Gangkofen.....	...	9 18	1 22	...	6 45	...
Landau a. Isar.....	...	9 30	1 37	...	7 0	...
Pfatting (203) ..... arr	6 50	10 11	2 ...	5 40	7 40	...
Deggendorf ..... ,,	6 50	10 30	2 30	5 50	8 0	...
Regen ..... ,,	7 16	11 40	3 40	6 17	8 44	...
Zwiesel ..... ,,	7 43	12 54	4 11	6 46	...	...
Eisenstein (234 ... arr	9 48	1 15	6 40	...	...	...
PILSEN...	1 30	5 40	9 30	...	...	...

WEILHEIM and MURNAU

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2
	a.m.	p.m.	p.m.	p.m.	p.m.
PILSEN ..... dep	...	...	...	...	...
(234) ..... ,,	...	...	...	...	...
Eisenstein ..... ,,	...	...	...	...	...
Zwiesel ..... ,,	...	...	...	...	...
Regen ..... ,,	...	...	...	...	...
Deggendorf ..... ,,	...	...	...	...	...
Plattling ..... arr	...	...	...	...	...
Landau a. Isar..... ,,	...	...	...	...	...
Neumarkt, Rott. ..... ,,	...	...	...	...	...
ohrach ..... ,,	...	...	...	...	...
Muhldorf ..... arr	...	...	...	...	...
Salzburg ..... ,,	...	...	...	...	...
Schnaitsee ..... dep	...	...	...	...	...
Wasserburg ..... ,,	...	...	...	...	...
Rosenheim ..... arr	...	...	...	...	...
MUNICH ..... ,,	...	...	...	...	...
	a.m.	p.m.	p.m.	p.m.	p.m.
Weilheim (197) ...dep	8 30	1 35	...	...	...
Murnau ..... ,,	8 50	2 0	...	...	...
Uffing ..... ,,	9 0	2 8	...	...	...
Weilheim..... arr	9 40	2 45	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.	p.m.
Murnau ..... dep	5 35	11 ...	2 ...	5 ...	8 ...
Uffing ..... ,,	5 47	11 48	4 27	...	...
Weilheim..... arr	6 15	12 15	4 55	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Pfaffenwinkel ...dep	9 50	5 15	...	...
Garmisch ..... ,,	10 32	5 54	...	...
Griesen ..... arr	10 41	6 6	...	...

HOF, PLEINFELD, AUGSBURG, and LINDAU.

Stations.	1,2,3	1 & 2	1,2,3	2 & 3	1,2,3	1,2,3
BERLIN .....dep.	...	...	2 35	...	11 0	...
LEIPSIC ..... ,,	...	...	6 15	...	6 25	...
DRESDEN ..... ,,	...	...	3 0	...	4 40	...
	...	...	p.m.	a.m.	a.m.	a.m.
Hof .....deo.	...	...	10 20	...	10 45	11 45
Bamberg	...	...	1 45	4 40	2 30	5 50
Nurnberg.....	...	...	3 20	6 55	4 10	8 15
Pleinfeld (196).....	...	...	4 20	8 25	5 10	9 40
Gunzenhausen (196 ...	...	...	4 45	8 57	5 40	10 20
Wasserstrudingen.....	...	...	5 4	9 22	5 56	10 57
Oettingen.....	...	...	5 17	9 42	6 20	11 11
Nordlingen .....arr	...	...	5 30	10 4	6 40	11 36
,, 191 .....dep	...	...	6 10	5 40	10 20	4 10
Donauwerth 195	2 & 3	...	7 20	6 18	11 20	8 30
Augsburg .....arr.	a.m.	...	8 28	7 16	12 27	10 44
,, 194 .....dep.	1 50	...	8 35	7 25	2 1	...
Lobingen	2 23	...	9 37	7 50	3 10	...
Schwal-munchen	2 55	...	9 52	8 3	3 37	...
Buchloe 196-9 ...arr	3 36	...	10 30	8 37	4 10	...
Kempten .....arr	8 25	...	1 5	10 4	7 40	...
Lindau .....arr	3 52	...	12 20	10 17	8 ...	...
CHUR ..... ,,	...	...	10 25	5 50	9 50	...
ZURICH ..... ,,	9 17	...	9 17	4 28	...	...
BERNE ..... ,,	...	...	...	8 50	...	...

BUCHLOE & LANDSBERG.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.
KEMPTEN ...dep	1 55	6 55	2 0	...
Buchloe 199 ...	8 45	11 50	4 40	...
Illing	9 7	12 12	5 7	...
Kaufering	9 22	12 27	5 22	...
Landsberg ...arr	9 45	12 40	5 40	...
Landsberg ...	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Landsberg ... dep	6 0	10 ...	3 ...	7 ...
Kaufering **200** ...	6 17	10 35	3 40	...
Illing	6 30	10 50	3 55	...
Buchloe ..... arr	6 53	11 10	4 ...	...
KEMPTEN ..... ,,	10 18	1 ...	7 ...	...

SAAL and KELHEIM.

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Saal.... dep.	8 0	1 0	5 35
Kelheim ..... ,,	8 40	1 44	...
	...	...	...
Kelheim.... dep	7 30	12 0	5 15
Saal ..... arr	7 ...	12 ...	5 ...

PLEINFELD and FLAGHOFEN.

Stations.	a.m.	a.m.	p.m.
Pleinfeld ...dep	9 50	5 15	...
Gunzenhausen ..... ,,	10 32	5 54	...
Graisbach ..... arr	10 41	6 6	...

DASCHWITZ and PLAUEN.

Stations.	a.m.	a.m.	p.m.	p.m.
Plauen ...dep	5 ...	...	...	...
Daschwitz (199) ... dep	6 ...	...	...	...
Pirk ..... ,,	6 ...	...	...	...
Greiz ..... ,,	6 ...	...	...	...
Zeulenroda ..... ,,	6 ...	...	...	...
Triebes ..... ,,	6 ...	...	...	...
Weida ..... ,,	6 ...	...	...	...
Pirk ..... ,,	6 ...	...	...	...
Plauen-Lindenau ... arr	6 ...	...	...	...

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HOF and WURZBURG.

Stations.	1,2, ✕	1 & 2	3	2 & 3	1 & 2	1,2,3
BERLIN ..... dep	6 45	2 30			11 0	11 0
LEIPSIC ..... ,,	12 40	6 15			4 35	
DRESDEN ..... ,,	9 10	3 0			4 40	
	p.m.	p.m	a.m.		a.m.	a.m.
Hof ..... dep.	6 30	10 20	4 40	p.m.	10 45	11 45
Neuemarkt	8 36	11 54	7 0		12 16	2 33
Lichtenfels	10 5	12 51	8 35		1 22	4 0
Bamberg ..... arr.	11 5	1 35	9 35		2 0	5 0
,, 190 ... dep.	4 20		10 5	12 50	2 20	7 55
Ebelsbach	4 54		10 36	1 40	2 45	8 28
Hassfurt	5 17		11 0	2 15	3 4	8 53
Schonungen	5 45		11 28	2 59	3 26	9 22
Schweinfurt ... arr.	6 2		11 43	3 25	3 28	9 37
,, ... dep.	6 30		11 50	3 55	3 44	9 44
Welgochsheim	6 51		12 10	4 32	3 59	10 4
Seligenstadt	7 18		12 37	17	4 18	10 31
Rottendorf	7 32		12 56	5 47	4 30	10 51
Wurzburg 191 arr.	7 50		1 10	6 6	4 40	11 8
HEIDELBERG arr	3 25		7 30	11 25	11 25	
ASCHAFFENBURG a	11 2		3 55	9 28	7 20	3 50
FRANKFURT ... arr	12 23		4 31	10 43	8 25	5 42
MAYENCE ..... ,,	2 27		5 47		10 43	6 5
COLOGNE ..... ,,	7 10		10 0		5 15	11 22

Bamburg to Schweinfurt, 5.10 a.m., 3rd Class.

VIENNA and WURZBURG.

Stations.	1,2,3	2 & 3	1 & 2	1,2,3	2 & 3	1,3	3 & 4
	a.m.	a. m.	p.m.	p. m.	p. m.	p.m.	
VIENNA ... dep.	...	...	7 50	...	...	9 15	...
			a.m.			p.m.	p.m.
Nurnberg 203	4 25	6 40	4 20	1 35	4 20	9 56	6 45
Furth ... arr.	4 40	7 5	4 30	2 11	4 45	9 10	7 10
,, 190 dep.	4 45	7 25	4 33	2 16	5 0	9 15	7 30
Burgfarrnbach ...	4 54	7 41	...	2 26	5 17	9 25	7 47
Siegelsdorf	5 2	7 54	...	2 34	5 36	9 33	8 2
Emskirchen	5 28	8 39	...	3 0	6 18	9 59	8 46
Neustadt	5 50	9 35	9 16	3 24	6 55	10 20	9 10
Langenfeld	6 3	10 1	...	3 37	7 16	10 33	...
Mkt. Bibart	6 16	10 31	9 36	3 50	7 39	10 45	...
Mkt. Einersheim ...	6 39	11 10	...	4 11	8 12	11 6	...
Iphofen	6 44	11 20	...	4 16	8 21	11 12	...
Mainbernheim ...	6 58	11 36	...	4 31	8 44	11 20	...
Kitzingen	7 9	11 48	10 9	4 37	8 55	11 33	...
Dettelbach	7 31	12 42	...	4 52	9 40	11 49	...
Rottendorf	7 33	1 3	10 30	5 2	9 41	11 59	...
Wurzburg ... arr	7 45	1 30	10 40	5 15	10 5	12 12	...
ASCHAFFENB'G	11 2		5 1	7 51		3 50	...
FRANKFORT ...	12 23	4 31	1 43	8 25	...	5 42	...

OBERLAHNSTEIN and BERGISCH-MARKISCHE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Oberlahnstein ..... dep	7 40	11 20	4 55	8 35	...	...
Ehrenbreitstein ... ,,	8 53	11 33	5 4	8 46	...	...
Bieresheim ..... arr	9 1	11 41	5 16	8 56	...	...

WITTEN and LINDAU.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lindau ..... dep	5 0	0 10	12 40	3 55	5 14	8 39	10 40	...
Hergatz ..... ,,	5 50	0 57	1 24	4 40	5 56	9 24	11 24	...
Rothenbach ..... ,,	6 17	1 24	1 51	5 7	6 23	9 51	11 51	...
Immenstadt ... arr	7 15	2 12	2 41	5 55	7 11	10 39	12 39	...
Obersdorf ..... dep	...	...	...	...	...	...	...	...
Kempten ..... arr	8 38	1 5	3 45	7 0	8 33	11 56	1 55	...
Gunzach ..... dep	9 3	1 30	4 10	7 25	8 58	12 21	2 20	...
Biesenhofen ..... arr	9 24	1 51	4 31	7 46	9 19	12 42	2 41	...
Kaufbeuren ..... dep	10 25	2 42	5 22	8 37	10 25	1 33	3 46	4 45
Buchloe ..... arr	10 49	3 6	5 46	9 1	10 49	1 57	4 10	5 9
,, ... dep	10 53	3 11	5 50	9 5	10 53	2 1	4 14	5 13
Geltnau ..... ,,	11 27	3 47	6 27	9 42	11 27	2 37	4 50	5 49
Kaufering ..... ,,	11 50	4 10	6 50	10 5	11 50	3 0	5 13	6 12
Turkenfeld ..... ,,	12 20	4 40	7 20	10 35	12 20	3 30	5 43	6 42
Gr.frath ..... ,,	12 40	5 0	7 40	10 55	12 40	3 50	6 3	7 2
Bruck ..... ,,	12 58	5 18	7 58	11 13	12 58	4 8	6 21	7 20
Aubing ..... ,,	1 20	5 40	8 20	11 35	1 20	4 30	6 43	7 42
Pasing 200 ... arr	1 40	6 0	8 40	11 55	1 40	4 50	7 3	8 2

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lindau ..... dep	7 0	8 30	11 30	2 0	3 30	6 10	7 30	...
Hergatz ..... ,,	...	8 34	11 34	2 4	3 34	6 14	7 34	...
Rothenbach ..... ,,	...	8 41	11 41	2 11	3 41	6 21	7 41	...
Immenstadt ... arr	...	9 13	12 13	2 43	4 13	6 53	8 13	...
Obersdorf ..... dep	...	9 13	12 13	2 43	4 13	6 53	8 13	...
Kempten ..... arr	8 7	10 5	12 55	3 35	5 0	7 40	8 55	...
Gunzach ..... dep	...	10 15	1 5	3 45	5 10	7 50	9 5	...
Biesenhofen ..... arr	...	10 35	1 25	4 5	5 30	8 10	9 25	...
Kaufbeuren ..... dep	8 37	10 53	1 30	4 10	5 35	8 15	9 30	...
Buchloe ..... arr	9 1	11 16	1 54	4 34	5 59	8 39	9 54	...
,, ... dep	9 3	11 18	1 56	4 36	6 1	8 41	9 56	...
Geltnau ..... ,,	9 37	11 52	2 30	5 10	6 35	9 15	10 30	...
Kaufering ..... ,,	10 0	12 15	2 53	5 33	6 58	9 38	10 53	...
Turkenfeld ..... ,,	10 30	12 45	3 23	6 3	7 28	10 8	11 23	...
Gr.frath ..... ,,	10 50	1 5	3 43	6 23	7 48	10 28	11 43	...
Bruck ..... ,,	11 8	1 23	4 1	6 41	8 6	10 46	12 1	...
Aubing ..... ,,	11 30	1 45	4 23	7 3	8 28	11 8	12 23	...
Pasing 200 ... arr	11 50	2 5	4 43	7 23	8 48	11 28	12 43	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lindau ..... dep	5 0	0 10	12 30	3 54	5 14	8 39	10 40	...
Hergatz ..... ,,	5 50	0 57	1 24	4 40	5 56	9 24	11 24	...
Rothenbach ..... ,,	6 17	1 24	1 51	5 7	6 23	9 51	11 51	...
Immenstadt ... arr	7 15	2 12	2 41	5 55	7 11	10 39	12 39	...
Obersdorf ..... dep	...	...	...	...	...	...	...	...
Kempten ..... arr	8 38	1 5	3 45	7 0	8 33	11 56	1 55	...
Gunzach ..... dep	9 3	1 30	4 10	7 25	8 58	12 21	2 20	...
Biesenhofen ..... arr	9 24	1 51	4 31	7 46	9 19	12 42	2 41	...
Kaufbeuren ..... dep	10 25	2 42	5 22	8 37	10 25	1 33	3 46	4 45
Buchloe ..... arr	10 49	3 6	5 46	9 1	10 49	1 57	4 10	5 9
,, ... dep	10 53	3 11	5 50	9 5	10 53	2 1	4 14	5 13
Geltnau ..... ,,	11 27	3 47	6 27	9 42	11 27	2 37	4 50	5 49
Kaufering ..... ,,	11 50	4 10	6 50	10 5	11 50	3 0	5 13	6 12
Turkenfeld ..... ,,	12 20	4 40	7 20	10 35	12 20	3 30	5 43	6 42
Gr.frath ..... ,,	12 40	5 0	7 40	10 55	12 40	3 50	6 3	7 2
Bruck ..... ,,	12 58	5 18	7 58	11 13	12 58	4 8	6 21	7 20
Aubing ..... ,,	1 20	5 40	8 20	11 35	1 20	4 30	6 43	7 42
Pasing 200 ... arr	1 40	6 0	8 40	11 55	1 40	4 50	7 3	8 2

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lindau ..... dep	7 0	8 30	11 30	2 0	3 30	6 10	7 30	...
Hergatz ..... ,,	...	8 34	11 34	2 4	3 34	6 14	7 34	...
Rothenbach ..... ,,	...	8 41	11 41	2 11	3 41	6 21	7 41	...
Immenstadt ... arr	...	9 13	12 13	2 43	4 13	6 53	8 13	...
Obersdorf ..... dep	...	9 13	12 13	2 43	4 13	6 53	8 13	...
Kempten ..... arr	8 7	10 5	12 55	3 35	5 0	7 40	8 55	...
Gunzach ..... dep	...	10 15	1 5	3 45	5 10	7 50	9 5	...
Biesenhofen ..... arr	...	10 35	1 25	4 5	5 30	8 10	9 25	...
Kaufbeuren ..... dep	8 37	10 53	1 30	4 10	5 35	8 15	9 30	...
Buchloe ..... arr	9 1	11 16	1 54	4 34	5 59	8 39	9 54	...
,, ... dep	9 3	11 18	1 56	4 36	6 1	8 41	9 56	...
Geltnau ..... ,,	9 37	11 52	2 30	5 10	6 35	9 15	10 30	...
Kaufering ..... ,,	10 0	12 15	2 53	5 33	6 58	9 38	10 53	...
Turkenfeld ..... ,,	10 30	12 45	3 23	6 3	7 28	10 8	11 23	...
Gr.frath ..... ,,	10 50	1 5	3 43	6 23	7 48	10 28	11 43	...
Bruck ..... ,,	11 8	1 23	4 1	6 41	8 6	10 46	12 1	...
Aubing ..... ,,	11 30	1 45	4 23	7 3	8 28	11 8	12 23	...
Pasing 200 ... arr	11 50	2 5	4 43	7 23	8 48	11 28	12 43	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lindau ..... dep	5 0	0 10	12 30	3 54	5 14	8 39	10 40	...
Hergatz ..... ,,	5 50	0 57	1 24	4 40	5 56	9 24	11 24	...
Rothenbach ..... ,,	6 17	1 24	1 51	5 7	6 23	9 51	11 51	...
Immenstadt ... arr	7 15	2 12	2 41	5 55	7 11	10 39	12 39	...
Obersdorf ..... dep	...	...	...	...	...	...	...	...
Kempten ..... arr	8 38	1 5	3 45	7 0	8 33	11 56	1 55	...
Gunzach ..... dep	9 3	1 30	4 10	7 25	8 58	12 21	2 20	...
Biesenhofen ..... arr	9 24	1 51	4 31	7 46	9 19	12 42	2 41	...
Kaufbeuren ..... dep	10 25	2 42	5 22	8 37	10 25	1 33	3 46	4 45
Buchloe ..... arr	10 49	3 6	5 46	9 1	10 49	1 57	4 10	5 9
,, ... dep	10 53	3 11	5 50	9 5	10 53	2 1	4 14	5 13
Geltnau ..... ,,	11 27	3 47	6 27	9 42	11 27	2 37	4 50	5 49
Kaufering ..... ,,	11 50	4 10	6 50	10 5	11 50	3 0	5 13	6 12
Turkenfeld ..... ,,	12 20	4 40	7 20	10 35	12 20	3 30	5 43	6 42
Gr.frath ..... ,,	12 40	5 0	7 40	10 55	12 40	3 50	6 3	7 2
Bruck ..... ,,	12 58	5 18	7 58	11 13	12 58	4 8	6 21	7 20
Aubing ..... ,,	1 20	5 40	8 20	11 35	1 20	4 30	6 43	7 42
Pasing 200 ... arr	1 40	6 0	8 40	11 55	1 40	4 50	7 3	8 2

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lindau ..... dep	7 0	8 30	11 30	2 0	3 30	6 10	7 30	...
Hergatz ..... ,,	...	8 34	11 34	2 4	3 34	6 14	7 34	...
Rothenbach ..... ,,	...	8 41	11 41	2 11	3 41	6 21	7 41	...
Immenstadt ... arr	...	9 13	12 13	2 43	4 13	6 53	8 13	...
Obersdorf ..... dep	...	9 13	12 13	2 43	4 13	6 53	8 13	...
Kempten ..... arr	8 7	10 5	12 55	3 35	5 0	7 40	8 55	...
Gunzach ..... dep	...	10 15	1 5	3 45	5 10	7 50	9 5	...
Biesenhofen ..... arr	...	10 35	1 25	4 5	5 30	8 10	9 25	...
Kaufbeuren ..... dep	8 37	10 53	1 30	4 10	5 35	8 15	9 30	...
Buchloe ..... arr	9 1	11 16	1 54	4 34	5 59	8 39	9 54	...
,, ... dep	9 3	11 18	1 56	4 36	6 1	8 41	9 56	...
Geltnau ..... ,,	9 37	11 52	2 30	5 10	6 35	9 15	10 30	...
Kaufering ..... ,,	10 0	12 15	2 53	5 33	6 58	9 38	10 53	...
Turkenfeld ..... ,,	10 30	12 45	3 23	6 3	7 28	10 8	11 23	...
Gr.frath ..... ,,	10 50	1 5	3 43	6 23	7 48	10 28	11 43	...
Bruck ..... ,,	11 8	1 23	4 1	6 41	8 6	10 46	12 1	...
Aubing ..... ,,	11 30	1 45	4 23	7 3	8 28	11 8	12 23	...
Pasing 200 ... arr	11 50	2 5	4 43	7 23	8 48	11 28	12 43	...

LINDAU, AUGSBURG, PLEINFELD, and HOF.

Stations.	2 & 3	1,2,3	2 & 3	1,2,3	1,2,3	1 & 2
BERNE ..... dep	...	1 38	...	...	a.m. 6 0	...
ZURICH ..... ,,	a.m.	6 15	...	...	4 55	10 10
CHUR ..... ,,	8 0	12 53	...	...	4 50	8 0
	noon	p.m.			a.m.	a.m.
Lindau ..... (190)	12 20	11 40	...	5 0	10 16	2 15
Kempten	7 0	2 50	...	8 25	1 16	4 45
Buchloe	10 30	4 55	...	10 50	4 10	6 35
Schwabmunchen	11 15	5 20	...	11 33	4 44	6 46
Bobingen	11 43	5 37	...	11 44	5 7	7 0
Augsburg ..... arr	12 10	5 56	a.m.	12 5	5 30	7 15
200 ..... dep	...	6 15	7 55	1 25	8 35	7 45
Donauwerth	1,2,3	7 30	10 20	2 40	10 0	8 35
Nordlingen	2 & 3	8 37	11 40	3 35	10 50	9 10
,, ... dep	3 55	8 45	12 30	4 0	...	9 20
Oettingen	4 20	9 3	1 15	4 26	...	9 36
Wassertrudingen	4 40	9 21	1 58	4 47	...	9 56
Gunzenhausen ..... dep	5 20	9 47	3 10	5 45	...	10 12
Pleinfeld ..... arr	5 48	10 10	4 0	6 15	...	10 30
Nurnberg 202 ..... ,,	7 4	11 5	...	7 45	...	11 32
Bamberg ..... ,,	9 55	12 25	...	10 0	...	1 3
Hof ..... ,,	2 50	4 0	...	...	...	4 35
DRESDEN ..... ,,	...	10 7	...	...	...	...
LEIPSIC ..... ,,	...	8 2	...	...	...	8 35
BERLIN ..... ,,	...	12 13	...	...	...	12 0

CHEMNITZ BORNA, & LEIPSIC.

Stations.	1—4	2 & 3	1	1—3	1	4
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Chemnitz ..... dep	6 53	...	12 12	3 40	8 55	...
Wittgensdorf	7 13	...	12 33	4 2	9 15	...
Burgstadt	7 23	...	12 43	4 16	9 28	...
Cossen	7 34	...	12 56	4 30	9 39	...
Narsdorf (196 dp	7 49	...	1 15	4 47	9 55	...
Geithain	8 4	...	1 30	5 3	10 9	...
Frohburg	8 22	...	1 47	5 21	10 26	...
Borna	8 39	11 16	2 1	5 37	10 44	...
Meritzsch (197) d	8 57	11 59	2 15	5 53	10 59	...
Gaschwitz (177)	9 10	12 10	2 26	6 13	11 20	...
Leipsic ..... arr	9 35	12 35	2 50	6 27	11 35	...

Stations.	1—4	1—3	1	1—3	1—4
	a.m.	a.m.	p.m	p.m	p.m.
Leipsic ..... d p	5 35	9 5	11 20	3 5	7 0
Gaschwitz	5 59	9 21	11 37	3 41	8 19
Meritzsch	6 13	9 55	12 2	3 43	8 45
Borna	6 32	10 23	12 21	4 5	9 2
Frohburg	6 45	...	12 33	4 15	9 20
Geithain	7 6	...	12 55	4 36	9 43
Narsdorf	7 21	...	...	4 50	9 58
Cossen	7 35	...	1 23	5 4	10 15
,, ...	...	...	...	...	...
Wittgensdorf	7 8	...	1 45	5	10 41
Chemnitz ..... arr	8 16	...	2 5	5 4	11 0

ULM, KUNSBURG, MUNICH, and SALZBURG.—Royal Bavarian State Railway.

Stations.	1 & 3	1, 2, 3	1 & 2	1, 2, 3
			a.m.	
PARIS ..... dep	...	...	9 15	...
AVRICOURT	...	...	6 25	...
STRASSBURG	...	...	9 0	...
CARLSRUHE	...	...	12 2	...
STUTTGARDT	...	...	2 47	a.m.
Ulm ..... dep	...	...	5 40	5 55
Augsburg ..... arr	...	...	7 25	8 41
,, ... dep	...	...	7 25	9 10
Munich Cen Sta. arr	...	a.m.	8 45	11 10
,, (198)...dep.	...	6 45	9 10	1 10
,, Eastern Station	...	7 4	9 22	1 31
Zorneding	...	7 36	...	2 3
Kirchescon	...	7 45	...	2 16
Aasling	...	8 9	...	2 40
Rosenheim ..... arr	a.m.	8 45	10 25	3 15
,, **198, 200** dp	4 20	11 15	...	3 40
Endorf	5 20	11 47	...	4 12
Prien (201)	5 55	12 4	...	4 28
Ueberseo	6 41	12 30	...	4 51
Bergen	7 7	12 46	...	5 5
Traunstein	7 25	1 2	...	5 23
Teisendorf	8 31	1 29	...	5 48
Freilassing (200)	8 7	1 48	...	6 10
Salzburg205, 218a	9 37	2 5	...	6 20
LINZ ..... arr	...	...	...	12 10
VIENNA ..... arr	...	...	...	7 0

Stations.	1, 2, 3	1 & 3	1, 2, 3	1 & 2	1, 2, 3
VIENNA ..... dep	7 50	...	9 15	...	...
LINZ	12 5	...	4 10	...	8 34
	a.m	a.m.	a.m.	p.m.	p.m
Salzburg ..... dep	3 15	4 0	9 55	12 30	...
Freilassing	3 30	4 22	10 12	12 52	...
Teisendorf	3 51	4 56	10 33	1 28	...
Traunstein	4 23	6 0	11 12	2 20	...
Bergen	4 32	6 20	11 24	2 38	...
Ueberseo	4 44	6 45	11 39	3 4	...
Prien	5 4	7 23	12 4	3 48	...
Endorf	5 1	7 48	12 19	4 15	...
Rosenheim ..... arr	5 35	8 30	12 45	5 0	p.m.
,, **200** ..... dep	5 55	...	1 10	...	5 10
Osternanchen	6 26	...	1 34	...	...
Kirchaseon	6 57	...	2 13	...	...
Zorneding	7 7	...	2 22	...	...
Munich Est. Sta. ar	7 40	...	2 55	...	6 12
,, Central ar.	8 6	...	3 15	...	6 25
,, ,, (198) dp	11 6	...	5 20	...	7 10
Augsburg ..... arr	1 0	...	7 20	...	8 20
,, ... dep	1 40	...	7 40	...	8 30
Ulm	6 0	...	10 40	...	10 15
STUTTGARDT	9 55	...	12 45	...	12 43
CARLSRUHE	...	...	3 18	...	3 18
STRASSBURG	...	...	6 20	...	6 20
AVRICOURT	...	...	...	...	...
PARIS	...	...	5 0	...	5 0

N.B.—Luggage examined at Salzburg.

Extra.—Salzburg to Rosenheim, 3rd class, 7.15 p.m.

LANDSBERG, KAUFERING, and AUGSBURG.

Stations.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Landsberg (198) dep	5 0	7 0	9 35	3 25	7 5	9 45
Kaufering (199)	5 15	7 20	9 50	3 40	7 20	10 0
Tobingen	...	8 27	...	...	8 30	...
Augsberg (199) ... arr.	...	8 50	...	...	8 55	...

Stations.	a.m.	a.m.	a.m.	p.m.	p.m	p.m
Augsberg ..... dep.	3 50	...	...	...	4 40	...
Bobingen	4 18	...	...	...	5 10	...
Kaufering	5 25	8 10	11 0	3 50	6 35	10 10
Landsberg ..... arr.	5 40	8 25	11 15	4 5	6 50	10 25

ROSENHEIM TO KUFSTEIN.

Stations.	1—3	2 & 3	1 & 3	1—3	1—3
SALZBURG ..... dep	3 19	4 0	...	5 10	...
MUNICH ..... dep	...	6 45	9 10	1 10	5 55
(198-9, 200)	a.m.	a.m.	a.m.	p.m.	p.m.
Rosenheim ... dep	5 50	9 0	10 30	3 33	8 5
Braunenburg	6 12	9 45	...	4 5	8 28
Oberaudorf	6 33	10 26	...	4 39	8 49
Kiefersfelden	6 41	10 45	...	4 55	8 59
Kufstein 205 ... arr.	6 49	10 55	11 10	5 5	9 5
INNSBRUCK ..... arr	9 33	...	1 22	8 35	11 51
BOTZEN ..... arr	4 20	...	6 45	...	6 16
VERONA ..... arr	9 55	...	10 45	...	11 50
ROME ..... arr	3 40	...	3 40	...	6 6

Stations.	1—3	1—3	1 & 3	1 & 3
ROME ..... dep	...	10 40	...	10 50
VERONA ..... dep	...	6 20	...	4 40
BOTZEN ..... dep	...	12 25	...	9 0
INNSBRUCK ..... dep	...	7 22	...	2 35
	a.m.	a.m.	p.m.	p.m.
Kufstein ..... dep	4 0	10 5	11 50	4 25
Kiefersfelden	4 12	10 12	12 ...	...
Oberaudorf	4 21	10 23	12 20	...
Braunenburg	5 5	10 45	12 50	...
Rosenheim 200a	5 40	11 6	1 45	5 5
MUNICH ..... arr	8 0	3 15	...	6 25
SALZBURG ..... arr	...	2 5	6 20	...

MUNICH, HOLZKIRCHEN, AND TOLZ.

Dist.	1 Cl. m.	2 Cl. pf.	3 Cl. m.	3 Cl. pf.	Stations	1, 2, 3 a.m.	1, 2, 3 p.m.
—	Fro'		Munich		**Munich (196)** dep	6 0	11 30
4½	0 60	0 40	0 25		Mittersendling	6 12	11 42
6½	0 90	0 60	0 40		Grosghaesslohe	6 21	11 51
11½	1 55	1 5	0 65		Di. sen hosen	6 36	12 6
16½	2 10	1 40	0 90		Sauerlach	6 51	12 21
23	3 0	2 0	1 30		**Holzkirchen 195**	7 20	12 50
26½	3 45	2 30	1 50		**Oberwarngau**	7 38	1 8
29½	3 85	2 55	1 65		Schaftlach	7 54	1 24
32½	4 20	2 80	1 80		Reigersbeurn	8 8	1 38
36	4 65	3 10	2 0		**Tolz** ..... arr	8 25	1 55

Stations	1, 2, 3 a.m.	1, 2, 3 p.m.
Tolz ..... dep	6 0	11 30
Reigersbeuren	6 18	11 48
Schaftlach	6 34	12 4
Ob rwarngau	6 48	12 18
Holzkirchen ... arr	7 5	12 35
Sauerlach	7 33	1 3
Diesenhosen	7 46	1 16
Grosshesslohe	8 1	1 31
Mitt rnarding	8 9	1 39
Munich 202 ... arr	8 20	1 50

ASCHAFFENBURG AND MILTENBERG.

Dist.	1 Cl. m.	1 Cl. pf.	2 Cl. m.	3 Cl. pf.	Stations	1—3 a.m.	1—3 p.m.	1—3 p.m.
—	—	—	—	—	FRANKFURT ..... dep	6 30	11 7	7 40
					(128)	a.m.	p.m.	p.m.
					Aschaffenburg dp	8 5	1 5	10 0
5	0 65	0 45	0 30		Obernau	8 17	1 21	10 12
6½	0 90	0 65	0 35		Sulzbach	8 22	1 29	10 18
11½	1 55	1 25	0 65		Obernburg	8 39	1 58	10 36
15	1 95	1 30	0 85		Wörth	8 49	2 11	10 46
16½	2 10	1 40	0 90		Klingenberg	8 55	2 21	10 53
19½	2 50	1 65	1 10		Laudenbach	9 4	2 36	11 2
21½	2 75	1 85	1 20		Klenhaubach	9 10	2 47	11 9
24	3 00	2 00	1 30		**Miltenberg**	9 15	2 55	11 15

Stations.	1—3	1—3	1—3
	a.m.	a.m.	p.m.
Miltenberg ... dep	5 35	9 30	6 5
Klenhaubach	5 46	9 36	6 12
Laudenbach	5 55	9 43	6 20
Klingenberg	6 11	9 52	6 29
Wörth	6 20	9 58	6 36
Obernburg	6 37	10 9	6 46
Sulzbach	7 4	10 24	7 3
Obernau	7 10	10 29	7 9
Aschaffenburg ar	7 25	10 40	7 20
	a.m.	p.m.	p.m.
FRANKFURT ..... arr	9 15	12 23	8 25

WELS, and SALZBURG.—Kaiserin Elisabeth Bahn.

1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	Stations.	1 & 2	2 & 3	1, 2, 3	1, 2, 3
gl kr	gl kr	gl kr	gl kr	gl kr		p.m.	p.m.	a.m.	a.m.	p.m.
—	Fro'	Vie	—	—	VIENNA ..... dep	7 50	9 15	...	8 15	...
Or	dina	ry	Exp	ress	BUDWEIS ..... ,,	3 25	3 25	...	5 50	...
8 98	6 73	4 48	10 78	8 8	LINZ ..... ,,	12 8	4 10	8 34	3 14	6 0
...	...	...	...	...	PASSAU ..... ,,	7 50	11 22	3 15	9 30	...
...	...	...	...	...	SIMBACH ..... ,,	8 0	11 5	3 9	10 0	...
						a.m.	a.m.	a.m.	p.m.	p.m.
10 12	7 59	5 5	12 15	9 10	**Wels (210)** ..... dep	12 47	5 13	9 55	4 16	7 15
10 74	8 5	5 36	12 89	9 66	**Lambach** ..... arr	1 4	5 36	10 27	4 42	7 46
12 7	9 5	6 2	14 48	10 85	GMUNDEN 210 ,,	...	7 38	12 30	7 0	...
...	...	...	...	...	**Lambach** ..... dep	8	5 43	10 52	5 0	8 6
11 31	8 48	5 65	13 57	10 17	Schwanenstadt ..... ,,	...	6 5	11 29	5 26	8 39
11 59	8 69	5 79	13 91	10 42	**Attnang (220)** ..... ,,	1 33	6 30	12 5	5 48	9 18
11 78	8 83	5 88	14 14	10 59	Vöcklabruck ..... ,,	1 43	6 41	12 24	6 2	9 34
12 35	9 26	6 17	14 82	11 11	Redl ..... ,,	1 58	7 —	1 4	6 26	10 6
12 78	9 58	6 38	15 34	11 49	Frankenmarkt ..... ,,	...	7 27	1 50	6 53	10 30
13 54	10 15	6 76	16 25	12 17	Strasswalchen ..... ,,	...	8 4	2 56	7 30	...
13 68	10 26	6 83	16 42	12 30	Steindorf (209) ..... ,,	...	8 14	3 6	7 40	...
14 92	11 18	7 45	17 90	13 41	**Salzburg (200)** arr.	3 12	9 0	4 20	8 30	...
...	...	...	...	...	MUNICH ..... arr	8 0	3 15	10 20	...	...

N.B.—Luggage examined at Salzburg.

SALZBURG and WELS.

Stations.	1, 2, 3	2 & 3	1, 2, 3	1 & 2	2 & 3
			p.m.	p.m.	
MUNICH ..... dep	...	...	1 10	5 55	...
200,218	a.m.	a.m.	p.m.	p.m.	p.m.
Salzburg ..... dep	7 18	9 25	6 50	11 10	...
Steindorf (209)	8 12	10 43	7 38	...	...
Strasswalchen	8 18	10 54	7 43	...	a.m.
Frankenmarkt	8 54	11 50	8 19	...	4 22
Redl	9 12	12 19	8 40	12 17	4 53
Vöcklabruck	9 35	12 55	9 3	12 34	5 30
Attnang	9 53	1 40	9 31	12 45	6 16
Schwanenstadt	10 2	2 2	9 42	...	6 36
Lambach ..... arr.	10 25	2 47	10 4	1 7	7 12
GMUNDEN ..... dep.	8 10	12 54	8 20	...	...
Lambach ..... dep.	10 30	3 3	10 18	...	7 26
Wels (210) ..... arr.	10 51	3 40	10 45	1 24	8 1
SIMBACH ..... ,,	4 20	9 35	3 4	8 34	4 20
PASSAU ..... ,,	3 35	9 45	2 53	8 22	3 35
LINZ ..... ,,	11 46	6 26	12 10	2 2	9 34
BUDWEIS ..... ,,	10 0	...	12 45	12 45	...
VIENNA ..... ,,	7 15	...	7 0	6 15	...

RIESA and LOMMATZSCH.

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Riesa 189,201 dep	5 35	11 27	6 15	9 30
Nickritz ..... ,,	5 58	11 46	6 38	9 53
Prausitz ..... ,,	6 12	12 1	6 52	10 7
Lommatzsch ..arr				

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
Lommatzsch...dep	6 22	12 12	8 0	10 20
Prausitz ..... ,,	6 33	12 27	8 16	10 34
Nickritz ..... ,,	...	...	...	...
Riesa ..... arr	6 48	12 46	8 35	10 53

KIS-KAPUS and HERMANNSTADT.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4
Dis.	gl. kr.	gl. kr.	gl. kr.		a.m.
...	...	...	...	KARLSBURG ..... dep	4 40
	—	—	—	**Kis-Kapus 233** ..... dep	10 40
73	0 66	0 46	0 33	Nacy-Selyk (Marktsch) ...	11 8
153	1 37	0 97	0 69	Laddmos	11 39
213	1 92	1 35	0 97	Viaskna (Salzburg)	12 5
28	2 47	1 74	1 24	**Hermannstadt** ..... arr	12 35

Stations.	1—4
	a.m.
Hermannstadt ..... dep	7 40
Viaskna (Salzburg)	7 54
Laddmos	8 15
Nacy-Selyk (Marktsch) ...	8 5
Kis-Kapus	8 30
KARLSBURG ..... arr	2 40

RIESA and ELSTERWERDA.

Stations.	1—4	1—4	1—4
	a.m.	p.m.	p.m.
Riesa 188-9 ..... dep	6 58	1 35	9 5
Elsterwerda B.D. ..... arr	7 45	2 34	9 55
Elsterwerda OL. Bhf.... arr	8 0	2 50	...

Stations.	1—4	1—4	1—4
	a.m.	a.m.	p.m.
184			
Elsterwerda OL. Bhf. dep.	...	10 20	4 50
Elsterwerda B.D. Bh. dep.	5 40	10 33	5 0
Riesa ..... arr.	6 33	11 19	6 0

REICHENBACH and CHEMNITZ.

Stations.	1—3	1—2	1—3	1—3	1—3	1—2	1—3	1—3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Reichenbach 187-8	5 35	6 40	7 15	10 6	1 35	4 45	6 9	7 40
Neumark **203** ,,	5 52	...	7 31	10 18	1 53	5 3	...	8 0
Zwickau **187** ..... dep	6 23	7 15	8 0	10 46	2 22	5 36	6 44	8 31
Glauchau **171, 190** ,,	7 10	7 38	9 1	11 29	3 7	6 15	7 6	9 12
St. Egidien	7 25	...	9 14	11 42	3 22	6 29	...	9 28
Hohenst.-E.	7 38	8 0	9 27	11 54	3 34	6 43	7 24	9 44
Wüstenbrand	7 47	...	9 36	12 3	3 44	6 54	...	9 54
Chemnitz ..... arr	8 19	8 26	10 8	12 35	4 17	7 26	7 50	10 28

Stations.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Chemnitz ..... dep	4 20	6 52	9 10	12 10	3 8	6 9	6 19	9 55
Wüstenbrand	4 57	...	9 42	12 43	3 41	...	6 51	10 29
Hohenst.-E.	5 6	7 18	9 52	12 53	3 51	6 35	7 1	10 39
St. Egidien	5 20	...	10 4	1 8	4 3	...	7 15	10 52
Glauchau ..... arr	5 33	7 39	10 15	1 20	4 15	6 56	7 26	11 3
Zwickau ,, ,,	6 23	8 1	11 4	2 9	4 57	7 19	8 6	11 37
Neumark	7 2	...	11 37	...	5 30	...	8 39	12 10
Reichenbach ..... arr	7 18	8 39	11 53	2 58	5 46	7 56	8 56	12 27

BIETTIGHEIM & BACKNANG.

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Bietigheim ...dep	10 52	3 25	7 50	...	...
Marbach-a-Neckar	11 27	3 52	8 14	...	...
Backnang ...arr	12 5	4 25	8 45	...	...
	a.m.	p.m.	p.m.	p.m.	p.m.
Backnang ...dep	7 12	1 45	6 25	...	...
Marbach-a-Neckar	7 41	2 28	6 56	...	...
Bietigheim ...arr	8 5	2 55	7 20	...	...

SIEGELSDORF and LANGENZENN.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.
105 ..... dep	8 0	2 40	8 10	Langenzenn ..... dep	6 15	12 20	6 30
Siegelsdorf ..... dep	8 0	2 40	8 10	Langenzenn ..... dep	6 15	12 20	6 30
Raindorf	8 10	2 50	8 20	Raindorf	6 28	12 33	6 43
Langenzenn arr	8 20	3 0	8 30	**Siegelsdorf** ..... arr	6 35	12 40	6 50

ASCHAU and PRIEN.

All 1,2,3 Class.	a.m.	p.m.	p.m.	p.m.
Aschau ..... dep	6 35	11 40	6 35	**Prien 200** dep	7 27	12 10	8 57
Umratshausen	6 51	11 56	6 51	Umratshausen	7 45	12 28	9 15
Prien ..... arr	7 7	12 13	7 8	**Aschau** ..... arr	8 0	12 43	9 30

STOLLBERG and ST. EGIDIEN.

All 2-4 class.	a.m.	a.m.	p.m.
Stollberg (188) ..... dep	5 5	9 50	4 20
Oelsnitz	5 56	10 45	5 10
Lichtenstein-Callnberg ...	6 27	11 12	5 42
St. Egidien ..... arr	6 45	11 30	6 0

	a.m.	p.m.	p.m.
St. Egidien ..... dep	7 55	12 25	7 55
Lichtenstein-Callnberg ...	8 16	12 47	8 18
Oelsnitz	8 47	1 19	8 51
Stollberg ..... arr	9 36	2 7	9 38

NEUKIRCHEN, WEIDEN, and BAYREUTH.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3	3	M.	1	Cl.	2	Cl.	3	Cl.
	p.m.	a.m.					p.m.	Dis.	m	B	ayre	uth	
Nurnburg..dep	6 40	4 50	...				12 15	From	1	5	0	70	0 45
Neukirchen, 304	8 30	6 45	...				3 15	8	1	55	1	5	0 65
Schonlind ..... ,,	9 8	7 22	...				4 4	11½	1	55	1	5	0 65
Langenbruck ,,	9 45	7 41	...				4 47	16½	2	10	1	40	0 90
Rothenbachl-O ,,	10 19	8 7	...				5 33		...		...		...
Weiden .....arr	11 0	8 37	...				6 28	23½	3	5	2	5	1 30
(202)	a.m.		p.m.	p.m.	p.m.		p.m.						
Weiden .....dep	5 40	...	12 3	3 25	+8 30		36	4	65	3	10	2	0
Schwarzenbach	6 22	...	...	4 6	9 5								
Pressath	6 50	...	12 33	4 27	9 21								
Trabitz	7 2	...	...	4 45	9 36		45½	5	95	3	90	2	50
Kemnath-Neust...	7 28	...	12 50	5 5	9 51		53½	6	90	4	60	2	95
Kirchenlaib. 202	8 0	...	1 2	5 33	10 15		59½	7	70	5	10	3	30
Seybothenreuth ...	8 19	...	1 14	5 52	10 30		68½	8	80	5	85	3	75
Bayreuth ...arr	8 51	...	1 33	6 30	11 0		...		...		...		...
(202)													

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	p.m.		p.m
Bayreuth.....dep.	...	5 15	9 5	1 83	...	5 1
Seybothenreuth	...	5 45	9 42	1 53	...	5 5
Kirchenlaibach	...	6 5	10 10	2 8	...	6 2
Komnath-Neustadt	...	6 20	10 32	2 17	...	6 4
Trabitz	...	6 33	10 47	...	...	6 5
Pressath	...	6 48	11 4	2 34	...	7 1
Schwarzenbach	...	7 2	11 19	...	...	7 2
Weiden .....arr.	...	7 35	11 55	3 3	...	8
	a.m.			p.m.	p.m.	
Weiden.....dep.	4 30			1250	6 30	...
Rothenbach	5 11	Cl.	...	1 46	7 0	...
Langenbruck	5 44	as	...	2 32	7 22	...
Schonlind.....	6 19	4t	...	3 19	7 46	...
Neukirchen arr.	6 55	on	...	4 5	8 15	...
Nurnberg ... ,,	10 25	++	...	6 27	11 22	...

CRAILSHEIM, NURNBURG, and FURTH.

Stations.	2 & 3	1,2,3	1,2,3	2 & 3	1 & 2	1,3,3	1,2,3	1,2,3
[191	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.	
Crailsheim..d	5 30	...	10 0	1 20	3 50	...	8 10	...
Dombuhl 190	7 0	...	10 47	2 43	4 18	...	8 55	...
Ansbach ar	8 20	...	11 36	3 59	4 44	...	9 10	...
,, (190) d	...	6 33	11 40	5 0	4 49	...	9 50	...
Heilsbronn ,,	...	7 5	12 17	6 18	5 12	...	10 27	...
Nurnburg a	a.m.	7 52	1 10	7 32	5 44	p.m.	11 20	p.m.
100-8.203 d	6 0	8 22	12 15	...	6 40	4 40	...	2 0
Mögeldorf.....	6 16	8 33	12 30	...	6 50	4 57	...	2 10
Röthenbach...	6 43	8 49	12 54	...	7 6	5 26	...	...
Lauf.....	7 5	9 0	1 11	...	7 17	5 55	...	...
Ottensoos	7 20	9 8	1 24	...	7 25	6 10	...	...
Henfenfeld ...	7 35	9 16	1 37	...	7 33	6 25	1,2,3	...
Hersbr'k 202	8 0	9 26	1 55	...	7 42	6 39	a.m.	...
Pommelsbr'n	8 15	9 36	2 15	...	7 52	...	6 22	...
Hartmannshof	...	9 47	2 35	...	8 2	...	6 32	...
Etzelwang ...	...	9 59	2 53	...	8 15	...	6 43	...
Neukirch 304	...	10 11	3 5	...	8 25	...	7 0	...
Sulzbach	...	10 32	...	...	8 50	...	7 21	...
Rosenberg	...	10 40	...	...	8 57	...	7 40	...
Altmannshof	2 & 3	10 48	2 & 3	...	9 5	...	7 50	...
Amberg arr	a.m.	10 57	p.m.	...	9 15	...	8 2	...
,, ...dep	3 0	11 2	3 55	...	9 20	...	8 15	...
Freihölz.....	3 36	11 27	4 23	...	9 41	...	8 46	...
Irrenlohe ...a:	3 55	11 41	4 39	...	9 54	...	9 2	...
,, (202) d	4 0	11 43	4 40	...	9 56	...	9 4	...
Schwand'f	4 12	11 50	4 50	...	10 5	...	9 14	...
,, ...dep	5 30	12 10	+6 20	...	10 40	...	...	...
Altenschwa'd	6 4	12 32	7 2	...	...	...	...	...
Bodenwöhr...	6 34	12 46	7 41	...	11 9	...	...	...
Neubäu.....	7 0	1 4	8 8	...	...	...	...	...
Roding	7 28	1 18	8 35	...	11 33	...	...	...
Pösing	7 39	1 26	8 50	...	...	...	...	...
Cham.....	8 25	1 44	9 45	...	11 51	...	...	...
Kothmaisling	8 45	1 58	10 7	...	12 2	...	...	...
Ahrnschwang	9 5	2 12	10 32	...	12 12	...	...	...
Furth ...arr	9 20	2 22	10 48	...	12 20	...	...	...
(237)								
Prague ,,	...	9 2	...	...	6 50	...	...	...

+ 1,2,3 Cl.

+ p.m. 1 & 2 cl.

2 and 3 class.

Stations.	2 & 3	1,2,3	2 & 3	2 & 3	1,2,3	1,2,3	2 & 3
		p.m.			a.m.	a.m.	p.m.
Prague...d	...	9 30	...	...	7 0	...	...
	...	a.m.	...	...	p.m.	...	...
Furth ...dep	...	3 20	5 0	1 5	...	5 0	...
Ahrnschwang	...	3 38	5 18	1 15	...	5 16	...
Kothmaisling	...	3 49	5 40	1 38	...	5 38	...
Chama	...	4 0	6 25	1 42	...	6 15	...
Pösing	...	...	6 52	1 58	...	6 40	...
Roding	...	4 18	7 19	2 8	...	6 58	...
Neubäu.....	...	...	7 37	2 15	...	7 16	...
Bodenwöhr ...	...	4 42	8 15	2 31	...	7 55	...
Altenschwand	...	...	8 40	2 43	...	8 20	...
Schwa'd'f a	...	4 11	a.m.	9 13	3 2	p.m.	...
,, ...ede	...	4 17	7 19	10 46	3 10	6 15	...
Irrenlohe ...ar	...	4 25	7 29	11 0	3 18	6 24	...
,, ...de	...	4 26	7 31	11 3	3 20	6 26	...
Freihölz	...	4 40	7 48	11 31	3 35	6 42	...
Amberg arr	...	5 0	8 15	12 13	3 55	7 10	...
,, dep	...	5 6	...	12 50	4 0	7 15	...
Altmannshof	...	5 14	...	1 7	4 10	7 26	...
Rosenberg	...	5 22	2 & 3	1 30	4 18	7 37	2 & 3
Sulzbach	...	5 30	a.m.	1 50	4 26	7 46	p.m.
Neukirchen ...	...	5 52	7 25	2 30	4 50	8 23	8 45
Etzelwang ...	...	6 0	7 36	...	4 58	8 32	8 55
Hartmannsh'f	...	6 12	7 58	...	5 10	8 44	9 15
Pommelsbr'n	...	6 21	8 15	...	5 19	8 53	9 40
Hersbruck ...	...	6 36	8 38	...	5 28	...	9 53
Henfenfeld ...	...	6 44	8 52	...	5 36	...	10 7
Ottensoos	...	6 57	9 7	...	5 44	...	10 19
Lauf	...	7 1	9 24	...	5 52	...	10 31
Röthenbach...	...	7 12	9 43	...	6 2	...	10 47
Mögeldorf	...	7 30	10 11	...	6 16	...	11 10
Nurnburg a.	m.	7 40	10 25	p.m.	6 27	...	11 22
,, d.	5 30	8 0	...	2 10	6 38	...	...
Heilsbronn ...	6 25	8 33	...	3 0	7 29	...	...
Ansbach ...	6 58	8 56	...	3 45	8 1	...	...
dep	7 6	9 0	...	4 0	...	8 15	...
Dombuhl.....	7 50	9 28	...	4 47	...	9 50	...
Crailsheim ar	8 30	9 55	...	5 30	...	11 10	...

WIESAU and TIRSCHENREUTH.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	2 & 3	2 & 3
Dis.	m pf	m pf	m pf		a.m.	p.m.	p.m.
From	m W	l e	s a.	Wiesau 202 .....dep	9 50	2 5	9 15
64	...	0 60	0 40	Tirschenreuth ...arr	10 25	2 40	9 50

E.M.	Stations.	2 & 3	2 & 3	2 & 3	2 & 3
Dis.		a.m.	p.m.	p.m.	
—	Tirschenreuth ...dep	5 35	12 15	6 30	...
64	Wiesau .....arr	6 10	12 50	7 5	...

NORDLINGEN and DINKELSHUL.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.
Dist.	m. pf	m. pf	m. pf	191-9
From	Nordl	d lin	gen.	Nordlingen ...dep.
2½	0 35	0 25	0 15	Wallerstein .....
5½	0 75	0 50	0 35	Marktoffingen .....
9½	1 20	0 80	0 55	Fremdingen .....
14½	1 85	1 25	0 80	Wildburgstetten .....
19½	2 30	1 65	1 10	Dinkelshul.....arr

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Nordlingen ...dep.	8 45	4 10	9 20	...
Wallerstein	8 59	4 24	9 34	...
Marktoffingen	9 15	4 40	9 50	...
Fremdingen	9 33	4 56	10 8	...
Wildburgstetten	9 59	5 21	10 34	...
Dinkelshul.....arr	10 20	5 45	10 56	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.
Dinkelshul.....dep	4 0	1 45	7 0	...
Wildburgstetten	4 23	2 8	7 23	...
Fremdingen	4 49	2 34	7 49	...
Marktoffingen	5 7	2 52	8 7	...
Wallerstein	5 23	3 8	8 23	...
Nordlingen ...arr	5 36	3 20	8 35	...

NUREMBERG & FURTH.—Ludwig's Eisenbahn.—From Nürnberg to Furth (6 Kilometres) every hour from 7 a.m. to 9 p.m., and at 10 p.m., and from Furth to Nürnberg, from 7.30 a.m. to 8.30 p.m. and at 10.30 p.m., in 10 to 15 minutes. FARES: 1st class, 40 pfg; 2nd class, 30 pfg; 3rd class, 20pfg.

NEUMARK and GREIZ.

Neumark 201	dep									7 35	10	0	12	3	3 22	7	20	9 3					
Greiz 157	a									8 15	10	40	12	34	3 58	7	55	10					
Greiz	dep	4	30	8	55	11	7	12	43	5	35	8	2										
Neumark	a	5	17	9	45	11	51	1	19	6	9	8	55										

WUNSIEDEL & HOLENBRUNN.

Stations.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Wunsiedel	5 15	8 40	11 15	4 50	7 50		...
Holenbrun	5 25	8 50	11 25	5 0	8 0		...
	a.m.	a.m.	a.m.	p.m.	p.m.		
Holenbrun	5 30	9 10	11 55	6 0		...	...
Wunsiedel	5 40	9 20	12 5	6 10		...	...

LEIPSIC, DOEBELN, and DRESDEN.

Stations.	1—4	1,2,3	1—4	1—3	1	1—4	Stations.	1—4	1,2,3	1—4	1—4	1,2,3	1,2,3	1—4	1—4
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leipsic ....dep		7 20	11 45	2 15	4 45	8 15	Dresden ....arr		7 20	11 40	2 0	5 5	6 45	8 0	11 15
Borsdorf		7 44	12 8	2 36	5 9	8 39	Kötzschenbroda		7 45	12 4	2 21	5 29	7 9	8 24	11 40
Naunhof							Coswig(180)...		7 54	12 14	2 34	5 38	7 18	8 33	11 50
Grimma (190)...		8 24	12 49	3 18	5 50	9 18	Meissen		8 14	12 31	2 56	5 59	7 38	8 53	12 8
Leisnig.....							Nossen	4 50	9 0	1 20	3 45	6 45		9 40	
Doebeln ...arr		5 43	9 33	3 57	6 26	7 11	Rosswein.....	5 7	9 13	1 35	4 0	6 58		9 55	
To CHEMNITZ dp		5 54	9 45	...	4 41	...	Doebeln ...arr	5 32	9 37	1 59	4 24	7 23		10 19	
Fr. CHEMNITZ „		5 39	9 37	2 2	...	7 19	To CHEMNITZ ar	5 54	9 45	...	4 41	...		10 29	
Doebeln 180 d		5 53	9 44	2 8	4 37	7 25	Fr. CHEMNITZ„	5 39	9 37	2 2	...	7 19		10 33	
Rosswein(180)		6 22	10 10	2 35	5 2	7 54	Doebeln ...dep	5 46	9 50	2 9	5 1	7 32		10 38	
Nossen...(202)	a.m.	6 44	10 28	2 52	5 17	8 11	Leisnig.....	6 13	10 14	2 35	5 26	7 56		11 0	
Meissen	5 40	7 41	11 10	3 40	6 10	9 1	Grimma	7 1	11 0	3 20	6 17	8 39			
Coswig	6 1	8 4	11 32	3 57	6 29	9 20	Naunhof								
Kötzschenbroda	6 12	8 14	11 38	4 7	6 38	9 29	Borsdorf	7 46	11 38	3 59	6 58	9 18			
Dresden ....arr	6 38	8 37	12 1	4 30	7 1	9 52	Leipsic .....arr	8 9	11 58	4 16	7 15	9 38			

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NEUKIRCHEN, WEIDEN, and BAYREUTH.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3	M.	1 Cl.	2 Cl.	3 Cl.
	p.m.	a.m.			p.m.	Dis.	m pf	m pf	m pf
Nurnburg.. dep	6 40	4 50	...	...	12 15	From	m B	ayr.	uth
N'kirchen, 204	5 30	6 55	...	...	3 15	8	1 5	0 70	0 45
Schonlind ..... ,,	9 8	7 22	...	...	4 6	11½	1 55	1 5	0 65
Langenbruck ,,	9 45	7 44	...	...	4 47	16½	2 10	1 40	0 90
Rothenbach-O ,,	10 19	8 7	...	...	5 33	...	...	...	...
Weiden .....arr	11 0	8 37	...	...	6 28	23½	3 5	2 5	1 30
(202)	a.m.		p.m.	p.m.	p.m.				
Weiden .....dep	5 40	...	12 3	3 25	8 20	36	4 65	3 10	2 0
Schwarzenbach	6 22	...	...	4 6	9 5	...	...	...	...
Pressath	6 50	...	19 33	4 27	9 21	...	...	...	...
Trabitz	7 7	...	...	4 45	9 36	45½	5 85	3 90	2 50
Kemnath-Neust....	7 28	...	12 50	5 5	9 51	53½	6 90	4 60	2 95
Kirchenlaib. 202	8 0	...	1 2	5 32	10 15	59½	7 70	5 10	3 30
Seybothenreuth ...	8 19	...	1 14	5 52	10 30	68½	8 80	5 85	3 75
Bayreuth ...arr (202)	8 51	...	1 33	6 30	11 0	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.		p.m.	
Bayreuth.....dep.	...	5 15	9 5	1 83	...	5 15
Seybothenreuth	...	5 45	9 42	1 53	...	5 53
Kirchenlaibach	...	6 5	10 10	2 8	...	6 22
Kemnath-Neustadt ...	...	6 20	10 32	2 17	...	6 44
Trabitz	...	6 33	10 47	...	...	6 57
Pressath	...	6 48	11 4	2 34	...	7 16
Schwarzenbach	...	7 2	11 19	...	...	7 30
Weiden .....arr.	...	7 35	11 55	3 3	...	8 3
	a.m.			p.m.	p.m.	
Weiden.....dep.	4 30	...	...	1250	6 30	...
Rothenbach	5 11	CL	...	1 46	7 0	...
Langenbruck	5 44	,,	...	2 32	7 22	...
Schonlind	6 19	,,	...	3 19	7 46	...
Neukirchen arr.	6 55	,,	...	4 5	8 15	...
Nurnberg ... ,,	10 25	,,	...	6 27	11 23	...

CRAILSHEIM, NURNBURG, and FURTH.

Stations.	2 & 3	1, 2, 3	1, 2, 3	2 & 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
[198	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.	
Crailsheim..d	5 30	...	10 0	1 20	3 50	...	8 10	...
Dombuhl 196	7 0	...	10 47	2 43	4 18	...	8 55	...
Ansbach ar	8 20	...	11 30	3 59	4 44	...	9 10	...
.. (196) d	...	6 33	11 40	5 0	4 49	...	9 50	...
Heilsbronn ..	...	7 5	12 17	6 18	5 12	...	10 27	...
Nurnburg a	a.m.	7 52	1 10	7 53	5 44	p.m.	11 20	p.m.
(206-8, 203 d	6 0	8 22	12 41	...	6 40	4 40	...	2 0
Mogeldorf.....	6 16	8 33	12 30	...	6 50	4 57	...	2 10
Rothenbach....	6 43	8 49	12 54	...	7 6	5 26	...	...
Lauf	7 5	9 0	1 11	...	7 17	5 55	...	...
Ottensoos	7 20	9 8	1 24	...	7 25	6 10	...	...
Henfenfeld ...	7 36	9 16	1 37	...	7 33	6 25	1, 2, 3	...
Horsbr'k 202	8 0	9 36	1 55	...	7 42	6 39	a.m.	...
Pommelsbr'n	8 15	9 56	2 15	...	7 52	...	6 32	...
Hartmannshof	...	9 47	2 35	...	8 3	...	6 32	...
Etselwang	...	9 59	2 55	...	8 15	...	6 43	...
Neukirch 204	...	10 11	3 5	...	8 28	...	7 0	...
Sulzbach	...	10 33	...	...	8 50	...	7 31	...
Rosenberg	...	10 40	...	...	8 57	...	7 40	...
Altmannshof	2 & 3	10 45	2 & 3	...	9 5	...	7 50	...
Amberg arr	a.m.	10 57	p.m.	...	9 15	...	8 3	...
,, ...dep	3	0 11	3	3 55	9 20	...	8 15	...
Freihols.....	3	36	11 27	4 23	9 41	...	8 46	...
Irrenlohe ...ar	3	55	11 41	4 39	9 54	...	9 2	...
(202) d	4	0	11 42	4 40	9 56	...	9 4	...
Schwand'f	4	12	11 50	4 50	10 5	...	9 14	...
,, ...dep	5	30	12 10	6 20	10 40	...	...	...
Altenschwa'd	6	4	12 32	7 2	...	...	...	...
Bodenwohr...	6	34	12 46	7 41	11 9	...	...	...
Neubau.....	7	0	1 4	8 8	...	...	...	...
Beding	7	39	1 18	8 35	11 33	...	...	...
Posing	7	59	1 26	8 50	...	...	...	...
Cham.....	8	25	1 44	9 45	11 51	...	...	...
Kothmaisling	8	45	1 56	10 7	...	12 2	...	...
Ahrnschwang	9	5	2 12	10 32	...	12 12	...	...
Furth ...arr (237)	9	20	2 22	10 48	...	12 20	...	...
Prague ,,	...	9	2	...	6 55	...	...	...

Stations.	2 & 3	1, 2, 3	2 & 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3
		p.m.			a.m.	a.m.		p.m.
Prague..d	...	8 30	...	...	...	7 0	...	...
	...	a.m.	...	...	p.m.	...	...	...
Furth ...dep	...	2 20	...	...	5 0	1 5	...	5 0
Ahrnschwang	...	2 38	...	...	5 18	1 15	...	5 16
Kothmaisslin	...	2 49	...	...	5 40	1 28	...	5 38
Cham	...	3 0	...	...	6 25	1 42	...	6 15
Posing	...	...	...	...	6 52	1 56	...	6 40
Roding	...	3 18	...	...	7 19	2 3	...	6 58
Neubau.....	...	...	...	...	7 37	2 15	...	7 16
Bodenwohr ...	...	3 42	...	...	8 15	2 31	...	7 55
Altenschwand	...	...	...	...	8 40	2 43	...	8 20
Schwand'f'a	...	4 11	a.m.	...	9 13	3 2	p.m.	8 55
,, ...de	...	4 17	7 19	10 46	3 10	6 15	...	10 42
Irrenlohe ...ar	...	4 25	7 29	11 0	3 18	6 24	...	10 55
,, ...de	...	4 26	7 31	11 3	3 20	6 25	...	11 5
Freiholz	...	4 40	7 48	11 31	3 35	6 43	...	11 29
Amberg arr	...	5 0	8 15	12 13	3 56	7 10	...	12 0
,, dep	...	5 4	...	12 50	4 0	7 15	...	...
Altmannshof	...	5 14	...	1 7	4 10	7 26	...	...
Rosenberg ...	...	5 22	2 & 3	1 30	4 18	7 37	2 & 3	...
Sulzbach	...	5 30	a.m.	1 50	4 26	7 46	p.m.	...
Neukirchen	...	5 52	7 25	2 30	4 50	8 23	8 45	...
Etzelwang	...	6 0	7 36	...	4 58	8 38	8 55	...
Hartmannsh'f	...	6 12	7 58	...	5 10	8 44	9 15	...
Pommelsbr'n	...	6 21	8 15	...	5 19	9 33	9 40	...
Horsbruck ...	...	6 36	8 38	...	5 28	...	9 55	...
Henfenfeld ...	...	6 44	8 52	...	5 36	...	10 7	...
Ottensoos	...	6 52	9 7	...	5 44	...	10 19	...
Lauf	...	7 1	9 24	...	5 52	...	10 31	1, 2, 3
Rothenbach	...	7 15	9 43	...	6 0	...	10 47	p.m.
Mogeldorf	...	7 30	10 11	...	6 16	...	11 10	2 30
Nurnburg a.m.	...	7 40	10 25	p.m.	6 27	...	11 23	2 30
d	5 30	8 0	...	2 10	6 38	...	...	...
Heilsbronn	6 25	8 33	...	3 9	7 29	...	...	10 27
Ansbach ar	6 58	8 56	...	3 45	8 1	...	...	11 28
,, dep	7	6	9	0	4 0	...	9 15	...
Dombuhl	7	50	9 28	...	4 47	...	9 50	...
Crailsheim ar	8	30	9 55	...	5 30	...	11 10	...

WIESAU and TIRSCHENREUTH.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 3	2 & 3	2 & 3	E.M.	Stations.	2 & 3	2 & 3	2 & 3
Dis.	m pf	m pf	m pf		a.m.	p.m.	p.m.	Dis.		a.m.	p.m.	p.m.
From	W	te	au.	Wiesau 202 .....dep	9 50	2 5	9 15	...	Tirschenreuth ...dep	5 35	1 15	6 30
64	...	0 60	0 40	Tirschenreuth ...arr	10 25	2 40	9 50	64	Wiesau .....arr	6 10	12 50	7 0

NORDLINGEN and DINKELSBUHL.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	m pf	m pf	m pf	191-9	a.m.	a.m.	p.m.
Fro	Nor	dlin	gen.	Nordlingen ...dep.	8 45	4 10	9 20
2½	0 35	0 25	0 15	Wallerstein	8 59	4 24	9 34
5½	0 75	0 50	0 35	Marktoffingen	9 15	4 40	9 50
9½	1 20	0 80	0 55	Fremdingen	9 33	4 58	10 8
14	1 85	1 25	0 80	Wildburgstetten	9 59	5 21	10 34
19½	2 50	1 65	1 10	Dinkelsbuhl .....arr	10 20	5 45	10 55

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	
Dinkelsbuhl.....dep	4 0	1 45	7 0	...
Wildburgstetten	4 23	2 8	7 23	...
Fremdingen	4 49	2 34	7 49	...
Marktoffingen	5 7	2 52	8 7	...
Wallerstein	5 23	3 8	8 23	...
Nordlingen	5 36	3 20	8 36	...

Brenner-Bahn.—KUFSTEIN and Al.a.—K.K. priv. Südbahn-Gesellschaft. Tyroler Linie.

Mls.	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	Mls.	1st	2nd	3rd	Stations.	1,2,3	1,2,3	1,2,3	1,2,3		
Dis.	d.kr.	d.kr.	d.kr.		a.m.	a.m.	p.m.	Dis.	d.kr.	d.kr.	d.kr.							
...	...	...	...	MUNICH .....dep.	...	9 10	...	...	...	...	...	ROME.....dep.	...	10 50	...	10 50	...	10 40
...	...	...	...	KUFSTEIN.....arr.	...	11 10	...	...	...	...	...	FLORENCE ... „	...	7 40	...	7 40	9 30	7 15
				(BMB)	a.m.	a.m.	p.m.	...	...	...	...	MILAN ..... „	...	9 40	...	9 40	5 18	12 55
—	Frm	Kuf	stein	Kufstein.....dep.	7 30	11 45	4 35	...	...	...	...	VENICE ..... „	...	11 0	...	11 0	9 5	2 5
...	...	...	...	VIENNA.....dep.	...	...	9 15	...	...	...	...	VERONA .....dep	...	4 40	...	5 15	12 50	6 20
9¢	0 72	0 54	0 36	Worgl (BMB)	7 45	12 4	1 9	...	...	...	...	Ala ...(BMB)....arr.	...	5 54	...	7 8	3 30	8 16
19¢	1 44	1 8	0 72	Brixlegg	8 12	...	1 44	...	...	...	...	...	...	...	...	a.m.	p.m.	p.m.
22¢	1 80	1 35	0 90	Jenbach	8 32	12 37	2 13	...	...	...	...	...	...	...	...	a.m.	p.m.	p.m.
28¢	2 16	1 62	1 8	Schwaz	8 43	...	2 21	9¢	0 72	0 54	0 36	Mori	...	6 39	...	8 0	4 35	9 10
40	3 6	2 30	1 62	Hall	9 17	1 9	3 21	9¢	1 08	1 49	0 99	Rovereto	...	7 2	...	8 39	5 54	9 47
47¢	3 60	2 70	1 80	Innsbruck ...arr.	9 32	1 32	3 40	28	2 88	2 16	1 44	Trient	...	7 37	...	9 31	6 36	10 33
...	...	...	...	„ .....dep	9 46	1 40	4 0	28	2 88	2 16	1 44	S. Michele	...	8 0	...	10 4	7 48	11 5
60¢	4 50	3 38	2 25	Matrei	10 56	2 36	5 5	47	3 60	2 70	1 80	Neumarkt	...	8 23	...	10 34	8 33	11 35
70¢	5 40	4 5	2 70	Brenner	12 7	3 37	6 32	62¢	4 68	3 51	2 34	Botzen	6 5	9 0	...	11 29	9 35	12 35
85¢	6 48	4 86	3 24	Sterzing ..... (BMB)	1 17	4 29	7 41	80¢	6 12	4 59	3 6	Klausen	7 12	...	...	12 44	...	1 35
94¢	7 20	5 40	3 60	Franzensfeste a	2 3	5 5	8 26	85¢	6 48	4 86	3 24	Brixen	7 36	10 18	...	1 10	...	1 59
...	...	...	...	VILLACH .....arr	...	...	...	92	7 2	5 27	3 51	Franzensfeste a	8 10	10 44	...	1 45	...	2 34
...	...	...	...	MARBURG ..... „	...	...	...	...	...	...	...	VILLACH .....arr	7 45	...	...	...	11 53	...
...	...	...	...	VIENNA.....dep	...	...	...	...	...	...	...	BRUCK ..... „	...	...	...	...	5 13	...
...	...	...	...	BRUCK ..... „	...	...	...	...	...	...	...	VIENNA ..... „	...	...	...	...	9 40	...
...	...	...	...	VILLACH ..... „	8 0	...	4 45	...	...	...	...	MARBURG.....dep	...	...	...	...	6 30	...
...	...	...	...	Franzensfeste dp	3 25	5 8	8 23	...	...	...	...	BRUCK ..... „	...	...	...	...	...	...
103¢	7 92	5 94	3 96	Hetzen	3 58	5 34	9 4	103¢	7 92	5 94	3 96	Franzensfeste dp	9 17	11 10	...	2 5	...	2 44
108¢	8 28	6 21	4 14	Klausen	4 19	...	9 25	118	9 0	6 75	4 50	Sterzing	9 7	11 50	...	2 58	...	3 38
127¢	9 72	7 29	4 86	Botzen	4 31	6 51	10 24	127¢	9 72	7 29	4 86	Brenner	10 38	12 57	...	4 29	...	5 9
141¢	10 80	8 10	5 40	Neumarkt	5 9	7 22	...	141¢	10 80	8 10	5 40	Matrei	11 26	1 43	1,2,3	5 32	...	6 7
151	11 52	8 64	5 76	S. Michele	5 39	7 46	...	...	...	...	...	Innsbruck ...arr.	12 28	2 34	p.m.	6 24	...	6 59
162¢	12 42	9 32	6 21	Trient	6 12	8 11	...	...	...	...	...	.....dep.	12 45	2 35	4 35	...	...	7 22
177	13 50	10 13	6 75	Rovereto	6 58	8 45	...	148¢	11 16	8 37	5 58	Hall	1 9	3 49	4 51	...	...	7 38
179¢	13 68	10 26	6 84	Mori	7 8	8 53	...	160¢	12 24	9 18	6 12	Schwaz	1 54	...	5 22	...	...	8 11
189	14 40	10 80	7 20	Ala...(BMB).....arr	7 30	9 9	...	165¢	12 60	9 45	6 30	Jenbach	2 20	3 27	5 38	...	...	8 28
—	...	...	...	„ Rom. Time dep.	8 0	9 30	...	170¢	12 96	9 72	6 48	Brixlegg	2 42	...	5 54	...	...	8 44
...	...	...	...	MILAN.....	5 47	5 47	...	179¢	13 68	10 26	6 84	Worgl	3 17	4 0	6 25	...	...	9 19
...	...	...	...	VERONA.....arr	9 55	10 45	...	...	...	...	...	VIENNA .....arr	...	...	...	...	...	9 10
214	16 92	12 69	8 46	VENICE .....arr	4 20	4 20	a.m.	189	14 40	10 80	7 20	Kufstein .....arr	3 47	4 18	6 48	...	...	9 44
...	...	...	...	FLORENCE ...arr	7 15	7 15	...	...	...	...	...	...	...	p.m.	p.m.			a.m.
...	...	...	...	ROME ..... „	3 49	3 40	...	...	...	...	...	KUFSTEIN.....dep	...	4 25	6 55	...	...	10 5
...	...	...	...		6 0	a.m.	...	...	...	...	...	MUNICH.....arr	6 25	6 25	10 30	...	...	1 50

OLMÜTZ, HOHENSTADT, and BOHUMTRCHAU.—K.K. priv. Oesterr. Staats-Eisenbahn (Nordbahn Linie).

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	d.kr.	d.kr.	d.kr.		a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
...	...	...	...	KRAKAU .....dep.	5 30	6 55	...	3 0	PRAGUE .....dep.	7 25	6 50	7 35	1 30
...	...	...	...	PERZAU ..... „	6 15	2 55	...	10 49	BRUNN ..... „	10 49	...	11 50	4 5
—	—	—	—	[212-3	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
25¢	2 14	1 60	1 7	Olmutz (Buffet) ...den	7 45	3 46	7 15	11 29	Bohm-Trubau (Buff.)d	2 0	10 32	2 0	10 0
37¢	3 42	2 56	1 71	Hohenstadt .....(237)	10 13	5 1	9 43	12 31	Landskron	2 44	11 2	3 44	10 30
51¢	4 13	3 10	2 6	Landskron	11 40	5 51	11 8	...	Hohenstadt	4 3	11 48	4 57	11 16
...	...	...	...	Bohm-Trubau (Buff.)a	12 27	6 19	11 56	1 31	Olmutz...(Buffet)...arr.	5 45	12 56	6 30	12 25
...	...	...	...	BRUNN (232) ..... „	3 46	...	3 36	7 40	PERZAU ..... „	...	1 50	7 35	1 31
...	...	...	...	PRAGUE ..... „	7 47	10 0	...	6 45	KRAKAU ..... „	...	8 30	...	9 45

VALKANY to PERJAMOS.

E.M.	(BMB)	p.m.	E.M.
...	Valkány.....dep	2 0	...
163	Nagy-Sz. Miklós ...	3 40	...
224	Perjámos.....arr	4 45	...
E.M.		a.m.	
...	Perjámos.....dep	8 55	...
61	Nagy-Sz. Miklós ...	10 15	...
224	Valkány .....arr.	11 40	...

NEUMARKT-A.M. and PÖCKING.

[198)	a.m.	p.m.
Neumarkt-a-R ...dep	9 10	6 20
Dietfurt	9 56	7 16
Birnbach	11 4	9 8
Pocking.....arr	12 50	10 10

	a.m.	p.m.
Pocking .....dep	5 0	3 50
Birnbach	6 5	4 55
Dietfurt	7 56	6 44
Neumarkt-a-R ...arr	8 40	7 30

WEJHYBKA, and KRALUP.

E.M. Dist.	Stations.	2—4 a.m.	2—4 p.m.
	Wejhybka (208) d.	...	4 42
2¾	Neu-Kladno	4 39	4 52
4¾	**Duby**	4 46	5 8
6¼	Buschtehrad	4 55	5 15
7¾	**Brandeisl**	5 8	5 24
12¾	Wotwowic	5 43	5 16
14½	**Kralup 216.232** a.	6 0	6 0

E.M. Dist.	1 Cl. fl.kr.	2 Cl. fl.kr.	3 Cl. fl kr.	Stations.	2—4 a.m.	2—4 p.m.
	...	...	...	**Kralup** ..... dep.	8 48	9 39
4¾	0 40	0 30	0 21	Wotwowic	9 2	9 48
8¼	0 70	0 53	0 35	**Brandeisl**	9 23	10 24
10¾	0 79	0 60	0 40	Buschtehrad	9 32	10 36
11½	0 89	0 67	0 45	**Duby**	9 38	10 49
14¾	1 19	0 89	0 60	Neu-Kladno	9 49	11 13
16½	1 38	1 4	0 70	**Wejhybka**	9 58	11 26

PRAGUE, KOMOTAU, FRANZENSBAD, and EGER.—Buschtehrader-Eisenbahn.

1 Cl. gl.kr.	2 Cl. gl.kr.	Stations. [232]	1—3 a.m.	2—4 p.m.	2—4 p.m.	1—3 p.m.	1—3
...	...	**Prague** [Stabhf.] dp	8 50	2 50	...	10 30	...
...	...	**Prague** [Bubna.] ...	8 59	3 3	...	10 38	...
0 40	0 30	**Prague** [Sandthbh]	9 8	3 16	7 20	10 47	...
0 97	0 74	**Hostiwic (208)** ...	9 40	4 5	8 20	11 17	...
...	...	Unhoscht	9 57	4 29	8 53	11 34	...
1 61	1 21	**Wejhybka (208)** ...	10 7	4 50	9 3	11 42	...
2 25	1 69	Lana	10 30	5 24		12 5	...
2 59	1 94	Neustraschitz	10 44	5 46	...	12 18	...
...	...	**Rakonitz (299)** d	8 40	2 50	...	...	...
3 23	2 31	**Luzna Lischau** ...	11 11	6 32	...	12 45	...
3 47	2 61	Krupa	11 20	6 45	...	12 55	...
4 21	3 16	Satkan-Teschnitz ...	11 48	7 28	...	1 23	...
5 24	3 93	**Saaz (234)**	12 29	9 5	...	2 5	...
5 87	4 41	**Priesen (208)**	12 53	9 44	...	2 30	...
6 36	4 78	**Komotau (217)** ar	1 11	10 10	...	2 47	...
...	...	WEIPERT (218) ar	...	5 36	...	7 14	...
...	...	REITZENHAIN arr	a.m.	4 20	...	5 38	p.m.
...	...	**Komotau** .....dep	7 25	1 51	...	3 3	6 43
6 95	5 22	**Kaaden-Brunrsd**	7 59	2 14	...	3 26	7 6
7 29	5 47	Klösterle..... [208	8 15	2 25	...	3 37	7 17
7 63	5 73	Pürstein	8 37	2 40	...	3 54	7 30
7 93	5 95	Hauenst.-Warta.....	8 58	2 51	...	4 5	7 41
8 51	6 39	Schlackenwerth	9 33	3 14	...	4 29	8 4
9 30	6 98	**Carlsbad** .....arr	10 18	3 42	...	4 57	8 34
...	...	..... dep	10 33	3 52	...	5 12	...
9 84	7 38	Chodau..... 208	10 59	4 10	...	5 30	...
10 3	7 53	Elbogen-Neustitel	11 11	4 19	...	5 39	...
10 42	7 82	**Falkenau (197)** ...	11 36	4 34	...	5 55	...
10 53	7 89	Zkditz	11 46	4 41	...	6 2	...
10 53	7 89	Dassnitz.....	12 1	4 51	...	6 12	...
10 53	7 89	Königsb. Mariak.....	12 15	5 0	...	6 21	...
10 53	7 89	Mostau-Nebanitz.....	12 22	5 7	...	6 28	...
10 53	7 89	**Tirschnitz** .....arr	12 39	5 16	...	6 37	...
...	...	**Tirschnitz** ...dep	12 50	5 22	...	6 43	...
10 89	8 19	**Franzensbad**arr	1 0	5 31	...	6 52	...
...	...	**Tirschnitz** .....dep	12 45	5 19	...	6 40	...
10 59	7 94	**Eger 196, 202** arr	1 0	5 30	...	6 50	...
		223		p.m.			a.m.

Stations.	2—4 a.m.	2—4 p.m.	1, 2, 3 a.m.	2—4 p.m.	1, 2, 3 p.m.
Eger .....dep	8 45	...	3 0	9 10	...
Tirschnitz .....arr	8 55	...	3 13	9 20	...
Franzensbaddp	8 43	...	3 0	9 7	...
Tirschnitz ...arr	8 52	...	3 9	9 16	...
Tirschnitz .....dep	9 1	...	3 19	9 26	...
Mostau-Nebanitz.....	9 11	...	3 34	9 36	...
Königsb. Mariak.	9 19	...	3 44	9 44	...
Dassnitz	9 28	...	3 57	9 53	...
Zieditz.....	9 38	...	4 12	10 3	...
Falkenau	9 48	...	4 35	10 13	...
Elbogen-Neu'tel 208	10 5	...	4 58	10 30	...
Chodau	10 14	...	5 10	10 39	...
Carlsbad.....arr	a.m. 10 32	...	5 34	10 56	...
,, ...dep	6 10	10 50	5 52	11 6	...
Schlackenwerth	6 40	11 24	6 38	11 37	...
Hauenst.-Warta	7 0	11 44	7 10	11 58	...
Pürstein	7 11	11 55	7 31	12 13	...
Klösterle.....	7 23	12 7	7 50	12 26	...
Kaaden-Brunrsd. ...	7 34	12 19	8 12	12 39	...
Komotau ..... arr	7 56	12 41	8 44	1 1	...
REITZENHAIN dep	...	10 4	...	8 6	...
WEIPERT ..... ,,	...	8 40	a.m.	6 40	...
Komotau .....dep	...	1 13	6 0	1 22	...
Priesen (208)dep	...	1 32	6 22	1 40	...
Saaz	...	2 2	7 14	2 13	...
Satkau-Teschnitz ...	...	2 45	8 19	2 58	...
Krupa	...	3 16	9 3	3 31	...
Luzna Lischau...	...	3 30	9 28	3 45	...
Rakonitz ...arr.	...	7 11	45	...	...
Neustraschitz	2,3, 4	3 57	10 6	4 11	...
Lana	a.m.	4 11	10 31	4 25	...
Wejhybka (208)	9 20	4 39	11 10	4 53	...
Unhoscht.....	5 33	4 47	11 21	5 2	...
Hostiwic (208 ...	6 10	5 4	11 50	5 21	...
Prague [Sandbhf.]a	6 52	5 31	12 28	5 59	...
Prague [Bubna.] ,,	...	5 41	12 42	6 0	...
Prague [Stbhf.] ,,	...	5 50	12 57	6 10	...
		p.m.			a.m.

PRAGUE and HOSTIWIC.

Stations.	2 & 3 a.m.	Stations.	2 & 3 a.m.
Prague.....dep.	8 0	**Hostiwic** .....dep	6 15
Jinonic	8 44	Repy	6 37
Repy	9 17	Jinonic	7 10
Hostiwic (208) arr	9 35	**Prague** ..... arr	7 44

ELBOGEN and NEUSATTEL.

(208)	a.m.	a.m.	a.m.	p.m.	p.m.	...	...
Elbogen	5 2	9 28	10 39	3 42	9 53	...	...
Neusattel	5 29	9 55	1 1	4 9	10 20	...	...
	a.m.	a.m.	a.m.	p.m.	p.m.		
Neusattel	5 43	10 9	11 15	5 0	10 34	...	...
Elbogen	6 10	10 31	11 42	5 27	11 1	...	...

PRIESEN and KAADEN-BRUNNERSDORF.

Stations.	2 & 3 p.m.
Priesen (208).....dep	1 29
Tuschnitz.....	1 45
Kaaden (Brunnersd'f) ar	1 57

Stations. [208]	2 & 3 p.m.
Kaaden (Brunnersd'f) dp	12 13
Tuschnitz	12 30
Priesen..... arr	12 43

RAKONITZ and LUZNA LISCHAU.

Stations.	a.m.	p.m.
Rakonitz (299) .....dep	8 40	2 59
Luzna Lischau .....arr	9 10	3 26
	a.m.	p.m.
Luzna Lischau (208)d	11 15	6 30
Rakonitz..... arr	11 45	7 0

WIELICZKA and NIEPOLOMICE.

Stations.	p.m.	Stations.	p.m.
— **Wieliczka**.....dep.	6 0	**Niepolomice** ...dep.	3 37
— Bierzanow .....arr.	6 15	Podlèze..... arr.	3 47
— Crakow .....dep.	6 34	,, ...dep.	3 50
— Bierzanow.....dep.	1 17	Bierzanow .....arr.	4 10
— Podlèze(217).....arr.	1 35	Crakow..... arr.	12 7
— ,, ...dep.	1 40	Bierzanow .....dep.	12 30
— **Niepolomice**.....arr	1 50	**Wieliczka208**...arr.	12 46

CRACOW & WIELICZKA.

Stations.	1, 2, 3 a.m.	
Cracow (206)...dep.	11 5	...
Bierzanow.....	11 28	...
Wieliczka .....arr.	11 44	...
	p.m.	
Wieliczka.....dep.	7 30	...
Bierzanow.....	7 49	...

Fares:—From Cracow to Wieliczka, 30kr., 15kr.; to Niepolomice, 61kr., 46kr.

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LEMBERG, JASSY, ROMAN, and BOTUSCHANI. Lemberg-Czernowitz-Jassy-Eisenbahn.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.		1 & 2	1—3.	1—3.
Dis.	fl.kr.	fl.kr.	fl.kr.			a. m.	a. m	p. m
—	—	—	—	VIENNA .....dep	...	11 0	8 0	8 30
—	—	—	—	KRAKAU ..... ,,	...	9 13	10 50	10 48
—	—	—	—	LEMBERG .....arr	...	5 26	11 0	9 7
From		L em	berg			a.m.	p.m.	p.m.
39½	3 4	2 28	1 18	**Lemberg (217)**...dep	...	6 10	11 59	10 50
54½	4 18	3 13	1 63	Chodoruw	...	7 44	2 43	1 51
62	4 75	3 56	1 85	Bukaczowce (*rest*)	...	8 20	3 53	2 57
69½	5 32	3 99	2 7	Bursztyn	...	8 39	4 27	3 30
87	6 65	4 98	2 59	Halicz	...	8 57	5 2	4 4
—	—	—	—	**Stanislau (216)** ...arr	1—3	9 36	6 11	5 13
—	—	—	—	,, (*rest*) ...dep	a.m.	9 41	6 50	5 35
121½	9 31	6 98	3 63	Kolomea (*rest*)	4 30	11 6	9 40	8 41
143	10 97	8 22	4 37	Sniatyn.....	7 0	11 57	11 9	10 27
165½	12 64	9 47	4 92	**Czernowitz** .....arr	9 46	12 45	12 33	12 7
—	—	—	—	,, (*rest*) dep		12 53	1 0	...
190½	14 58	10 93	5 68	Czerepkoutz	...	2 12	3 12	...
202½	15 49	11 61	6 3	Hadikfalva-Radutz.....	...	2 56	4 11	...
221½	16 91	12 67	6 59	**Suczawa-Itzkani** ar	...	3 46	5 22	...
—	—	—	—	,, (*rest*) dep	...	5 5	6 40	...
—	—	—	—	**Verestie(293)**.....dep	...	5 35	7 38	...
—	—	—	—	**Botuschani** ...arr	...	11 53	1 51	...
—	—	—	—	**Pascani (293)**.....arr	...	6 51	9 30	...
—	—	—	—	,, ...dep	...	7 20	10 26	...
—	—	—	—	Tirgul frumos	...	8 39	11 30	...
—	—	—	—	**Jassy (293)**.....arr.	...	10 4	12 45	...
—	—	—	—	,, ...dep	...	4 29	6 37	...
—	—	—	—	Pascani ..... dep	...	7 10	10 17	...
—	—	—	—	**Roman (298)**... arr	...	8 12	11 50	...
—	—	—	—	,, ...dep.	...	8 30	12 10	...
—	—	—	—	GALATZ .....arr.	...	4 5	8 0	...
					...	a.m.	p.m.	

Stations.	1 & 2	—3.	1—3.		
	p. m.	a.m.			
GALATZ.....dep	12 45	8 25	...	...	...
ROMAN .....arr	9 0	4 25	...	...	...
	a. m.	p.m.	...	...	...
Roman (298).....dep	9 15	5 2	...	...	...
Paskani ..... arr.	10 16	6 36	...	...	...
Jassy ..... ,,	12 45	10 4	...	...	...
,, ...dep.	6 37	4 29	...	...	...
Tirgul frumos	8 12	5 49	...	...	...
Pascani.....arr	9 45	7 0	...	...	...
,, ...dep	10 32	7 30	...	...	...
Botuschani .....dep	5 14	3 26	...	...	...
Verestie .....arr	11 48	9 30	...	...	...
Suczawa-Itzkani ar	12 18	10 28	...	...	...
dep	12 29	10 45	...	...	...
Hadikfalva-Radautz ...	1 18	12 7	...	...	...
Czerepkoutz	1 45	12 57	...	...	...
Czernowitz ..... arr	2 54	2 55	p.m.	p.m.	
,, ...dep	3 1	3,17	3 15	7 5	...
Sniatyn.....	3 51	4 57	4 54	9 17	...
Kolomea	4 44	6 41	6 33	11 36	...
Stanislau .....arr.	6 3	9 12	8 58		
,, ...dep.	6 13	9 37	9 20	...	...
Halicz	6 54	10 45	10 38	...	...
Bursztyn.....	7 11	11 13	11 9	...	...
Bukeczowce	7 30	11 50	11 48	...	...
Chodorow	8 4	12 51	12 50	...	...
Lemberg (217) ...arr	9 40	3 32	3 45	...	...
	p.m.	p.m	a.m.	...	...
LEMBERG .....dep	10 30	4 49	4 33	...	...
KRAKAU ..... ,,	6 55	5 40	3 0	...	...
VIENNA .....arr	4 19	7 13	5 16	...	...

AUSSIG, BILIN, and KOMOTAU.—Aussig-Teplitzer Eisenbahn.

Stations.	1,2,3	1—4	1—4	1,2,3	1,2,3	2,3,4	2,3,4	2,3,4
(226. 232)	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	
Aussig, St. E. G. dep.	4 15	...	11 18	4 8	7 30	...	...	
,, A. T. E. ,,	...	7 32	...	...	...	6 35	4 30	
Turmitz .....arr	4 26	7 39	11 31	4 23	7 41	6 44	4 39	
Turmitz.....dep	...	...	...	...	...	6 49	4 44	
Tschochau-Hilnal..	...	...	...	...	...	7 15	5 10	
Hertine.....	...	...	...	...	...	7 31	5 26	
Auperschin	...	...	...	...	...	7 47	5 42	
Liessnitz	...	...	...	...	...	7 56	5 51	
Wohontsch	...	...	...	...	...	8 15	6 10	
Schwaz-Kuttowitz ...	...	...	...	...	...	8 34	6 29	
Bilin (234) .. arr	...	...	...	...	...	8 45	6 40	
Turmitz .....arr	4 27	7 40	11 32	4 24	7 42	...	...	
Schonfeld.....	4 32	7 45	11 36	...	7 47	...	...	
Karbitz.....	4 37	7 50	11 41	4 32	7 52	...	...	
Mariaschein	4 45	7 59	11 49	4 41	8 2	...	...	
Teplitz	5 0	8 14	11 58	5 1	8 22	...	...	
Settenz	...	8 19	...	5 6	8 27	...	...	
Ullersdorf	5 11	8 27	12 16	5 12	8 34	...	...	
Dux 234.....	5 24	8 42	12 27	5 23	8 51	...	...	
Preschen	5 32	8 51	12 35	5 31	9 0	...	...	
Ratschitz-Oberleut ...	5 43	9 4	12 45	5 41	9 12	...	...	
Brux (234).....	5 58	9 26	12 58	5 54	9 36	...	...	
Holtschitz-Seestadtl	6 12	9 44	1 12	6 8	9 54	...	...	
Wurzmes	6 20	9 54	1 20	6 16	10 4	...	...	
Udwitz-Görkau	6 27	10 2	1 27	6 23	10 15	...	...	
Komotau 208 arr	6 37	10 13	1 37	6 33	10 27	...	...	

Extra.—Aussig to Teplitz, 7.32 a.m., 10.43 p.m.

Stations.	1,2,3	1,2,3	1—4	1—4	1,2,3	2,3,4	2,3,4
	a. m.	a. m.	p.m.	p.m.	p.m.	...	
Komotau(217 dep	6 0	8 11	1 1	5 53	10 4	...	
Udwitz-Görkau	6 12	8 21	1 12	6 7	10 15	...	
Wurzmes.....	6 20	8 28	1 20	6 16	10 27	...	
Holtschitz-Seestadtl	6 30	8 36	1 29	6 26	10 36	...	
Brux	6 57	8 53	1 45	6 49	10 47	...	
Ratschitz-Oberleut ...	7 10	9 4	1 56	7 2	10 58	...	
Preschen	7 22	9 15	2 7	7 14	11 9	...	
Dux.....	7 38	9 29	2 17	7 30	11 19	...	
Ullersdorf	7 49	9 38	2 26	7 40	11 29	...	
Settenz	7 57	...	...	7 47	...	...	
Teplitz	8 9	9 59	2 45	7 59	11 42	...	
Mariaschein	8 20	10 9	2 55	8 10	11 53	...	
Karbitz	8 29	10 17	3 3	8 19	12 1	...	
Schonfeld	8 34	10 22	3 8	8 24	...	...	
Turmitz.....arr	8 38	10 26	3 11	8 28	12 9	a.m.	p.m.
Bilin.....dep	...	...	...	...	...	5 35	1 0
Schwaz-Kuttowitz ...	...	...	...	...	...	5 51	1 21
Wohontsch	...	...	...	...	...	6 12	1 42
Liessnitz	...	...	...	...	...	6 22	1 52
Auperschin.....	...	...	...	...	...	6 38	2 8
Hertine.....	...	...	...	...	...	6 53	2 23
Tschochau-Hilnal..	...	...	...	...	...	7 9	2 39
Turmitz.....arr	...	...	...	...	...	7 28	2 58
Turmitz .....dep	8 39	10 27	3 12	6 29	12 0	7 35	3 22
Aussig, A. T. E. arr	8 48	...	3 21	8 29	12 16	7 44	3 31
,, St. E. G. ,,	8 52	10 38	3 25	8 42	12 24	...	...

Extra.—Brux to Aussig, 5.21 p.m.

DEBRECZIN and KIRALYHAZA.—Ungarische Nord Ostbahn.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.		1—4	1—4	
Dis.	fl.kr.	fl.kr.	fl.kr.			a. m.	p.m.	
—	—	—	—	**Debreczin** (219) .....dep	...	4 0	4 12	...
12	1 15	0 81	0 58	Vámos Pércs.....	...	4 44	5 10	...
24½	2 14	1 51	1 8	Er-Mihályfalva	...	5 29	6 11	...
38	3 19	2 23	1 59	Reszege-Szaniszlo.....	...	6 0	7 10	...
45½	3 85	2 69	1 92	Nagy-Károly	...	6 46	8 0	...
54	4 62	3 23	2 31	Kis Majtény.....	...	7 18	8 41	...
68½	5 83	4 8	2 91	Szathmár	...	8 23	10 3	...
76½	6 54	4 59	3 28	Mikola	...	8 51	10 47	...
82½	7 9	4 97	3 55	Halmi.....	...	9 18	11 22	...
96½	8 25	5 77	4 12	**Királyháza (225)** ...arr	...	10 3	12 21	...

Stations	1—4	1—4		
	a.m.	p.m.		
Királyháza .....dep	3 19	2 56	...	...
Halmi	4 33	3 51	...	...
Mikola	5 9	4 14	...	...
Szathmár	6 12	4 55	...	...
Kis Majtény.....	7 20	5 49	...	...
Nagy-Károly	8 24	6 30	...	...
Reszege Szaniszlo.....	9 8	7 15	...	...
Er-Mihályfalva	10 9	7 59	...	...
Vámos Pércs.....	11 6	8 45	...	...
Debreczin .....arr	11 53	9 30	...	...

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WEJHYBKA, and KRALUP.

M.	Stations.	2—4	2—4			E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	2—4	2—4			
ist.		a.m.	p.m.			Dist	fl.kr.	fl.kr.	fl kr.		a.m.	p.m.			
—	**Wejhybka (208)** d.	...	4 42	...	...	—	...	...	...	**Kralup** ..... dep.	8 48	9 30	...	...	...
21	Neu-Kladno	4 20	4 52	...	...	4½	0 40	0 30	0 21	Wotwowic.....	9 2	9 48	...	...	...
4½	**Duby**	4 46	5 8	...	...	8½	0 70	0 53	0 35	**Brandeisl**	9 23	10 24	...	...	...
5½	Buschtehrad	4 55	5 15	...	...	10½	0 79	0 60	0 40	Buschtehrad	9 32	10 36	...	...	...
7½	**Brandeisl**	5 8	5 34	...	...	13½	0 89	0 67	0 45	**Duby**	9 38	10 49	...	...	...
9½	Wotwowic	5 43	5 16	...	...	14½	1 19	0 89	0 60	Neu-Kladno	9 49	11 14	...	...	...
13½	**Kralup 210,232** a.	6 0	6 0	...	...	16½	1 38	1 4	0 70	**Wejhybka** ..... arr.	9 58	11 26	...	...	...

PRAGUE, KOMOTAU, FRANZENSBAD, and EGER.—Buschtehrader-Eisenbahn.

Cl.	2 Cl.	Stations.	1—3	2—4	2—4	1—3	1—3
l.kr.	gl.kr.	[232]	a.m.	p.m.	p.m.	p.m.	
...	...	**Prague** [Stubhf.] dp	8 50	2 50	...	10 30	...
...	...	**Prague** [Bubna] ,,	8 59	3 3	...	10 38	...
0 40	0 30	**Prague** [Sandthbf]	9 8	3 16	7 20	10 47	...
0 97	0 74	**Hostiwic (208)**.....	9 40	4 5	8 20	11 17	...
...	...	Unhoscht	9 57	4 29	8 53	11 34	...
1 61	1 21	**Wejhybka (209)**	10 7	4 50	9 3	11 42	...
2 25	1 69	Lana	10 30	5 24		12 5	...
2 59	1 94	Neustraschitz	10 44	5 46	...	12 18	...
...	...	**Rakonitz (299)** d	8 40	2 50	...	...	...
3 23	2 31	**Luzna Lischau**...	11 11	6 32	...	12 45	...
3 47	2 61	Krupa	11 20	6 45	...	12 55	...
4 21	3 16	Satkan-Teschnitz ...	11 48	7 28	...	1 23	...
5 24	3 93	**Sanz (234)**	12 29	9 5	...	2 5	...
5 87	4 41	**Priesen (208)**.....	12 53	9 44	...	2 30	...
6 36	4 78	**Komotau (217)** ar	1 11	10 10	...	2 47	...
...	...	WEIPERT (218) ar	5 36	...	...	7 14	...
...	...	REITZENHAIN arr	a.m.	4 20	...	5 36	p.m.
...	...	**Komotau** .....dep	7 25	1 51	...	3 3	6 43
6 95	5 22	**Kaaden-Brunrsd**	7 59	2 14	...	3 26	7 6
7 29	5 47	Klösterle.....(208	8 15	2 25	...	3 37	7 17
7 63	5 73	Pürstein	8 37	2 40	...	3 54	7 30
7 93	5 95	Hauenst.-Warta.....	8 54	2 51	...	4 5	7 41
8 51	6 39	Schlackenwerth	9 33	3 14	...	4 29	8 4
9 30	6 98	**Carlsbad** .....arr	10 18	3 42	...	4 57	8 34
...	...	.....dep	10 33	3 52	...	5 12	...
9 84	7 38	Chodau..... [208	10 59	4 10	...	5 30	...
10 3	7 53	Elbogen-Neusttel	11 11	4 19	...	5 39	...
10 42	7 82	**Falkenau (197)** ...	11 36	4 34	...	5 55	...
10 53	7 89	Zlditz	11 46	4 41	...	6 2	...
10 53	7 89	Dassnitz.....	12 1	4 51	...	6 12	...
10 53	7 89	Königsb. Mariak.....	12 15	5 0	...	6 21	...
10 53	7 89	Mostau-Nebanitz.....	12 22	5 7	...	6 28	...
10 53	7 89	**Tirschnitz** ..... ar	12 39	5 16	...	6 37	...
...	...	**Tirschnitz** ..dep	12 50	5 22	...	6 43	...
10 89	8 19	**Franzensbad**arr	1 0	5 31	...	6 52	...
...	...	**Tirschnitz** .....dep	12 45	5 19	...	6 40	...
10 59	7 94	**Eger 196, 202** arr	1 0	5 30	...	6 59	...
		223		p.m.		a.m.	

Stations.	2 & 3	1,2,3	2—4	1,2,3	1,2,3
		a.m.		p.m.	p.m.
Eger .....dep	...	8 45	...	3 0	9 10
Tirschnitz .....arr	...	8 55	...	3 13	9 20
Franzensbad dp	...	8 43	...	3 0	9 7
Tirschnitz ..arr	...	8 52	...	3 9	9 16
Tirschnitz .....dep	...	9 1	...	3 19	9 26
Mostau-Nebanitz.....	...	9 11	...	3 34	9 36
Königsb. Mariak. ...	...	9 19	...	3 44	9 44
Dassnitz	...	9 28	...	3 57	9 53
Zleditz	...	9 38	...	4 12	10 3
Falkenau	...	9 48	...	4 35	10 13
Elbogen-Neu'tel 208	...	10 5	...	4 58	10 30
Chodau	...	10 14	...	5 10	10 39
Carlsbad.....arr	a.m.	10 32	...	5 34	10 56
,, ...dep	6 10	10 50	...	5 52	11 6
Schlackenwerth	6 40	11 24	...	6 38	11 37
Hauenst.-Warta	7 0	11 44	...	7 10	11 58
Pürstein	7 11	11 55	...	7 31	12 13
Klösterle.....	7 23	12 7	...	7 50	12 26
Kaaden-Brunrsd. ...	7 34	12 19	...	8 12	12 39
Komotau .....arr	7 56	12 41	...	8 44	1 1
REITZENHAIN dep	...	10 4	...	...	8 6
WEIPERT ..... ,,	...	8 40	a.m.	...	6 40
Komotau .....dep	...	1 13	6 0	...	1 22
Priesen (208)dep	...	1 32	6 22	...	1 40
Sanz	...	2 2	7 14	...	2 13
Satkau-Teschnitz ...	...	2 45	8 19	...	2 58
Krupa	...	3 16	9 3	...	3 31
Luzna Lischau...	...	3 30	9 28	...	3 45
Rakonitz ...arr.	...	7 0	11 45	...	...
Neustraschitz	2,3,4	3 57	10 6	...	4 11
Lana	a.m.	4 11	10 31	...	4 25
Wejhybka (208)	5 20	4 39	11 10	...	4 53
Unhoscht.....	5 33	4 47	11 21	...	5 2
Hostiwic (208 ...	6 10	5 4	11 50	...	5 21
Prague[Sandbhf.]a	6 52	5 31	12 28	...	5 50
Prague [Bubna] ,,	...	5 41	12 42	...	6 0
Prague [Stsbhf.] ,,	...	5 50	12 57	...	6 10
		p.m.			a.m.

PRAGUE and HOSTIWIC.

Stations.	2 & 3	Stations.	2 & 3
	a.m.		a.m.
Prague.....dep	8 0	**Hostiwic** .....dep	6 15
Jinonic	8 44	Repy	6 37
Repy	9 17	Jinonic	7 10
Hostiwic (208) arr	9 35	**Prague** .....arr.	7 44

ELBOGEN and NEUSATTEL.

(208)	a.m.	a.m.	a.m.	p.m.	p.m.			
Elbogen	5 2	9 28	10 39	3 42	9 53	...	...	...
Neusattel	5 29	9 55	1 1	4 9	10 20	...	...	...
	a.m.	a.m.	a.m.	p.m.	p.m.			
Neusattel	5 43	10 9	11 15	5 0	10 34	...	...	...
Elbogen	6 10	10 31	11 42	5 27	11 1	...	...	...

PRIESEN and KAADEN-BRUNNERSDORF.

Stations.	2 & 3
	p.m.
Priesen (208).....dep	1 29
Tuschmitz	1 45
Kaaden (Brunnersd'f) ar	1 57

Stations.	2 & 3
[208]	p.m.
Kaaden (Brunnersd'f) dp	12 13
Tuschmitz	12 30
Priesen.....arr	12 43

RAKONITZ and LUZNA LISCHAU.

		a.m.	p.m.			
Rakonitz (299)	.....dep	8 40	2 50	...	...	...
Luzna Lischau	.....arr	9 10	3 20	...	...	...
		a.m.	p.m.			
Luzna Lischau (208)	d	11 15	6 30	...	...	...
Rakonitz	.....arr	11 45	7 0	...	...	...

WIELICZKA and NIEPOLOMICE.

Stations.			
		p.m.	
—	**Wieliczka**.....dep.	6 0	
...	Bierzanow .....arr.	6 15	
...	Crakow ..... dep.	6 34	
...	Bierzanow.....dep.	1 17	
...	Podlcze (217) .....arr.	1 35	
...	,, ...dep.	1 40	
...	**Niepolomice**.....arr	1 50	

Stations.			
		p.m.	
Niepolomice ...dep.		3 37	
Podlcze.....arr.		3 47	
,, ...dep.		3 50	
Bierzanow .....arr.		4 10	
Crakow.....arr.		12 7	
Bierzanow .....dep.		12 30	
Wieliczka 208...arr.		12 46	

CRACOW & WIELICZKA.

Stations.	1,2,3	
	a.m.	
Cracow (206)...dep.	11 5	...
Bierzanow	11 28	...
Wieliczka .....arr.	11 44	...
	p.m.	
Wieliczka.....dep.	7 30	...
Bierzanow.....	7 49	...
Cracow (217).....arr	8 7	...

FACES. From Cracow to Trzebinia, 40kr., 30kr., 18kr.; to Wieliczka, 61kr., 46kr., 34kr.

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NEU-BAKOV and GEORGSWALDE EBERSBACH.—Bœhmische Nordbahn.

Stations.	1—4	1—4.	1—4	1—4
	a. m.	a. m.	p. m.	
PEAGUE ..... dep.	...	7 48	11 15	...
TUENAU ..... ,,	5 8	9 49		p.m.
Neu-Bakov (227) ...dep.	5 55	10 44	3 10	4 50
Weisswasser.....	6 11	11 6	3 16	5 26
Bösig	6 28	11 17	3 43	5 57
Hirschberg.....	6 49	11 38	4 5	6 47
Reichstadt-Niemes.....	7 6	11 55	4 22	7 44
Bohm. Leipa .....arr	7 16	12 5	4 32	8 0
Bodenbach (232)dep	11 55	...	...	6 48
Tetschen	12 1	...	6 20	7 2
Bensen (200).....	12 22	...	6 39	7 21
Franzensthal	12 30	...	6 49	7 31
Politz Sandau.....	12 43	...	7 4	7 45
Strausnitz	12 50	...	7 12	7 53
Bohm. Leipa .....arr	1 3	...	7 26	8 6
Bohm. Leipa .....dep	7 31	12 19	4 44	...
Langenau	7 49	12 37	5 2	...
Halda	7 59	12 47	5 12	...
Röhrsdorf-Zwickau	8 16	1 4	5 29	...
Tannenberg	8 39	1 31	5 59	...
Kreibitz-Neudorff arr.	9 0	1 52	6 20	p.m.
Kreibitz-Neudorff d	...	...	7 19	9 24
Niedergrund	...	...	7 39	9 43
Warnsdorf (190)arr	...	...	7 45	9 51
Kreibitz-Neudorff dep.	9 8	1 55	6 26	...
Schönlinde.....	9 19	2 6	6 37	...
Rumburg (209).....	9 37	2 23	6 55	...
Georgswalde Ebers a	9 54	2 46	7 14	10 19

Stations.	1—4.	1—4.	1—4	1—4
(190.193)	a.m.	a. m.	p m.	...
Georgswalde Ebers. d	6 54	12 48	4 43	...
Rumburg.....	7 16	1 8	5 5	...
Schönlinde.....	7 23	1 12	5 20	...
Kreibitz-Neudorff arr.	7 33	1 32	5 30	p.m.
Warnsdorf.....dep.	8	11 41	4 54	7 6
Niedergrund	8	8 11	5 5	7 18
Kreibitz-Neudorff a	8 25	12 17	5 30	7 42
Kreibitz-Neudorff dep.	7 35	1 35	6 2	...
Tannenberg (209).....	7 55	1 57	6 25	...
Röhrsdorf-Zwickau	8 15	2 18	6 48	...
Halda	8 27	2 32	7 14	...
Langenau	8 36	2 42	7 26	...
Bohm. Leipa.....arr	8 52	3 0	7 49	p.m.
Bohm. Leipa .....dep	9 1	1 38	...	4 40
Strausnitz	9 16	1 52	...	4 55
Politz Sandau.....	9 23	1 59	...	5 18
Franzensthal	9 39	2 12	...	5 28
Bensen	9 44	2 20	...	5 55
Tetschen	10 10	2 39	...	6 0
Bodenbach .....arr	10 16	2 45	...	...
Bohm. Leipa .....dep	9 0	3 15	8 10	...
Reichstadt-Niemes.....	9 11	3 26	8 22	...
Hirschberg.....	9 28	3 43	8 40	...
Bösig	9 49	4 5	9 2	...
Weisswasser.....	10 5	4 21	9 19	...
Neu-Bakov (227) ...arr.	10 26	4 36	9 34	...
TUENAU ..... ,,	11 19	...	10 22	...
PRAGUE ..... ,,	2 46	7 30	...	...

STERNBERG and BRAUNAU.

Stations.	1,2,3	1,2,3
	a.m.	p.m.
Braunau ...dep	9 30	5 10
Friedburg-lengau ...	9 58	5 45
St. Georgen	10 13	5 57
Attendorf-helpfau	10 23	6 13
Mattighofen	10 33	6 23
Attendorf	10 43	6 33
Friedburg-lenga.	10 53	6 43
Braunau (210) arr	11 21	7 12

Stations.	1,2,3	1,2,3
	a.m.	p.m.
Stelndorf (204) dep	8 24	3 12
Friedburg-lengau ...	8 58	3 46
Mattighofen	9 10	3 58
Attendorf-helpfau ...	9 20	4 8
St. Georgen	9 32	4 17
Braunau (210) arr	9 55	4 40

BODENBACH, RUMBURG, and WARNSDORF.

Mls.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4
Dis.	gl. kr	gl. kr	gl. kr		a.m.	a. m.	p. m.
...	...	...	...	DRESDEN ..... dep.	1 10	9 35	12 40
					a.m.	p. m.	p. m.
From	m	Bodenbach		**Bodenbach (190)**.....dep	6 8	12 18	4 37
2½	0 36	0 27	0 18	Tetschen	6 17	12 29	4 43
7½	0 57	0 43	0 28	Bensen(209).....	6 46	12 51	4 58
15½	1 19	0 59	0 59	B. Kamnitz-Steinschön	7 51	1 46	5 47
19	1 52	1 14	0 76	Falkenau.....	8 19	2 6	6 12
24½	1 99	1 42	0 95	Tannenberg	8 45	2 24	6 33
31	2 38	1 78	1 19	**Kreibitz-Neudorff 209 a**	9 7	2 27	6 38
...	...	...	...	**Kreibitz-Neudorff de**	9 18	2 38	6 49
34½	2 61	1 96	1 30	Schönlinde.....	9 31	2 50	7 1
38	2 90	2 17	1 45	**Rumburg (209)**.....arr	9 3	2 32	6 43
...	...	...	...	**Kreibitz-Neudorff** ...dep	9 37	3 2	7 5
36	2 76	2 6	1 37	Niedergrund	9 45	3 9	7 12
38	2 90	2 17	1 45	**Warnsdorf (190)** .....arr			

Stations.	1—4	1—4	1—4
	a. m.	p m.	p. m.
Warnsdorf .....dep	7 8	12 22	4 53
Niedergrund	7 16	12 34	5 6
Kreibitz-Neudorff ...arr	7 36	12 59	5 34
Rumburg .....dep	7 9	12 43	5 15
Schönlinde.....	7 23	12 55	5 29
Kreibitz-Neudorff arr	7 33	1 4	5 39
Kreibitz-Neudorff ...dep	7 53	1 7	5 44
Tannenberg (209).....	8 18	1 26	6 8
Falkenau.....	8 40	1 46	6 32
B. Kamnitz-Steinschön.....	8 57	2 3	6 51
Bensen.....	9 28	2 34	7 27
Tetschen	9 49	2 49	7 48
Bodenbach (190) .....arr	9 54	2 54	7 53
	p.m.	p.m.	
DRESDEN ..... ,,	12 30	6 57	...

MARIENBURG & MLAVA.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
DANZIG ...dep	5 10	12 47	4 33	6 11	6 36	8 36	9 10	10 49	11 9	6 40	10 31	6 27	8 46	2 6	9 16	10 49	11 9	6 40	10 31	6 27	8 46	2 6
DIRSCHAU arr	5 40	1 17	4 3	6 41	7 6	9 6	9 57	11 19	11 39	7 10	11 0	6 57	9 16	2 36	9 52	11 19	11 39	7 10	11 0	6 57	9 16	2 36
Marienburg dep	5 50	1 27	4 13	6 51	7 16	9 16	10 7	11 29	11 49	7 20	11 10	7 7	9 26	2 46	10 2	11 29	11 49	7 20	11 10	7 7	9 26	2 46
Mlecewo	6 27	2 4	4 50	7 28	7 53	9 53	10 44	12 6	12 26	7 57	11 47	7 44	10 3	3 23	10 39	12 6	12 26	7 57	11 47	7 44	10 3	3 23
Nicolaiken	6 49	2 26	5 12	7 50	8 15	10 19	11 10	12 28	12 48	8 19	12 9	8 6	10 25	3 45	11 1	12 28	12 48	8 19	12 9	8 6	10 25	3 45
Rosenberg	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
D. Eylau (182)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wollenberg	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Soldau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mlawa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Koschla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Montowo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Weissenberg	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
D. Eylau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rosenberg	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicolaiken	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mlecewo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Marienburg dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
DIRSCHAU arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
DANZIG ... arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
WARSAW ...dep	6 45	9 52	2 6	3 17	4 39	5 43	6 39	7 10	7 36	7 43	8 12	9 11	9 43	5 27	7 24	8 12	9 11	9 43	5 27	7 24	8 12	9 11
MLAVA ... arr	10 09	2 16	6 23	6 36	8 04	9 5	10 3	10 31	10 59	11 5	11 28	12 22	12 52	9 33	11 28	11 28	12 22	12 52	9 33	11 28	11 28	12 22
Mlawa ... dep	10 39	2 46	6 56	7 9	8 36	9 35	10 33	11 1	11 29	11 35	11 58	12 52	1 22	10 3	11 58	11 58	12 52	1 22	10 3	11 58	11 58	12 52
Koschla	10 53	2 59	7 9	7 22	8 49	9 48	10 46	11 14	11 42	11 48	12 11	1 5	1 35	10 16	12 11	12 11	1 5	1 35	10 16	12 11	12 11	1 5
Soldau	11 20	3 26	7 36	7 49	9 16	10 15	11 13	11 41	12 9	12 15	12 38	1 32	2 2	10 43	12 38	12 38	1 32	2 2	10 43	12 38	12 38	1 32
Montowo	11 36	3 42	7 52	8 5	9 32	10 31	11 29	11 57	12 25	12 31	12 54	1 48	2 18	10 59	12 54	12 54	1 48	2 18	10 59	12 54	12 54	1 48
Weissenberg	11 51	3 57	8 7	8 20	9 47	10 46	11 44	12 12	12 40	12 46	1 9	2 3	2 33	11 14	1 9	1 9	2 3	2 33	11 14	1 9	1 9	2 3
D. Eylau	12 13	4 19	8 29	8 42	10 9	11 8	12 6	12 34	1 2	1 8	1 31	2 25	2 55	11 36	1 31	1 31	2 25	2 55	11 36	1 31	1 31	2 25
Rosenberg	12 46	4 52	8 62	9 15	10 42	11 41	12 39	1 7	1 35	1 41	2 4	2 58	3 28	12 9	2 4	2 4	2 58	3 28	12 9	2 4	2 4	2 58
Nicolaiken	12 58	5 4	9 14	9 27	10 54	11 53	12 51	1 19	1 47	1 53	2 16	3 10	3 40	12 21	2 16	2 16	3 10	3 40	12 21	2 16	2 16	3 10
Mlecewo	1 17	5 23	9 33	9 46	11 13	12 12	1 10	1 38	2 6	2 12	2 35	3 29	3 59	12 40	2 35	2 35	3 29	3 59	12 40	2 35	2 35	3 29
Marienburg dep	1 47	5 53	9 63	10 16	11 43	12 42	1 40	2 8	2 36	2 42	3 5	3 59	4 29	1 10	3 5	3 5	3 59	4 29	1 10	3 5	3 5	3 59
DIRSCHAU arr	2 13	6 19	10 29	10 42	12 9	1 8	2 6	2 34	3 2	3 8	3 31	4 25	4 55	1 36	3 31	3 31	4 25	4 55	1 36	3 31	3 31	4 25
DANZIG ... arr	2 46	6 52	10 62	11 15	12 42	1 41	2 39	3 7	3 35	3 41	4 4	4 58	5 28	2 9	4 4	4 4	4 58	5 28	2 9	4 4	4 4	4 58

RUMBURG and SCHLUCKENAU.

Stations.	1—4	1—4
	a. m.	a.m.
NEW BAKOV ...dep	6 26	11 26
BODENBACH..... ,,	6 38	12 7
	a.m.	p.m.
Rumburg (209) dep	10 16	2 51
Schluckenau .... arr	10 37	3 14

Stations.	1—4	1—4
	a. m.	p.m.
Schluckenau.....dep	11 18	4 31
Rumburg .....arr	11 41	4 56
NEW BAKOV ..... ,,	3 39	9 36
BODENBACH..... ,,	2 29	7 46

REICHENHALL, FREILASSING, and SALZBURG.

E.M. Dis.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
		a.m.	a.m.	p.m.	p.m.	p.m.
0	**Reichenh** dep	6 10	8 40	12 15	4 50	...
9½	**Freilass**....arr	6 40	9 10	12 45	5 20	...
...	,, (200)dep	6 50	9 17	12 55	5 30	...
13½	**Salzburg**...arr	7 5	9 37		5 40	...
	[201.218]					

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Salzburg dep	7 25	9 55	1 35	5 55	...
Freilass....arr	7 40	10 7	1 50	6 5	...
...dep	7 50	10 10	2 0	6 15	...
Reichenh arr	8 20	10 50	2 30	6 45	...

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Dist. E.M.	1 Cl. fl.kr.	2 Cl. fl.kr.	3 Cl. fl.kr.		1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3		
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Vienna** dep.	8 15	9 15	10 45	1 45	7*50	9 15	3 45	4 45	5 45	...	...
1¾	0 36	0 27	0 18	Penzing	8 23	9 23	10 54	1 53	...	9 24	3 53	4 53	5 54	...	...
7¼	0 57	0 43	0 29	Purkersdorf	8 51	9 52	11 22	2 22	...	9 52	4 22	5 22	6 23	...	...
15¼	1 19	0 89	0 60	Rockawinkl	9 25	10 24	11 56	3 8	...	10 26	4 54	5 56	6 58	...	...
24¼	1 86	1 39	0 93	**Neulengbac**	9 51	Express Fare—Vienna to Simbach, 1st class 17fl. 33kr.; 2nd class, 12fl 99kr.	12 23	3 45	...	10 53		6 23	7 25	...	...
38	2 80	2 18	1 45	S.Pölten(210)	10 40	...	†1 58	5 27	9 20	11 47	...	7 7	8 10	...	...
49	3 76	2 82	1 88	Loosdorf	11 10	...	2 45	6 14	9 42	12 17	...			...	...
53¾	4 4	3 3	2 2	**Melk**	11 23		3 5	6 35	...	12 30	...	...	...	...	...
58¼	4 47	3 35	2 23	Pöchlarn(211)	11 39		3 33	7 5	...	12 47	...	2 & 3	...	...	...
67	5 13	3 85	2 56	Kemmelbach	12 5		4 33	7 53	10 21	1 15	...	a.m.	...	...	...
77¼	5 94	4 45	2 97	**Amstetten** d	12 35		5 34	8 35	10 43	1 48	...	4 7	...	...	...
...	...	...	220	WAIDHOFEN a	3 21		...		...	7 16	...	...	...	...	...
90	6 89	5 17	3 44	St. Peter	1 27		6 27	...	...	2 20	...	6 2	...	...	...
93¾	7 18	5 38	3 58	Haag	1 44		7 3	...	...	2 37	...	6 29	...	...	...
101¾	7 79	5 84	3 89	**St. Valentin**	2 14		7 55	...	11 34	3 9	...	6 40	...	...	...
...	...	...	216	BUDWEIS ar	10 0		...	...	...	12 45	...	12 45	...	...	...
...	8 97	6 73	4 48	STEYER ,,	2 50		9 30	...	...	7 51	...	7 51	...	...	...
106¼	8 13	6 9	4 6	Enns	2 28		8 16	...	...	3 23	...	6 59	...	...	...
113¼	8 70	6 52	4 34	Kleinmünchen	2 48		8 46	2 & 3	...	3 42	...	7 26	...	...	...
117¾	8 98	6 73	4 48	**Linz** arr.	2 59		9 0	p.m.	12 3	3 53	...	7 40	...	...	...
...	...	...	...	,, dep.	3 14		9 45	6 0	12 8	4 10	...	8 34	...	...	...
137¼	10 12	7 59	5 5	**Wels 201** ar.	3 55		10 40	6 55	12 37	4 51	...	9 31	...	...	...
...	...	...	...	GMUNDEN ar	7 2		...	...	7 38	7 38	...	12 30	...	...	...
...	...	...	...	SALZBURG ,,	8 10		† 2 & 3 class. ‡ 1,2,3 class.	...	3 12	9 0	...	4 20	...	...	...
...	...	...	...	GMUNDEN d	12 54			...	8 20	8 20	...	8 10	...	...	...
...	...	...	...	**Wels** dep.	‡4 46			...	12 50	5 16	...	11 0	...	...	...
144	11 2	8 26	5 50	Grieskirchen	5 47			...	...	5 59	...	12 1	...	...	...
151	11 55	8 66	5 76	**Neumarkt** a	6 15			...	1 31	6 11	...	12 30	...	...	...
...	13 97	10 47	6 97	PASSAU arr	9 45			...	2 53	8 22	...	3 35	...	...	...
...	...	...	...	**Neumarkt** d	6 37			...	1 41	6 31	...	1 0	...	...	...
164¼	12 59	9 44	6 29	Ried (220)	7 43			...	2 13	7 18	...	2 21	...	...	...
187¾	14 35	10 76	7 16	Braunau 209	9 28			...	3 0	8 29	...	4 13	...	...	...
188¾	14 44	10 83	7 21	**Simbach** arr	9 35		...	...	3 4	8 34	...	4 20	...	...	...
...	...	...	...	MUNICH ,,	...		...	...	5 55	4 30	...	8 17	...	...	...
...	...	...	194	STUTTGART ,,	...	...	...	...	11 52	4 33	...	...	...	...	...
...	...	...	...	PARIS ,,	...	...	...	...	5 15	4 30	...	...	...	...	...

			1,2,3	1 & 2	1,2,3	2 & 3	1,2,3	1,2,3	2 & 3	1,2,3		
...	...	PARIS		9 15	8 30	...	...	...	...	...		
...	...	STUTTGART	...	10 50	1 35	...	...	...	...	...	...	...
...	...	**MUNICH** dep.	...	11 40	8 0	...	...	...	5 45	...	...	...
...	...	(194)	...	p.m.	p.m.				a.m.	a.m.	...	...
...	...	**Simbach** dep.	...	8 0	11 *5	...	...	...	10 0	3 9	...	...
...	...	Braunau	...	8 7	11 10	...	‡ 1,2,3 class.	...	10 15	3 29	...	...
...	...	Ried	Extra.—Purkersdorf to Vienna, 7.1 a.m., 5.45 p.m.	9 19	12 3	...		...	12 9	5 16	...	...
...	...	**Neumarkt** ar		9 54	12 35	...		...	12 57	6 4	...	...
...	...	PASSAU dep		7 50	11 22	...		...	9 30	3 15	...	...
...	...	**Neumarkt** d		10 9	12 43	...		...	1 30	6 38	...	...
...	...	Grieskirchen		10 27	...	...		...	2 4	7 7	...	...
...	...	**Wels** arr.		11 0	1 27	...	...	...	3 0	7 58	...	...
...	...	GMUNDEN ar		7 38	7 38	...	...	a.m.	7 2	12 30	...	...
...	...	SALZB'RG dp		6 50	11 10	...	...	7 15	9 25	...	...	...
...	...	GMUNDEN ,,		8 20	8 20	...	a.m.	8 10	p.m.	...	...	...
...	...	**Wels** dep.		11 26	1 33	...	3 40	11 5	†5 27	8 31	...	...
...	...	**Linz** arr.		12 10	2 2	...	4 37	11 46	6 26	9 34	...	...
...	...	,, (216) dp.		12 27	2 7	...	5 27	12 11	7 25		...	...
...	...	Kleinmünchen		12 39	...	...	5 55	12 23	7 42	...	...	...
...	...	Enns		12 59	...	...	6 23	12 44	8 14	† 2 & 3 Class.	...	...
...	...	STEYER dep.		10 13	10 13	...	5 40	11 54	...		...	...
...	...	BUDWEIS dp		3 25	...	...	...	5 50	3 25		...	...
...	...	**St. Valentin**		1 20	2 37	...	7 20	1 5	10 2		...	...
...	...	Haag		1 51	...	...	8 11	1 36	10 51		...	...
...	...	St. Peter		2 4	...	...	8 33	1 48	11 4		...	...
...	...	WAIDHOFEN	...	10 36	...	a.m.	...	11 48	...		...	...
...	...	**Amstetten**	...	2 40	...	5 44	9 54	2 27	11 41	...	...	...
...	...	Kemmelbach	...	3 13	2 49	6 21	11 0	3 1		...	...	...
...	...	Pöchlarn	...	3 36	...	6 46	11 44	3 25	...	...	...	...
...	...	Melk	1,2,3	3 53	...	7 4	12 15	3 43	...	...	...	...
...	...	Loosdorf	a.m.	4 5	...	7 18	12 41	3 56	...	...	...	...
...	...	St. Pölten	5 54	4 54	4 49	7 56	‡2 20	4 39	...	p.m.	...	...
...	...	**Neulengbac**	6 36	5 33	5 17	8 41	3 17	5 34	a.m.	7 44	p.m.	...
...	...	Rockawinkl	7 8	6 4	...	9 14	3 53	6 10	11 27	8 13	9 17	...
...	...	Purkersdorf	7 39	6 32	...	9 45	4 26	6 42	12 0	8 46	9 56	...
...	...	Penzing	...	6 53	...	10 7	4 52	7 8	12 22	9 ?	10 19	...
...	...	**Vienna** arr.	8 0	7 0	6 15	10 15	5 0	7 15	12 30	9 15	10 26	...

NEUMARKT and PASSAU.

Stations.	1 & 2	1,2,3	2 & 3	1,2,3
(210)	p.m.	a.m.	p.m.	p.m.
Neumarkt dep.	1 45	6 43	1 5	6 55
Riedau	...	7 7	1 39	7 36
Schaerding	2 32	7 56	3 0	9 7
Passau 203 a.	2 53	8 22	3 35	9 45
COLOGNE ...arr	7 10	11 22	...	..

Stations.	2 & 3	1,2,3	2 & 3	1,2,3	1 & 2
COLOGNE	...	...	5 0	5 0	6 8
† Mon. & Thurs.	a.m.	a.m.	p.m.	p.m.	p.m.
Passau ...dep	3 15	9 30	1 40	7 50	11 22
Schaerd'g (220)	4 2	10 20	†3 7	8 20	11 43
Riedau	5 21	11 54	5 35	9 10	...
Neumarkt	5 47	12 20	6 13	9 30	12 30

LAMBACH and GMUNDEN.

Stations.	1,2,3	2 & 3	1,2,3		
(201)	a.m.	a.m.	p.m.		
Lambach dep	5 51	10 35	5 0	...	...
Traunfall	6 42	11 28	5 57	...	...
Eichberg	6 51	11 39	6 10	...	...
Laakirchen	7 3	11 52	6 23	...	...
Gmunden arr	7 38	12 30	7 2	...	...

Stations.	1,2,3	2 & 3	1,2,3	
(220)	a.m.	p.m.	a.m.	
Gmunden dp	8 10	12 54	9 20	...
Laakirchen	8 56	1 37	9 1	...
Eichberg	9 9	1 48	9 11	...
Traunfall	9 19	1 58	9 20	...
Lambach arr	10 15	2 50	10 8	...

LEOBERSDORF and ST. POLTEN.

All 1, 2, 3 Classes.		a.m.	p.m.	p.m.	
Leobersdorf(211)dp	...	9 33	3 40	8 30	...
Enzesfeld	...	9 48	3 55	8 44	...
Pottenstein	...	10 27	4 25	9 12	...
Kaumberg	a.m.	11 21	5 38	9 58	...
Hainfeld	6 25	12 10	6 39	10 34	...
St. Veit	6 43	12 30	6 55	...	...
Scheibmuhl-Trais (213)	7 0	12 49	7 12	...	...
Wilhelmsburg	7 19	1 10	7 33	...	...
St. Polten (210)...arr	7 46	1 37	8 0	...	...

All 1, 2, 3 Classes.		a.m.	p.m.	p.m.	
St Polten ......dep	...	8 51	2 45	8 40	...
Wilhelmsburg	...	9 21	3 17	9 9	...
Scheibmuhl-Trais	...	9 47	3 43	9 33	...
St Veit	a.m.	10 1	4 2	9 47	...
Hainfeld	4 50	10 34	4 43	10 6	...
Kaumberg	5 30	11 20	5 31	...	...
Pottenstein	6 15	12 14	6 24	...	...
Enzesfeld	6 41	12 45	6 55	...	...
Leobersdorf .. arr	6 56	1 0	7 10	...	...

LEOBERSDORF and GUTENSTEIN.

(211) All 1 2 3 Cl.	a.m.	p.m.
Leobersdorf...dp	9 43	6 0
Steinabruckl	10 17	6 35
Ober-Piesting	10 57	7 22
Oed	11 24	7 46
Gutenstein ......arr	12 5	8 25

All 1, 2, 3 Cl.	a.m.	p.m.
Gutenstein ...dep	4 45	2 50
Oed	5 25	3 32
Ober-Piesting	5 51	4 3
Steinabruckl	6 32	4 48
Leobersdorf arr	7 6	5 20

Salzburg to Hallein (2¼ G. Mls.) at 6.56 a.m. and 2.11 p.m.; and from Hallein to Salzburg at 8.7 a.m., 4.27 p.m.

* **Mann Boudoir Sleeping Cars by this Train**

VIENNA TO GRATZ, PRAGERHOF, LAIBACH, & TRIESTE—K.K. priv. Südbahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2 & 3.	1, 2, 3	1 & 2 & 3.	Stations.	1, 2, 3	1 & 2	1, 2, 3	1 & 2 & 3.	Stations.	1, 2, 3	1 & 2, 3	1, 2, 3	1 & 2 & 3.
				a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
From Vienna			Vienna ..... dep.	7 0	8 0	10 40	Trieste ..... dep.	...	...	...	...	Vienna ..... dep.	6 0	9 0	3 30	8 40
0 36	0 27	0 18	Mödling	7 30	8 30	11 10	Nabresina (Bud'pt)	...	...	...	...	Flume	8 11	11 39	7 17	12 47
0 72	0 54	0 36	Mödling (215)	10 41	0 24	2 55	Sesana	...	...	...	...	Divazza (235)	8 25	0 38	9 45	2 56
1 26	0 95	0 63	Baden	11 32	1 41	3 45	Divazza (235)	...	...	...	...	Sesana	9 37	1 11	11 8	3 43
1 44	1 8	0 72	Voslau	11 52	6 49	4 4	Sesana	...	...	...	...	Nabresina	9 39	7 35	11 46	10 10
1 62	1 22	0 81	Leobersdorf (210)	11 21	...	4 11	St. Peter	...	...	...	...	Trieste ..... arr.	10 26	8 0	1 4	10 47
2 34	1 76	1 17	Neustadt (210) ..... arr	11 27	7 12	10 34	Adelsberg	...	...	...	...	Adelsberg	10 51	8 32	1 11	11 0
...	...	...	" ..... dep.	12 0	7 15	10 42	" ..... dep.	2 & 3	...	...	...	" ..... dep.	12 40	9 14	3 12	12 13
3 6	2 30	1 53	Neunkirchen	1 5	8 3	11 39	Laibach ..... arr.	6 11	...	...	...	Laibach ..... arr.	2 45	1 0	4 56	1 20
3 60	2 70	1 80	Glogguitz	1 40	...	...	" ..... dep.	6 16	...	...	...	" ..... dep.	2 50	1 0	5 20	1 25
4 14	3 11	2 7	Payerbach	1 52	8 29	1 16	Sagor	7 36	...	...	...	Sagor	3 39	...	6 11	2 15
5 40	4 5	2 70	Semmering (T. 4,518 ft.)	2 49	9 22	2 8	Steinbruck (Bud'pt) 235	8 49	...	...	...	Steinbruck (235)	4 45	1 39	7 18	3 21
6 30	4 73	3 15	Murzzuschlag (Bud'pt) a.	3 37	9 59	2 50	" ..... dep.	8 57	...	...	...	Murzzuschlag (Bud'pt) 235	5 45	11 39	8 8	3 21
...	...	...	" ..... dep.	3 42	10 0	3 0	Rönerhad	9 18	...	...	...	" ..... dep.	5 50	...	8 26	3 31
9 38	6 21	4 14	Bruck (235) ..... arr	5 7	11 26	4 24	Markt-Tuffer	9 27	...	...	...	Bruck (235) ..... arr.	6 16	...	8 43	3 45
...	...	...	" ..... dep.	5 25	11 1	3 45	Lollsch	...	...	...	...	" ..... dep.	4 16	...	...	...
8 42	6 62	4 41	Parnegg	5 40	...	4 55	Cilli	10 8	...	...	...	Parnegg	...	...	...	...
9 90	7 43	4 95	Peggau	6 21	...	5 36	Pöltschach	...	...	...	...	Peggau	5 45	1 6	10 39	5 3
10 80	8 10	5 40	Gratz (222, 225) ..... arr	6 57	12 20	6 20	Pragerhof ..... arr.	...	...	...	...	Gratz (222, 225) ..... arr.	6 10	1 27	11 17	5 33
...	...	...	" ..... dep.	7 25	12 20	6 20	" ..... dep.	...	...	...	...	" ..... dep.	6 20	1 30	11 32	5 35
12 42	9 32	6 21	Leibnitz	8 25	...	7 40	Marburg (Bud'pt) 236	8 0	...	...	...	Marburg (Bud'pt) 236	p.m.	p.m.	p.m.	p.m.
12 96	9 72	6 48	Spielfeld	8 45	1 19	8 2	" ..... dep.	8 30	...	...	...	" ..... dep.	6 52	1 56	12 18	6 3
13 86	10 40	6 93	Marburg (Bud'pt) 236	9 19	1 47	8 45	Spielfeld	9 29	...	...	...	Spielfeld	7 20	2 20	12 39	6 11
...	...	...	" ..... dep.	9 29	1 51	9 0	Leibnitz	9 59	...	...	...	Leibnitz	7 52	2 46	1 4	6 46
14 76	11 7	7 38	Pragerhof ..... arr.	9 58	2 16	9 33	Pöltschach	...	...	...	...	Pöltschach	8 33	...	1 25	7 8
...	...	...	" ..... dep.	10 8	2 19	9 45	Gratz (222, 225) ..... arr	11 19	p.m.	4 5	...	Gratz (222, 225) ..... arr.	9 45	3 25	3 32	8 8
15 48	11 61	7 74	Pöltschach	10 56	2 41	10 20	" ..... dep.	...	1 30	4 17	10 15	" ..... dep.	9 55	3 35	4 29	8 22
17 10	12 83	8 55	Cilli	11 38	3 31	11 40	Peggau	...	2 11	...	11 7	Peggau	11 7	...	5 19	9 38
...	...	...	" ..... arr.	11 54	...	11 50	Parnegg	...	2 18	...	11 14	Parnegg	11 14	...	5 26	9 45
17 64	13 23	8 82	Markt-Tuffer	5 57	...	...	Bruck (235) ..... dep.	...	3 32	5 31	11 47	" ..... dep.	11 47	4 44	6 40	9 53
18 40	13 50	9 19	Römerhad	6 12	...	12 17	" ..... arr.	...	3 37	5 36	12 30	Murzzuschlag (Bud'pt)	4 49	6 38	10 1	11 46
18 90	13 77	9 18	Steinbruck (Bud'pt) 235	6 39	...	12 53	Semmering	...	3 51	5 11	6 27	" ..... dep.	5 0	6 51	9 19	12 24
21 24	15 93	10 62	Laibach (221) ..... arr	6 51	...	1 3	Payerbach	...	4 13	...	6 39	Payerbach	1 54	6 1	...	1 41
...	...	...	" ..... dep.	9 17	...	3 34	Glogguitz	...	...	...	7 52	Glogguitz	3 49	7 39	...	3 37
19 "	14 31	9 58	Sagor	7 33	...	4 0	Neunkirchen	...	...	...	7 10	Neunkirchen	3 10	6 33	...	12 34
21 24	15 93	10 62	Laibach (221) ..... arr	9 17	...	5 38	Payerbach	...	...	...	8 8	Payerbach	4 7	7 45	...	1 59
...	...	...	" ..... dep.	9 50	...	6 45	Neustadt ..... arr	...	...	...	8 43	Neustadt ..... arr	4 28	8 2	...	2 22
23 "	17 28	11 52	Lollsch...(famous Grotto)	11 54	...	6 45	Neunkirchen	...	...	...	8 43	" ..... dep.	4 28	8 2	...	2 22
24 30	18 23	12 15	Adelsberg ..... (for the	1 21	...	7 28	Glogguitz ..... arr	...	...	...	8 43	Glogguitz	4 51	8 24	...	2 46
24 84	19 63	12 42	St. Peter	1 58	...	8 5	" ..... dep.	...	...	...	8 43	" ..... dep.	4 59	8 27	...	2 52
...	...	...	" ..... arr.	2 3	...	8 10	Leobersdorf	...	...	...	9 15	Leobersdorf	5 23	8 49	...	3 27
26 00	20 58	13 5	Divazza (235)	3 13	...	9 20	Voslau	...	...	...	...	Voslau	5 30	8 56	...	3 37
26 46	21 93	13 38	Sesana	3 41	...	9 48	Baden	...	...	...	9 15	Baden	5 39	9 5	...	3 21
27 36	22 52	13 68	Nabresina ..... (Bud'pt)	4 35	...	10 42	Mödling	...	...	...	...	Mödling	5 58	9 21	...	4 12
...	...	...	Trieste (231) ..... dep.	5 0	...	11 0	Mödling	...	...	...	...	Mödling	6 20	9 39	...	3 54
29 26	24 26	14 13	Trieste ..... arr.	9 47	...	7 30	Vienna ..... arr.	...	...	...	9 50	Vienna ..... arr.	6 26	9 45	...	4 0

The Express Fare is higher than the Ordinary by 20 per cent.

PRAGERHOF and KIENBERG-GAMING.

Stations.	1–3	1–3
	a.m.	p.m.
Pochlarn (210) ..... dep	4 45	11 49
Wiese burg	5 28	12 32
Scheibbs	6 31	1 35
Kienberg-Gaming ... arr	7 10	2 15

Stations.	1–3	1–3
	a.m.	p.m.
Kienberg-Gaming ... dep	7 45	4 15
Scheibbs	8 35	5 5
Wieselberg	9 41	6 11
Pochlarn ..... arr	10 20	6 50

PISEK and PRETZENY (SIEBENBURGER EISENBAHN.)

E.M.	Cl	2 Cl.	3 Cl.	Cl.	Stations.	1—4	Stations.	1—4
Dis.	d.k.	fl.	fl.	kr.		a.m.		p.m.
...	...	...	...	...	ARAD ..... dep.	4 30	Petrozseny ...dep	5 25
...	...	...	...	...	KARLSBURG ... arr.	2 24		
...	From Pisik				Piski (212) ..... dep.	4 33	Banicza	6 22
1 13	1 17	0 78			Varallya-Hätszeg ...	5 52	Varallya-Hätszeg ...	4 33
4 24	3 55	2 66			Banicza	8 2	Piski (212) ..... arr.	5 52
4 84	4 18	3 13			Petrozseny ... arr	8 37	KARLSBURG ...	11 29
							ARAD	9 25

ST. PETER and FIUME.—K. K. Südbahn Gesellschaft.																
Stations.	1–3	1–3	Stations.	1, 2, 3	1 & 2 & 3	1, 2, 3	1 & 2 & 3.	Stations.	1, 2, 3	1 & 2 & 3	1, 2, 3	1 & 2 & 3.	Stations.	1–3	1–3
	a.m.	p.m.		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.		a.m.	p.m.
VIENNA ..... dep.	6 0	9 0	Trieste ..... dep.	...	...	...	...	Vienna ..... dep.	6 0	9 0	3 30	8 40	Flume ..... dep.	4 45	2 25
TRIESTE ..... dep.	a. 3	6 0											Dornegg-Felstriz	6 55	4 57
(211)	a.m.	p.m.	Banicza	...	...	...	...	Varallya-Hätszeg ...	11 42	9 1	...	...	St. Peter ..... arr.	7 37	5 50
St. Peter	10 40	8 20	Piski (212) ..... dep.	9 20	...	...	...	St. Peter	12 0	9 39	...	...	(211)	a.m.	p.m.
Dornegg-Felstriz	11 42	9 1	KARLSBURG ...	11 29	...	...	...	Piski (212) ..... arr.	1 55	10 54	...	...	TRIESTE ..... arr.	9 40	8 45
Flume (213) ..... arr	1 55	10 54	ARAD	9 25	...	...	...	PETRozseny ... dep.	...	...	...	...	VIENNA	6 26	9 45

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VIENNA and BRUNN.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 & 2	1—4	1,2,3	Stations.	1,2,3	1—3	1, 2	1,2,	1,2,
is.	gl. kr.	gl. kr.	gl. kr.		a.m.	a.m	p.m.	...	p.m.		a.m.	a.m.	p.m.	p.m	p.m.
	From	Vien	na.	**Vienna** .....dep.	...	7 0	2 10	...	6 10	**Brunn**(*Restaur*)dep	4 0	6 25	12 5	4 23	...
44	0 36	0 27	0 18	Floridsdorf	...	7 19	2 30	...	6 23	Raigern	4 28	7 2	...	4 55	7 2
11	0 90	0 68	0 45	Wagram	...	7 35	...	...	6 45	Brannowitz	4 54	7 25	...	5 29	8 2
64	1 52	1 14	0 76	**Gänserndorf 215** ...	...	7 58	2 48	...	7 10	**Lundenburg 212**	5 59	8 48	1 26	6 23	9 51
22	2 43	1 82	1 21	Durnkrut	...	8 29	...	p.m.	7 40	Dürnkrut	6 35	...	...	7 16	...
31	3 99	2 99	1 99	**Lundenburg 200** ...	3 15	9 28	3 43	5 28	8 37	**Gansserndorf**	7 26	...	2 36	7 46	...
44	5 61	4 20	2 80	Brannowitz	5	4 10	24	...	7 5	9 34	Wagram	7 44	...	...	8 6	...
44	...	...	...	Raigern	5 54	10 49	...	...	7 43	10 0	Floridsdorf	8 7	...	2 56	8 29	...
33	6 84	5 13	3 41	**Brunn (232)** ...arr.	6 43	11 21	4 53	...	8 20	10 29	**Vienna** .....arr.	8 18	...	3 5	8 40	...

BRUNN and PRERAU.—Mahr.—Schlesische Nordbah

Stations.	2—3	1—3	1—3	Stations.	1—3	1—3	2—3
		a.m.	p.m.		p.m.	a.m.	
VIENNA ...dep	...	7 0	2 10	...	CRACOW ...dep	3 0	6 55	...
	a.m.	a.m.	p.m.		ODERBERG .. "	7 42	10 41	p.m.
Brünn 232 dep	4 50	11 35	4 10	...	**Olmütz**...dep	12 45	11 26	1 18
Austerl.-Kranow	6 14	12 18	7 24	...	**Prerau** ...arr.	1 31	12 15	1 50
Rausnitz	6 42	12 58	7 48	...		a.m.	p.m.	p.m.
Wischau	7 36	12 50	8 28	...	**Prerau** .....arr	2 25	1 29	4 0
Nezamilitz **213**	8 40	1 19	9 10	...	Chropin	2 29	1 45	4 40
Kojetein	9 23	1 34	9 34	...	Kojetein'	3 3	1 54	5 9
Chropin	9 47	1 41	9 48	...	Nezamilitz	3 36	2 17	6 3
Prerau 206 ar	10 16	1 59	10 10	...	Wischau	4 19	2 43	7 5
Prerau ...dep	1 51	2 55	10 49	...	Rausnitz	4 54	3 8	7 58
Olmütz ...arr	2 49	3 29	11 27	...	Austerl.-Kranow	5 13	3 20	8 37
ODERBERG .. "	...	4 50	4 21	...	**Brünn 204**...	6 11	3 58	9 46
CRACOW ... "	...	8 30	9 45	...	VIENNA .. arr	12 13	8 40	...

Prerau to Olmütz.—2.30, 6.15 a.m.; 1.51, 2.55, 8.51, and 10.49 p.m.; vice versa, 12.45, 4.10, 11.26 a.m.; 1.16, 6.45, and 9.41 p.m.

ARAD and KARLSBURG.—Siebenburger Eisenbahn.

Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4		Stations.	1,2,3	1,2,3
kr.	gl. kr.	gl. kr.		a.m.	p.m.		[233	p.m.	night
From	Arad		**Arad (222)** dep	4 30	4 5	...	**Karlsburg** dp	2 24	12 10
15	0 96	0 57	Gyorok	5 4	5 4	...	Alvincz	2 46	12 32
83	1 37	0 91	Rados	5 35	6 6	...	Broos	3 38	2 17
44	3 33	2 22	Saborsin	7 13	8 41	...	Piski **(218)**	4 18	3 35
38	4 3	2 69	Zám	7 44	9 29	...	Illye	5 29	5 22
53	4 89	3 26	Illye	8 20	10 41	...	Zám	6 18	6 29
26	6 17	4 12	Piski **(218)**	9 47	1 2	...	Soborsin	6 46	7 26
9	6 61	4 34	Broos	10 16	2 6	...	Radna	8 22	9 57
58	7 91	5 27	Alvincz	11 10	3 34	...	Gyorok	8 52	10 52
7	8 26	5 20	**Karlsburg** ...arr	11 29	4 0	...	**Arad** ..... arr	9 25	11 50

ZELLERNDORF and HORN SIGMUNDSHERBERG.

K.M.	Stations.	2—4	2—4	Stations.	2—4	2—4
Dis.		...	...		...	...
...	LUNDENBURG dp	11 11	...	GMUND.....dep	2 0	...
	[212	a.m.	p.m.	[223	a.m.	p.m.
From	**Zellerndorf** dep	5 28	2 59	**Horn Sigmun's**	4 24	4 28
...	Pulkau	6 0	3 39	Pulkau	3 50	4 53
...	**Horn Sigmun's**	6 27	4 5	**Zellerndorf** arr	9 70	5 23
...	GMUND ..... arr	12 32	...	LUNDENBURG "	3 25	...

LUNDENBURG & ZELLERNDORF.—Lundenburg Nikolsburg—Grussbach Eisenbahn.

Stations.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3
	[206, 212	a.m.	p.m.		a.m.	p.m.
Lundenburg .....dep	9 45	11 10	**Zellerndorf** .....dep	10 5	10 45
Feldsberg	10 35	11 55	Pernersdorf-Pfaffendorf...	10 22	11 3
Nikolsburg	11 29	12 40	Haugsdorf	10 41	11 18
Neusiedl-Durnkrolz ar	11 52	1 8	Hadres-Ma kersdorf	10 59	11 37
Grussbach .....arr	2 23	...	Kadolz-Mailberg	11 7	11 54
[236]	2 56	2 22	Pernhofen-Wulzelsdorf ...	11 59	12 2
Pernhofen-Wulzelsdorf ...	3 39	2 51	Laa	12 22	12 5
Kadolz-Mailberg	4 1	3 20	**Grussbach** .....dep	12 15	...
Hadres-Markersdorf	4 18	3 36	**Neusiedl-Durnkrolz** ar	1 15	1 33
Haugsdorf	4 4	4 1	Nikolsburg	2 22	4 2
Pernersdorf-Pfaffendorf...	4 56	4 15	Feldsberg	2 55	5 35
Zellerndorf [206] ... arr	5 15	4 29	**Lundenburg** ..... arr	3 25	5 35

PRESBURG and TRENCSIN.—Waagthal Bahn.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4
Dis.	fl. kr.	fl. kr.	fl. kr.		a.m.	p.m.	p.m.	night
...	...	...	...	VIENNA ...dep	4 30	4 30	3 35	9 47
...	...	...	...	Pressburg ...	9 30	8 10	9 20	...
				[214	a.m.	p.m.	p.m.	night
...	...	...	...	**Pressburg** dep	7 0	1 20	7 17	1 47
11	0 21	0 21	0 14	Hatzendorf	7 21	2 24	7 48	2 10
22	0 42	0 31	0 21	St. Georgen	7 39	2 43	8 23	2 28
33	0 63	0 47	0 31	Rohr-Schenkwitz	8 44	3 55	9 37	3 42
44	0 84	0 63	0 42	Freistadtl-Loopl...	10 19	5 30	10 49	4 55
55	1 05	0 79	0 52	Freistadtl	11 10	6 17	11 37	5 37
66	1 26	0 94	0 63	Pitzen	11 37	6 44	12 4	6 4
77	1 47	1 10	0 73	Pitzen	12 6	7 13	12 33	6 33
88	1 68	1 26	0 84	Waagneustadtl ...	12 33	7 40	12 58	6 58
99	1 89	1 42	0 94	Pistyan	1 0	8 7	1 25	7 25
110	2 10	1 58	1 05	Kostolany	1 25	8 32	1 50	7 50
121	2 31	1 73	1 15	**Tyrnau** [218] dep	1 50	8 57	2 15	8 15
...	...	...	...	Csiffer	2 55	9 57	3 20	9 20
...	...	...	...	Mod.-Schenkwitz	3 56	10 49	4 12	10 12
...	...	...	...	Rieding	4 26	11 19	4 42	10 42
...	...	...	...	St. Georgen	4 44	11 37	5 0	11 0
...	...	...	...	**Preasburg** ..... arr	5 30	12 23	5 46	11 46
...	...	...	...	PESTH ..... "	8 0	3 0	8 0	6 0
...	...	...	...	VIENNA ..... "	1 48	6 23	1 48	6 23

TRENAU and SEERED.

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	p.m.	p.m.
Pressburg (212) dep	9 40	10 10	4 0	9 40
Kornerau	10 0	10 30	4 20	10 0
Tyrnau	10 45	11 15	5 5	10 45
Trenau ..... dep	5 17	11 57	5 47	11 17
Szered ..... arr	5 35	12 15	6 5	11 35

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Szered ..... dep	5	11 40	5	11 40
Tyrnau	5 17	11 57	5 17	11 57
Pressburg ..... arr	5 35	12 15	5 35	12 15

(VIENNA,) GMÜND, and PRAGUE.—Kaiser Franz-Josef Bahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	2, 3, 4	1, 2, 3	2 & 3		Stations.	1–4	2, 3, 4	1–2		
				a.m.	a.m.	p.m.				p.m.	a.m.	a.m.		
			VIENNA ..... dep	8 30	7 0	7 20	...	...	BERLIN ..... dep	8 33	...	9 0	...	...
			ABSDORF	9 29	8 34	9 3	...	...	DRESDEN ..... ,,	1 0	6 0	1 0	...	...
			[283]	p.m.	p.m.	a.m.			BODENBACH ... ,,	3 18	8 25	3 1	...	...
7 38	5 91	3 94	Gmünd ..... arr	12 32	3 33	1 0	...	...	PRAGUE ..... arr	7 3	12 42	6 47	...	...
...	...	...	,, ... dep	12 44	5 0	1 35	...	...	KOMOTAU ..... dep	1 22	8 16	1 13	...	...
8 59	6 52	4 35	Suchenthal	1 15	6 52	2 2	...	...	RAGUE ..... arr	6 16	12 57	5 54	...	...
8 58	6 74	4 49	Chlumec Pilar	1 25	7 22	2 12	...	...	[208,227,228]	a.m.	p.m.	p.m.		
9 51	7 13	4 76	Wittingau	1 43	8 7	2 31	...	...	Prague ..... dep	9 0	1 35	7 50	...	...
9 79	7 49	5 01	Lomnic	1 58	8 34	2 46	...	...	Hostiwar	9 17	2 1	8 7	...	...
10 32	7 89	5 26	Wessely (283)	2 24	9 39	3 9	...	...	Rican	9 42	2 48	8 30	...	...
10 85	8 16	5 53	Sobeslau	2 37	10 3	3 22	...	...	Mnichowic-Strancic	9 56	3 15	8 44	...	...
11 48	8 61	5 76	Plana	2 56	10 35	3 41	...	...	Cercan-Pisely	10 22	3 49	9 8	...	...
11 81	8 85	5 91	Tabor	3 12	11 10	3 58	...	...	Beneschau	10 44	4 15	9 30	...	...
12 25	9 90	6 66	Kl.-Herman.	4 6	1 0	4 52	...	...	Bistric	10 55	...	9 40	...	...
12 84	10 22	6 83	Wottic	4 23	1 31	5 9	...	...	Wottic	11 16	...	10 1	...	...
13 12	10 59	7 6	Bistric	4 40	1 56	5 26	p.m.	...	Klein-Hermanic S. ..	11 35	...	10 19	...	...
13 34	10 77	7 18	Beneschau	4 54	2 33	5 40	6 50	...	Tabor	12 31	...	11 14	...	...
13 79	11 9	7 40	Cercan-Pisely	5 10	3 2	5 59	7 17	...	Plana	12 44	...	11 27	...	...
13 46	11 40	7 73	Mnichowic-S.	5 38	4 6	6 24	8 9	...	Sobeslau	1 5	...	11 47	...	...
15 60	11 85	7 90	Rican	5 48	4 28	6 37	8 30	...	Wessely	1 37	...	12 3	...	...
16 37	12 28	8 19	Hostiwar	6 11	5 6	7 0	9 5	...	Lomnic	1 58	...	12 22	...	...
16 90	12 60	8 40	Prague (208) ... arr	6 27	5 30	7 16	9 99	...	Wittingau	2 15	...	12 39	...	...
...	...	...	PRAGUE ..... dep	10 30	7 5	8 50	10 30	...	Chlumec Pilar	2 34	...	12 57	...	...
...	...	...	KOMOTAU ..... arr	2 47	10 18	1 11	2 47	...	Suchenthal	2 44	...	1 7	...	...
...	...	...	PRAGUE ..... dep	8 26	...	7 55	...	...	Gmünd (283) ... arr	3 12	...	1 34	...	...
...	...	...	BODENBACH ... arr	1 9	...	11 35	...	...	,, ... dep	3 27	...	2 0	...	...
...	...	...	DRESDEN	3 23	...	2 2	...	...	ABSDORF	8 33	...	5 49	...	...
...	...	...	BERLIN	8 22	...	6 20	...	...	VIENNA ..... arr	7 40	...	7 23	...	...

MISKOLCZ and BUDAPEST.

Stations.	Miskolcz ... dep	,, ... arr
Pesth ... dep		
Kanizsa ... ,,		
Morcs ... ,,		

BUDAPEST and WESSELY.

Stations.	1–3	1–4	Stations.	1–4	1–4
	p.m.	a.m.		a.m.	
PESTH ..... dep	9 35	7 10	Fiume ..... dep	7 15	...
KANIZSA ..... ,,	4 58	2 30	Buccari	7 4	...
MORACS ..... ,,	...	3 22	Delnice	10 3	...
	a.m.		Cameral-Moravice ...	11 28	...
Zaklany 210, 220 d.	6 10	3 45	Ogulin	12 57	...
Koprcnitz	6 43	4 21	Carlstadt ..... arr	3 20	a.m.
Kreus	7 44	5 40	,, ... dep	3 40	5 10
Verbovec	8 20	6 34	Agram ..... arr	5 30	7 5
Agram ..... arr	9 25	8 10	STEINBRÜCK dep	1 5	...
SISSEK ..... ,,	11 2	10 22	SISSEK ..... ,,	4 15	6 0
STEINBRÜCK ,,	3 1	11 15	Agram ..... dep	6 28	7 50
Agram (226 ... dep	9 55	8 45	Verbovec	7 45	9 39
Carlstadt ..... dep	11 50	10 40	Kreus	8 23	10 24
,, ... dep	12 10	...	Koprcnitz	9 26	11 44
Ogulin	2 24	...	Zaklany ..... arr	9 55	12 15
Cameral-Moravice ...	3 15	...			
Delnice	6 13	...	MORACS ..... ,,		1 32
Buccari	9 27	...	KANIZSA ..... ,,	11 11	1 41
Fiume (211) ... arr	9 52	...	PESTH	6 16	8 36

Temesvar & Basiasch.

Stations.	1, 2, 3	2 & 3,	1, 2, 3
[214, 228]	a.m.	p.m.	p.m.
Temesvar-J d	5 18	8 15	4 35
Szolcsy	5 54	10 1	5 20
Vojtek 216	6 15	11 6	5 51
Sztamora-Morav	6 58	12 49	6 53
Jassenova 213 ...	8 7	3 50	8 41
Weisskirchen ...	8 27	4 53	9 8
Basiasch ... arr	8 47	5 25	9 31
	a.m.	p.m.	p.m.
Basiasch ... dep	5 30	6 30	8 15
Weisskirchen ...	6 2	6 54	9 22
Jassenova dep	6 39	7 23	10 35
Moravicza	8 15	8 30	1 15
Vojtek ..... dep	9 7	9 15	3 0
Szolcsy	9 27	9 32	3 4
Temesvar-J. a	10 15	10 19	5 5

Jassenova, Orawitza, and Anina-Steyerdorf

Stations.	1, 2, 3
213	a.m.
Jassenova dep	8 12
Orawitza ... dep	10 16
,, ... dep	10 45
Anina-Ste. arr	2 14
	p.m.
Anina-Ste. dep	12 40
Orawitza ... arr	2 50
,, ... dep	4 45
Jassenova arr	6 58

SCHEIBENBÜHL-TRIBUSY & SCHRAMBACH.

Stations.	1–3	1–3	1–3	1–3	1, 2, 3
[210]	a.m.	a.m.	p.m.	p.m.	p.m.
Scheibenbühl-Trs. ... dep	7 5	9 53	12 55	3 45	9 38
Schrambach ..... arr	7 33	10 21	1 29	4 19	10 12

Stations.	1–3	1–3	1–3	1–3	
	a.m.	p.m.	noon	p.m.	p.m.
Schrambach ..... dep	6 16	9 1	12 0	2 58	6 29
Scheibenbühl-Trs. ... arr	8 50	9 35	12 31	3 26	7 1

BRÜNN and STERNBERG.—Mähr.-Schlesische Nordbahn.

Stations.	1, 2, 3	1, 2, 3	1, 2, 3		1 cl.	2 cl.	3 cl.
	a.m.	a.m.	p.m.				
BRÜNN ..... dep	4 50	11 35	6 10	...	...	...	...
	a.m.	p.m.	p.m.				
Nezamislitz 212 d.	8 35	2 25	9 22	...	...	...	...
Prosanitz	10 3	3 50	10 54	...	...	...	...
Olmütz (205) ... arr	10 54	3 37	11 13	...	...	...	...
R. TRUBAU ... dep	...	6 19	1 31	...	...	...	...
Olmütz (212) ... dep	11 35	3 58	3 30	...	...	...	...
Sternberg (217) ... arr	12 17	4 29	4 32	...	...	...	...
GRULICH	...	9 4	9 56	...	...	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.
GRULICH	6 30	...	3 47
Sternberg ..... dep	10 41	3 25	6 37
Olmütz (205) ... arr	11 10	3 7	7 15
R. TRUBAU ... dep	...	10 32	10 0
Olmütz ..... dep	11 40	3 38	12 55
Prosanitz	12 22	4 56	2 14
Nezamislitz 212 a.	12 58	5 48	3 0
	p.m.	p.m.	a.m.
BRÜNN	6 55	9 46	6 11

VIENNA, PESTH, CZEGLED, TEMESVAR, ORSOVA, and VERCIOROVA.—CZEGLED, GROSSWARDEIN, and KASCHAU.

Mls.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1 & 2	1,2,3	2 & 3	2 & 3	2 & 3	2 & 3
Dis	a.kr.	d.kr.	n.kr.		a.m.	p.m.	p.m.	p.m.			
—	—	—	—	**Vienna**.....(*Rest*)...dep.	8 35	3 30	8 25	4 35	...	...	...	...
18½	0 52	0 39	0 20	Stadlau .....(*Rest*).....	8 58	3 46	8 48	4 55	...	...	...	...
30½	2 19	1 64	1 9	**Marchegg..** (*Rest*)...arr.	9 52	4 25	9 43	5 50	...	...	...	...
...	...	...	...	,, **(215)** dep.	10 23	4 49	10 17	6 14	...	...	...	...
41½	3 18	2 39	1 58	**Pressburg...(212)** ...arr.	11 4	5 16	10 57	6 55	...	p.m.	...	...
...	...	...	...	,, (Restaurant) dep.	11 13	5 19	11 12	...	...	3 10	...	...
57½	4 54	3 40	2 27	Wartberg	11 56	5 51	11 58	...	...	4 49	...	...
67½	5 38	4 3	2 68	Diószeg	12 24	6 10	12 25	...	...	5 47	...	...
80½	6 58	4 93	3 28	Tornócz	1 5	6 41	1 10	...	...	7 27	...	...
...	7 41	5 56	3 70	Tot-Megyer **(215)**.....	1 34	6 59	1 39	...	a.m.	8 19	...	...
97	7 94	5 95	3 96	**Neuhausel** (*Rest*) ...dep.	2 12	7 32	2 11	...	6 58	8 43	...	...
124½	9 24	7 05	5 16	**Gran Nana**	3 26	8 14	3 30	...	8 06	...	a.m.	...
134½	11 59	8 69	5 79	Gross Maros.....	4 7	...	4 16	...	10 15	...	5 45	...
150½	12 58	9 43	6 28	**Waitzen**	4 37	9 5	4 51	...	11 6	...	6 45	...
166½	13 89	10 41	6 93	Palota	5 22	...	5 33	...	11 8	1,2,3	8 5	...
171½	14 31	10 73	7 4	**Pesth ...(224)**.....arr.	5 38	9 45	5 57	a.m.	12 30	p.m.	8 36	...
...	...	...	...	,, (Restaurant) dep.	6 5	10 5	6 55	7 30	2 45	6 25	...	...
196	16 25	12 18	8 11	Monor.....	7 26	...	8 2	8 43	5 19	7 46	...	3 & 4
218	18 7	13 54	9 1	**Czegled** (Restaurant)arr.	8 24	11 24	8 52	9 44	7 7	8 45	...	a.m.
...	...	...	...	**Czegled** .....dep.	...	...	...	10 10	9 18	...	...	4 0
237½	...	...	...	**Szolnok** [(219)...arr.	...	...	...	10 57	10 16	...	...	5 46
...	...	...	...	**Hatvan**.....dep.	...	...	...	...	5 28	...	...	...
331	...	...	...	**Szolnok** .....dep.	...	...	...	11 15	10 26	...	...	6 31
356½	...	...	...	Fegyvernek	...	...	...	12 11	11 44	...	...	8 59
284½	...	...	...	**Puspok-Ladany**arr.	...	...	...	1 28	1 32	...	...	11 41
...	...	...	...	**Puspok-Lad'ny**dp	...	...	...	2 43	2 18	...	...	...
326	...	...	...	**Grosswardein**arr.	...	...	...	4 59	5 33	...	...	...
300	...	...	...	Szoboszlo	...	...	...	2 39	2 52	...	...	2 44
312½	...	...	...	**Debreczin**.....	...	...	...	3 35	4 30	...	...	3 50
...	...	...	...	**Tokay**	a.m.	...	...	6 25	10 5	...	...	...
396	...	...	...	**Miskolcz**.....	7 15	...	...	9 20	2 35	...	2 & 3	...
...	...	...	...	**Kaschau** .....arr.	11 35	...	...	5 50	...	...	a.m.	...
...	...	...	...	**Czegled** .....dep.	8 40	11 28	9 7	...	...	...	11 0	...
237	19 80	14 81	9 88	Kecskemet.....	9 40	12 4	10 0	...	...	...	1 34	...
254	21 11	15 82	10 53	**Felegyhaza**	10 24	12 34	10 39	2 & 3	...	...	3 34	...
289	24 24	18 18	12 9	**Szegedin (237)**.....arr.	12 11	1 57	12 19	a.m.	...	...	6 45	...
...	...	...	...	,, (Restaurant) dep.	12 46	2 2	12 44	9 30	...	...	...	...
312	26 2	19 49	12 98	Valkany **(205)**	1 50	...	1 43	11 50	...	...	...	...
323½	27 6	20 28	13 56	Gross-Kikinda.....	2 38	3 17	2 23	1 36	...	...	...	...
358½	30 10	22 55	15 2	**Temesvar (213,222)**.arr.	4 15	4 30	3 48	5 0	...	...	...	...
...	...	...	...	**Temesvar. Josefst** dep	5 45	4 44	4 17	...	...	...	...	...
363½	30 35	22 75	15 14	Temesvár-Fabrik	6 10	4 58	4 36	...	...	...	...	...
382	...	...	...	Topolovecz	7 43	...	5 22	...	...	...	...	...
397½	33 23	24 99	16 58	Lugos.....	9 10	6 4	6 1	...	...	...	...	...
421½	35 27	26 42	17 59	**Karansebes**.....arr	11 19	6 51	6 59	...	...	...	...	...
...	...	...	...	,, ...dep	...	6 55	7 14	...	...	...	...	...
434	36 37	27 25	18 14	Temes-Szlatina	...	...	7 57	...	...	...	...	...
445	37 30	27 95	18 61	Porta Orientalis	...	8 3	8 41	...	...	...	...	...
454½	...	...	...	Krusowecz	...	...	9 4	...	...	...	...	...
463	38 76	29 5	19 34	Mehadia.....	...	8 55	...	...	...	...	...	...
485	39 97	29 21	18 54	Herkulesbad (Buffet)	...	...	...	...	...	...	...	...
477	39 93	29 95	19 94	**Orsova** .....arr.	...	9 37	10 17	...	...	...	...	...
				Verciorova (208)	...	9 46	...	...	...	...	...	...

Stations.	1,2,3	1 & 2	1,2,3	1,2,3			
	a.m.	p.m.					
Verciorova.....dep	...	6 2	...	...	...	...	...
Orsova .....dep	4 50	7 5	...	...	...	...	...
Herkulesbad (Buffet).....	...	...	...	...	...	...	...
Mehadia	...	7 43	...	...	...	...	...
Krusowecz	6 27	...	...	...	...	...	...
Porta Orientalis	6 52	8 45	...	...	...	...	...
Temes-Szlatina	7 28	...	...	...	...	...	...
Karansebes.....arr	8 1	9 47	...	...	p.m.	...	...
,, ...dep	8 19	9 52	...	...	3 10	...	...
Lugos.....	9 17	10 44	...	...	5 2	...	...
Topolovecz	9 54	...	...	...	6 14	...	...
Temesvár-Fabrik	10 41	11 44	...	...	7 43	2 & 3	...
Temesvar, Josefst. arr	10 55	11 57	...	...	8 0	a.m.	...
dep	11 25	12 13	...	...	10 35	7 0	...
Gross-Kikinda.....	12 57	1 41	...	...	12 30	10 40	...
Valkany **(205)**	1 29	...	...	...	1 5	11 49	...
Szegedin.....arr.	2 30	2 59	...	...	2 21	3 15	a.m.
(Restr'nt)....dep	2 53	3 4	...	...	3 14	...	6 0
Felegyhaza	4 46	4 33	...	...	5 2	...	9 50
Kecskemét	5 31	5 3	...	...	5 43	...	11 45
Czegled (Restr'nt).....arr	6 31	5 37	...	...	6 3	...	1 39
Kaschau.....dep.	...	10 20	a.m.	...	...	...	4 50
Miskolcz.....	...	2 55	...	7 5	...	...	9 0
Tokay	...	6 11	...	9 36	p.m.	...	...
Debreczyn	...	10 20	...	12 38	1 46	...	...
Szoboszlo	...	11 2	...	1 16	3 2	...	...
Grosswardeindp.	...	...	...	...	...	...	...
Puspok-Ladanyar.	...	...	...	...	...	...	...
Puspok-Ladanydp.	...	12 25	...	2 12	5 10	...	...
Fegyvernek	...	2 45	...	3 34	8 35	...	...
Szolnok .....arr.	...	4 25	...	4 33	12 24	...	...
Hatvan..... arr	...	...	...	...	...	...	...
Szolnok .....dep.	...	4 40	...	4 53	12 14	...	...
Czegled .....arr.	...	5 59	...	5 48	1 49	1,2,3	...
Czegled .....dep.	6 36	5 45	6 43	6 0	6 0	1 0	...
Monor.....	7 40	...	7 45	6 55	7 15	3 5	...
Pesth .....arr.	8 45	7 30	8 50	7 55	8 26	5 20	...
,, (Restaurant) dep.	9 30	8 10	9 20	...	...	11 35	p.m.
Palota	9 46	...	9 36	...	...	12 45	...
Waitzen	10 35	8 54	10 24	...	...	2 43	...
Gross Maros	11 10	...	10 57	...	...	3 40	...
Gran Nana	11 55	9 47	11 42	...	...	6 16	a.m.
Neuhausel (*Rest*)	1 6	10 35	12 53	...	...	9 15	4 58
Tot-Megyer	1 38	10 59	1 37	...	...	...	5 22
Tornocz	2 9	11 19	2 8	...	...	...	6 5
Diószeg	2 50	11 49	2 51	...	...	...	7 4
Wartberg	3 21	12 12	3 23	...	...	...	7 48
Pressburg 212 ..... arr.	4 10	12 42	4 14	a.m.	...	...	8 58
,, (Restaurant) dep.	4 24	12 45	4 29	7 30	...	...	...
Marchegg.....(*Rest*).....	5 0	1 10	5 9	8 9	...	...	...
,, ...dep.	4 51	12 58	5 1	7 57	...	...	...
Stadlau .....(*Rest*).....	5 56	1 43	5 55	8 59	...	...	...
Vienna.....(*Rest*).....arr.	6 20	2 0	6 15	9 23	...	...	...

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VIENNA, NUSSDORF, and KAHLENBERG.

Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vienna (Rossau)...dep	...	...	9 0	..	11 0	12 35	...	2 10	3 35	...	5 15	6 10	7 20	...
Nussdorf .....arr	...	...	9 9	..	11 9	12 44	...	2 19	3 45	...	5 26	6 26	7 30	...
Vienna (Carlsstr.) dp	...	...	8 30	10 0	11 30	...	...	2 20	3 0	4 0	5 0	6 0	7 40	8 0
Nussdorf	...	...	9 10	10 40	12 10	...	...	2 40	3 40	4 40	5 40	6 40	7 40	8 40
Nussdorf.....dep	6 0	6 30	9 30	11 0	...	12 30	2 0	3 0	4 0	5 0	6 0	7 0	8 0	...
Kahlenberg .....arr	6 31	9 1	10	11 31	...	1 1	2 31	3 31	4 31	5 31	6 31	7 31	8 31	...

Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Kahlenberg .....dep	7 24	9 19	10 19	...	11 17	1 9	3 9	4 9	...	5 15	6 9	6 54	8 24	9 19
Nussdorf .....arr	8 5	9 50	10 50	...	12 18	2 40	3 40	4 40	...	5 55	6 40	7 35	9 5	9 50
Nussdorf .....dep	8 15	10 0	..	...	12 30	2 50	4 0	...	...	6 40	...	7 35	9 15	...
Vienna (Carlsstr.) arr	8 45	10 30	...	...	1 0	3 10	4 30	...	...	7 30	...	8 5	9 45	...
Nussdorf .....dep	8 28	...	...	11 49	1 9	...	3 47	...	5 27	...	6 55	...	9 55	...
Vienna (Rossau)...arr	8 38	...	...	11 59	1 19	...	3 57	...	5 37	...	6 55	...	9 5	...

VIENNA and MURZZUSCHLAG.—K. K. priv. Südbahn Gesellschaft.

Stations.	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vienna .....dep	6 0	7 0	8 0	10 0	10 40	11 15	12 40	2 0	3 0	4 0	4 30	5 30	6 0	7 15	8 0	9 0	...	...	...
Meidling	6 8	...	8 8	10 8	10 48	11 23	12 48	2 8	3 8	4 8	4 38	5 38	6 7	7 23	8 8	9 8	...	...	...
Mödling	6 37	...	8 42	10 41	...	11 55	1 20	2 39	3 40	4 24	5 10	6 13	6 26	7 52	8 41	9 35	...	...	...
Baden	6 43	7 33	9	11	11 21	12 21	1 40	2 59	4 6	4 40	5 30	6 50	6 41	8 11	9 7	9 55	...	...	...
Voslau ..... arr	7 10	...	9 15	11 10	...	12 38	1 47	3 6	4 13	4 47	5 37	6 57	6 48	8 18	9 14	10 2	...	...	...
Leobersdorf ...	7 22	...	9 24	11 21	...	12 40	...	3 15	4 27	4 56	5 47	7 12	...	8 27	...	10 45	...	...	...
Neustadt ..... arr	7 50	8 0	...	11 47	11 52	...	...	3 40	...	5 17	...	7 41	7 12	8 49	...	10 34	...	...	...
,, (211, 220)d	8 10	8 3	...	12 0	...	...	...	3 45	...	...	...	...	7 15	...	...	10 42	...	...	...
Neunkirchen	8 39	...	...	12 33	...	...	...	4 9	...	...	...	...	7 41	...	...	11 11	...	...	...
Gloggnitz ..... arr	9 5	8 37	...	1 5	...	...	...	4 36	...	...	...	...	8 2	...	...	11 39	...	...	...
Payerbach ..... arr	9 22	8 52	...	1 20	...	...	...	4 50	...	...	...	...	8 13	...	...	11 54	...	...	...
Semmering ... 214	...	9 49	...	...	...	...	...	...	...	...	...	...	...	...	...	1 38	...	...	...
Murzzuschlag ar	...	10 15	...	2 37	...	...	...	...	...	...	...	...	9 53	...	...	1 56	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Murzzuschlag d	1 54	...	...	...	...	6 1	...	11 45	...	...	...	...	...	...	6 39	...	...	...
Semmering	2 47	...	...	...	...	6 34	...	...	...	...	...	...	...	...	7 0	...	...	...
Payerbach	3 49	...	...	...	6 8	7 29	...	1 41	...	...	...	...	...	...	6 18	7 52	...	...
Gloggnitz	4 7	...	...	...	6 21	7 45	...	1 59	...	...	...	...	...	...	6 32	8 8	...	...
Neunkirchen	4 28	...	...	...	6 44	7 32	...	2 22	...	...	...	...	...	...	6 55	...	...	...
Neustadt ..... arr	4 57	...	...	...	7 7	8 24	...	2 46	1 5	...	...	...	...	...	7 18	8 43	...	...
,, ... dep	4 59	5 30	...	...	7 13	7 25	8 27	...	3 0	2 55	...	3 52	...	...	7 28	8 45	...	...
Leobersdorf 211	5 23	5 57	...	...	7 35	7 56	8 49	10 42	3 27	1 23	...	...	...	...	...	...	...	...
Voslau	5 30	6 7	7 0	...	7 43	8 10	8 56	10 50	3 37	1 33	3 31	4 45	5 45	6 41	7 55	...	9 10	...
Baden	5 39	6 16	7 9	...	7 52	8 20	9 5	10 59	3 46	1 43	...	4 54	5 54	6 53	8 14	9 15	9 28	...
Mödling	5 58	6 41	7 29	...	8 7	8 46	9 21	11 25	4 12	2 2	...	5 14	6 17	7 19	8 41	...	9 55	...
Meidling	6 20	7 14	8 1	...	8 24	9 18	9 39	11 57	4 44	2 34	3 54	5 46	6 48	7 54	9 5	...	10 30	...
arr	6 26	7 20	8 7	...	8 30	9 24	9 45	12 3	4 5	2 40	4 0	5 52	6 54	8 0	9 11	9 50	10 36	...

VIENNA, GANSERNDORF and MARCHEGG.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vienna ...dep	6 25	7 30	8 20	8 10	...	...	...	...	...	...	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	...
Floridsdorf ...	6 39	7 45	8 36	8 26	...	...	...	...	...	...	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	...
Deutsch-Wagram	6 51	7 57	8 48	8 38	...	...	...	...	...	...	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57	...
Ganserndorf ...	7 17	8 23	9 14	9 4	...	...	...	...	...	...	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	...
Matzen	7 27	8 33	9 24	9 14	...	...	...	...	...	...	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	...
Obersiebenbrunn	7 37	8 43	9 34	9 24	...	...	...	...	...	...	3 43	4 43	5 43	6 43	7 43	8 43	9 43	10 43	...
Marchegg ar	7 50	8 56	9 47	9 37	...	...	...	...	...	...	3 56	4 56	5 56	6 56	7 56	8 56	9 56	10 56	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Marchegg dep	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0
Obersiebenbrunn	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13
Matzen	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23
Ganserndorf ...	5 33	6 33	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	11 33
Deutsch-Wagram	5 59	6 59	7 59	8 59	9 59	10 59	11 59	12 59	1 59	2 59	3 59	4 59	5 59	6 59	7 59	8 59	9 59	10 59	11 59
Floridsdorf ...	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13
Vienna ...arr	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Marchegg dep	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0
Obersiebenbrunn	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13
Matzen	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23
Ganserndorf ...	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33
Deutsch-Wagram	1 59	2 59	3 59	4 59	5 59	6 59	7 59	8 59	9 59	10 59	11 59	12 59	1 59	2 59	3 59	4 59	5 59	6 59	7 59
Floridsdorf ...	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13
Vienna ...arr	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30

VIENNA and LAXENBURG.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vienna dep	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0
Meidling	6 8	7 8	8 8	9 8	10 8	11 8	12 8	1 8	2 8	3 8	4 8	5 8	6 8	7 8	8 8	9 8	10 8	11 8	12 8
Laxenburg ar	6 26	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	11 26	12 26

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Laxenburg dep	6 30	7 15	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0
Meidling	6 56	7 41	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	11 26	12 26
Vienna ...arr	7 20	8 7	8 52	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52	7 52	8 52	9 52	10 52	11 52	12 52

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Laxenburg dep	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0
Meidling	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26
Vienna ...arr	1 52	2 52	3 52	4 52	5 52	6 52	7 52	8 52	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52	7 52

VIENNA, PESTH and MARCHEGG.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vienna dep	6 25	7 30	8 20	8 10	...	...	...	...	...	...	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	...
Floridsdorf ...	6 39	7 45	8 36	8 26	...	...	...	...	...	...	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	...
Deutsch-Wagram	6 51	7 57	8 48	8 38	...	...	...	...	...	...	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57	...
Ganserndorf ...	7 17	8 23	9 14	9 4	...	...	...	...	...	...	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	...
Matzen	7 27	8 33	9 24	9 14	...	...	...	...	...	...	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	...
Obersiebenbrunn	7 37	8 43	9 34	9 24	...	...	...	...	...	...	3 43	4 43	5 43	6 43	7 43	8 43	9 43	10 43	...
Marchegg ar	7 50	8 56	9 47	9 37	...	...	...	...	...	...	3 56	4 56	5 56	6 56	7 56	8 56	9 56	10 56	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Marchegg dep	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0
Obersiebenbrunn	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13
Matzen	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23
Ganserndorf ...	5 33	6 33	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	11 33
Deutsch-Wagram	5 59	6 59	7 59	8 59	9 59	10 59	11 59	12 59	1 59	2 59	3 59	4 59	5 59	6 59	7 59	8 59	9 59	10 59	11 59
Floridsdorf ...	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13
Vienna ...arr	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Marchegg dep	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0
Obersiebenbrunn	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13
Matzen	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23
Ganserndorf ...	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33
Deutsch-Wagram	1 59	2 59	3 59	4 59	5 59	6 59	7 59	8 59	9 59	10 59	11 59	12 59	1 59	2 59	3 59	4 59	5 59	6 59	7 59
Floridsdorf ...	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13
Vienna ...arr	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30

From Kahlenberg at 7.50, 8.50, 9.50, 10.50, 11.50 a.m., 12.50, 1.50, [illegible] p.m., 1, 1.30, 2, 3, 3.30, 4, 4.30, 5, 5.30, 6.30, 7, [illegible] 8 o'clock.

Tickets for tourneys at 25 kr each.

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ST. VALENTIN and BUDWEIS.

Stations.	1,2,3	1,2,3	1,2,3
	p.m.	a.m.	
Vienna .....dep (310)	9 25	7 10	11 10
	a.m.	p.m.	p.m.
St. Valentin ...dep	7 10	2 0	9 57
Mauthausen	7 35	2 30	10 11
Gaisbach	8 7	3 2	10 41
Kafermarkt	8 34	3 24	11 19
Freystadt	8 58	3 53	11 41
Summeran	9 24	4 21	12 5
Bohm Horschlag.....	9 36	4 37	12 17
Zartlesdorf	9 49	4 51	12 30
Umlowitz	10 8	5 22	12 49
Welesch-Krumau ...	10 36	5 54	1 13
Budweis (223) arr	11 22	6 49	1 57
Pilsen ..... ,,	5 37	...	5 57
Prague ..... ,,	6 18	...	7 32

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.
Prague.....dep	8 27	...	9 45
Pilsen ..... ,,	6 6	...	10 21
(312, 223)	a.m.	a.m.	p.m.
Budweis .....dep	2 37	7 2	4 2
Welesch-Krumau ...	3 26	8 13	4 55
Umlowitz	3 56	8 52	5 23
Zartlesdorf	4 17	9 18	5 45
Bohm Horschlag ...	4 30	9 36	5 57
Summeran	4 46	9 53	6 10
Freystadt	5 8	10 22	6 34
Kafermarkt	5 30	10 49	6 56
Gaisbach (216)	6 11	11 38	7 5
Mauthausen	6 40	12 12	7 42
St. Valentin ...arr	6 52	12 30	7 54
Vienna ..... ,,	5 30	7 30	6 10

KRALUP and ZERATOWITZ.

Stations.	1—4	1—4
(208, 238)	a.m.	p.m.
Kralup.....dep	6 20	6 15
Klomin	6 59	6 54
Neratowitz ..... arr	7 7	7 2

Stations.	1—4	1—4
	a.m.	p.m.
Neratowitz (227) ...dep	7 48	8 26
Klomin	7 57	8 35
Kralup ..... arr	8 33	9 12

VOJTEK and DEUTSCH BOGSAN.

Stations.	1—3
	a.m.
Temesvar .....dep	5 15
Bazias ..... ,,	...
Vojtek (215).....dep	6 30
Moritzfeld	8 13
Roman Bogsan	9 22
Deutsch Bogsan ...arr	9 46

Stations.	1—3
	p.m.
Deutsch Bogsan ...dep	4 5
Roman Bogsan.....	4 24
Moritzfeld	5 53
Vojtek ..... arr	7 30
Bazias ..... ,,	5 25
Temesvar ..... ,,	10 57

OSSEGG and DUX-LIPTITZ.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.
Bodenbach...	2 30	...	10 30	3 5
Komotau	4 20	8 40	...	5 40
(215)	a.m.	a.m.	p.m.	p.m.
Ossegg .....d	6 10	10 5	12 45	5 30
Dux-Liptitz	6 23	10 18	12 58	5 44

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	noon	p.m.
Dux-Liptitz	5 25	9 20	12 0	4 45
Ossegg ..... ,,	5 39	9 30	12 14	4 59
Komotau... ,,	7 10	...	1 38	6 45
Bodenbach	7 55	11 56	...	7 26
	a.m.	a.m.	p.m.	p.m.

LEMBERG, STRYJ, and STANISLAU.—Erzherzog Albert Bahn

1 Cl.	2 Cl.	3 Cl.	Stations.	1—4
gl.kr	gl.kr	gl.kr		p.m.
...	...	...	Cracow .....dep	9 13
				a.m.
Fro	m Le	mbe	Lemberg (212) dep	6 37
0 76	0 57	0 32	Glinna-Nawarya	7 19
1 28	0 96	0 64	Szczerzec	7 57
2 14	1 60	1 7	Mikolajow-Drohowy.	8 47
2 80	2 10	1 40	Bilcze-Wolica	9 24
3 23	2 42	1 61	Uhersko-Dobrzany...	9 57
3 56	2 67	1 78	Stryj ..... arr	10 14
...	...	...	Chyrow .....arr	...
...	...	...	Stryj (219).....dep	11 10
4 75	3 56	2 37	Bolechów	12 36
5 32	3 99	2 65	Dolina	1 46
6 70	5 2	3 34	Kaluss.....	3 14
7 36	5 52	3 67	Bednarów	4 2
8 02	6 02	4 34	Stanislau (202)arr	5 31
...	...	...	Czernowitz ...arr	12 38
...	...	...	Suczawa ..... ,,	5 22

Stations.	1—4
	p.m.
Suczawa ..... dep	10 45
Czernowitz ... ,,	3 17
	a.m.
Stanislau.....dep	9 46
Bednarów	12 23
Kaluss	12 15
Dolina.....	1 59
Bolechów	2 45
Stryj ..... arr	3 49
Chyrow .....dep	...
Stryj ..... dep	4 35
Uhersko-Dobrzany...	4 54
Bilcze-Wolica	5 18
Mikolajow-Drohowy.	6 3
Szczerzec	7 11
Glinna-Nawarya.....	7 39
Lemberg (212).....arr	8 24
Cracow ..... ,,	7 13

ESPERIES and ORLO.—Eperies-Tarnower Eisenbahn.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4
Dist	gl.kr	gl.kr	gl.kr	Kaschau ..	12 25
				(228)	p.m.
—	Fro	m Ep	eries	Eperies ...ar	3 0
5½	0 49	0 35	0 25	N. Sáros	3 38
15	1 15	0 81	0 59	K. Szeben	4 18
25½	1 78	1 33	0 96	Hidvárs	5 8
34½	2 27	2 8	1 48	Orlo (237) arr	6 23

Stations.	1—4
	a.m.
Orlo .....dep	4 15
Hidvárs (Siebenlind)	5 39
K. Szeben	6 12
N. Sáros	6 51
Eperies .....arr	7 15
Kaschau ..... ,,	9 55

ZAKANY, DOMBOVAR, and ERTVESZEK. Donau-Drau-Eisenbahn.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Kanizsa .....dep	4 30	12 30	Bárczavölgy.....dep	10 26	...	...	Zákány.....dep	2 45	...	...	Dombovár.....dep	7 45
Barcs ..... ,,	5 30	1 30	Barcs ..... ,,	11 26	...	...	Barcs ..... ,,	3 45	...	...	Barcs ..... ,,	8 45
Agram ..... ,,	10 45	6 45	Bárczavölgy ..... ,,	12 1	...	...	Agram ..... ,,	9 0	6 22	...	Ertveszek ..... ,,	11 11
	M'day	...	Dombovár ..... arr	1 0	...	...	Agram ..... arr	9 10	6 32	...		
Zákány (213, 220)	6 45	...										
Csáród	7 30	...										
Nagy Atad-Szobb ...	8 30	...										
Kapovár	9 45	...										
Dombovár ..... arr	11 0	...										
Mátyvd ..... dep	1 45	...										
Bonyhád ..... ,,	3 40	...										
Bátaszek ..... arr	6 0	...										

† Thursdays only.

KANIZ and BUDWEIS.

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
	p.m.	...	...	...	...	...	...	...	...	...	...	...
Budweis .....dep (223)	3 45	...	...	...	...	...	...	...	...	...	...	...
Welesch-Krum	4 30	...	...	...	...	...	...	...	...	...	...	...
Umlowitz	5 0	...	4 5	...	...	...	...	...	...	...	...	...
Zartlesdorf	5 27	...	4 26	...	...	...	...	...	...	...	...	...
Bohm. Horschlag ...	5 44	...	4 51	...	...	...	...	...	...	...	...	...
Summeran	5 56	...	...	...	5 19	8 42	5 36	...	...	...	...	...
Freystadt	6 13	...	...	...	5 47	9 14	5 54	...	...	...	...	...
Kafermarkt	6 43	...	...	...	6 13	9 43	6 18	...	...	...	...	...
Prägarten	6 48	...	...	...	6 43	10 12	6 33	...	...	...	...	...
Gaisbach Wirks. arr	6 58	...	...	...	6 58	10 27	6 44	...	...	...	...	...
Gaisbach Wirks. dep	...	...	...	...	7 4	10 39	6 49	...	...	...	...	...
Langtis	...	...	...	...	7 32	11 7	7 19	...	...	...	...	...
St. Georgen a d Gus.	...	...	...	...	7 47	11 21	7 34	...	...	...	...	...
Steyereg	...	...	...	...	8 34	11 58	7 46	...	...	...	...	...
Steyr ..... arr	...	...	...	...	...	...	...	...	...	...	...	...

Stations.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
	a.m.	...	...	...	...	...	...	...	...	...	...	...
Linz (240) ..... dep	7 50	...	...	...	...	...	...	...	...	...	...	...
Steyereg	8 6	...	...	...	...	...	...	...	...	...	...	...
St. Georgen a d Gus.	8 29	...	...	...	...	...	...	...	...	...	...	...
Langtis	8 37	...	...	...	...	...	...	...	...	...	...	...
Gaisbach Wirks. dep	8 58	...	...	...	5 13	...	5 36	...	...	...	...	...
Gaisbach Wirks. arr	...	...	...	...	5 26	...	5 49	...	...	...	...	...
St. Valentin dep	...	...	...	...	9 0	...	...	...	...	...	...	...
Prägarten	...	...	...	...	5 36	...	6 19	...	...	...	...	...
Kafermarkt	...	...	...	...	6 11	...	6 43	...	...	...	...	...
Freystadt	...	...	...	...	10 05	...	6 49	...	...	...	...	...
Summeran	...	...	...	...	10 49	5 46	7 37	...	...	...	...	...
Bohm. Horschlag ...	...	...	...	...	11 6	6 3	7 58	...	...	...	...	...
Zartlesdorf	...	...	...	...	11 26	6 23	8 26	1 ...	...	...	...	...
Umlowitz	...	...	...	...	11 55	6 52	8 55	1 ...	...	...	...	...
Welesch-Krum	...	...	...	...	12 28	7 25	9 28	1 ...	...	...	...	...
Budweis .....arr	...	...	...	...	1 13	8 10	10 10	2 ...	...	...	...	...

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VAMOS GYÖRK-GYONGYOS and FÜZES ABONY-ERLAU.—Ung.-Staatseisenbahn

1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4 a.m.	1—4 a.m.	1—4 p.m.
—	gl.kr	gl.kr	gl.kr	gl.kr			
...	—	—	—	Vamos-Gyork 231 d	3 10	11 0	5 30
...	0 71	0 51	0 36	Gyongyos.....arr	3 50	11 40	6 10
					a.m.	p.m.	p.m.
...	—	—	—	Füzes Abony 231 dep	5 0	12 20	4 30
...	0 93	0 66	0 47	Erlau.....arr	5 51	1 11	5 21

Stations.	1—4 night	1—4 a.m.	1—4 p.m.
Gyongyos.....dep	1 31	9 31	4 1
Vamos Gyork.....arr	2 0	10 0	4 30
		a.m.	p.m.
Erlau .....dep	...	10 30	2 45
Füzes Abony .....arr	...	11 15	3 30

BODENBACH and KOMOTAU.—Dux-Bodenbacher Eisenbahn

1 Cl.	2 Cl.	3 Cl.	Stations.	1—4.	1—4.	1—4.
gl.kr	gl.kr	gl.kr				
fr' B	oden	bach	**Bodenbach** (österr. Staats.) ... dep	(190,209		
—	—	—	,, (Dux-Boden. Bahn) ...			
0 56	0 47	0 28	Eulau	a.m.	p.m.	p.m.
0 79	0 66	0 40	Königswald	5 25	12 0	5 10
1 35	1 13	0 68	Kulm	5 30	12 5	5 15
1 48	1 19	0 72	Hohenstein	5 54	12 29	5 37
1 58	1 29	0 80	Rosenthal-Graupen	6 6	12 41	5 51
2 74	1 46	0 88	Teplitz-Waldthor	6 35	1 10	6 20
1 90	1 59	0 96	Kosten	6 41	1 16	6 26
2 18	1 82	1 9	**Ossegg** .....arr	6 51	1 26	6 36
2 26	1 86	1 13	**Dux-Liplitz**.....(316).....dep	7 5	1 40	6 50
2 49	2 8	1 26	Oberleitensdorf	7 14	1 49	6 59
2 73	2 28	1 37	Obergeorgenthal	7 27	2 2	7 12
3 28	2 74	1 65	Jörkau	7 12	1 47	...
3 56	2 97	1 79	**Komotau** .....(206,218).....arr	8 0	2 37	7 45
				8 13	2 50	7 58
				8 44	3 21	8 29
				8 56	3 36	8 44

Stations.	1—4. a.m.	1—4. p.m.	1—4. p.m.
Komotau .....dep	6 30	1 18	6 17
Jörkau	6 48	1 33	6 33
Obergeorgenthal	7 21	2 1	7 6
Oberleitensdorf	7 36	2 14	7 21
Dux-Liplitz .....arr	8 12	2 47	...
Ossegg.....dep	7 59	2 34	7 41
Kosten	8 13	2 48	7 58
Teplitz-Waldthor	8 26	2 58	8 10
Rosenthal-Graupen	8 36	3 8	8 21
Hohenstein	8 46	3 18	8 31
Kulm	8 52	3 24	8 37
Königswald	9 21	3 51	9 6
Eulau	9 33	4 2	9 18
Bodenbach (Dux-Boden B.)	9 58	4 26	9 43
,, (österr. Staats)...arr	10 1	4 29	9 46

CRACOW, LEMBERG, BRODY, and PODWOLOCZYSKA.—Galizische Carl-Ludwigs Bahn.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1 & 2	1,2,3
Dis.	gl.kr	gl kr	gl.kr		p.m.	a.m.	a.m.
...	2 per	cent.	Agio	**Vienna** ...dep	9 00	11 0	8 0
...	—	—	—	**Cracow** ...arr	9 45	8 30	9 40
From		Crac	ow.		a.m.	p.m.	p.m.
5	0 62	0 32	0 17	**Cracow (209)** d.	10 48	9 13	10 50
11	0 90	0 64	0 35	Bierzanow (200)	11 3	...	11 8
15	1 41	1 35	0 70	Podlesz	11 19	...	11 27
47	3 71	2 78	1 44	Rochnia	11 53	10 6	12 8
64	5 22	3 95	2 5	Tarnow	1 10	11 1	1 39
86	6 87	4 77	2 44	Dembica	2 13	11 49	2 54
96	7 81	5 62	2 92	Sedziszow	2 53	...	3 41
104	8 31	6 23	3 24	Rzeszow	3 41	12 57	4 42
125	9 86	7 48	3 89	Lancut	4 7	1 18	5 17
145	11 64	8 73	4 53	Jaroslau	5 6	2 9	6 36
151	11 64	8 73	4 53	Radymno	5 28	...	7 4
...	—	—	—	**Przemysl 232** a	5 58	2 56	7 44
...	—	—	—	Pest .....dep	...	...	7 35
...	—	—	—	Raschau ,,	...	...	2 27
...	13 97	10 49	Exp.	**Przemysl** ...dep	6 13	3 2	7 56
...	13 99	10 38	5 38	Sadowa Wisznia	7 36	...	9 24
213	14 73	11 4	5 74	Grodek	8 11	4 35	10 2
224	16 25	12 18	6 33	**Lemberg 201** a	9 7	5 20	11 0
...	—	—	—	Czernow arr	10 40	1 18	12 25
...	—	—	—	Roman ,, ,,	...	8 9	11 45
...	—	—	—	Stryi .....dep	4 30	...	...
...	19 49	14 61	Exp.	**Lemberg** ...dep	10 11	5 40	12 10
273	18 67	15 99	7 27	**Krasne**.....arr	12 17	6 46	1 49
...	22 45	16 82	Exp.	**Krasne**.....dep	2 21	7 10	1 30
301	20 66	15 49	8 5	**Brody (217)**arr	3 38	8 45	3 17
...	—	—	—	Radziwlw. ar	...	...	4 25
...	24 44	18 35	Exp.	**Brody** .....dep	10 15	10 2	11 39
...	—	—	—	**Krasne** .....dep	12 42	6 34	2 6
299	19 86	14 88	7 73	**Zloczow**	1.50	7 33	3 6
311	22 9	17 18	8 92	Tarnopol	4 42	9 3	5 50
331	25 57	19 1	9 88	**Podwolocz** arr	6 51	10 13	7 43
...	—	—	—	**(291**		a.m.	p.m.
...	30 44	23 86	Exp.	Wołoczyska ar	...	11 35	9 5
...	—	—	—	Odessa .....arr	...	9 44	9 10
...	—	—	—	Kiev .....arr	...	9 18	9 11

1,2,3	1 & 2	1,2,3	Stations.	1,2,3	1 & 2	1,2,3
	p.m.			a.m.	p.m.	
...	9 15	...	Kiev .....dep	9 30	9 15	...
...	9 30	...	Odessa ,, ,,	9 30	9 58	...
	a.m.		Wołoczyska	7 51	5 19	...
	p.m.			a.m.	p.m.	p.m.
...	7 21	...	**Podwolocz** dep	7 16	5 31	7 1
...	6 45	...	Tarnopol	10 10	6 45	7 21
...	8 18	11 52	**Zloczow**	12 37	8 18	11 52
...	8 52	12 41	**Krasne**.....arr	1 26	8 52	12 41
...	3 17	...	**Brody**	4 17	...	3 38
...	6 0	...	Radziwlw. dp	9 58	6 0	...
...	7 20	1 15	**Brody**.....dep	11 39	7 20	1 15
...	8 35	12 0	**Krasne**.....arr	1 0	8 35	12 0
...	9 0	1 6	**Krasne** .....dep	1 50	9 0	1 6
...	10 10	2 53	**Lemberg 210** a	3 36	10 10	2 53
...	...	10 14	Stryi ..... arr	...	...	10 14
...	2 47	5 0	Roman ,, dep	6 54	2 47	5 0
...	3 30	5 47	Czernowitzki	5 30	3 30	5 47
...	4 49	10 50	**Lemberg** ...dep	4 49	10 50	4 33
...	11 20	5 26	Grodek	5 49	11 20	5 26
...	6 23	...	Sadowa Wisznia	5 23	...	5 56
...	12 49.	7 10	**Przemysl** ...arr	7 50	12 49.	7 10
...	12 12	...	Raschau ,, ,,	8 17	...	...
...	8 17	...	Pest .....arr	8 17	...	...
...	8 4	12 54	**Przemysl** ...dep	8 4	12 54	7 19
...	8 43	...	Radymno	8 43	...	7 53
...	9 11	1 46	Jaroslau	9 11	1 46	8 19
...	10 20	2 35	Lancut	10 20	2 35	9 12
...	11 0	3 3	Rzeszow	11 0	3 3	9 44
...	11 52	...	Sedziszow	11 52	...	10 26
...	12 46	4 11	Dembica	12 46	4 11	11 21
...	1 24	5 1	Tarnow	1 24	5 1	12 29
...	3 52	6 58	Rochnia	3 52	6 58	1 36
...	4 33	...	Podlesz	4 33	...	2 7
...	4 53	...	Bierzanow	4 53	...	2 23
...	5 10	6 48	**Cracow** .....arr	5 10	6 48	2 38
...	...	...		...	...	...
...	5 40	6 55	Cracow...dep	5 40	6 55	3 0
...	7 13	4 19	**Vienna** ...arr	7 13	4 19	5 16

BRODY and RADZIWILLOW.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3
Dis.	gl.kr	gl.kr	gl.kr		a.m.
...	—	—	—	**Brody ...(217**...dep	9 6
...	0 34	0 18	0 12	**Radziwillow**...arr	10 10
				(291	p.m.
...	—	—	—	Radziwillow dep	11 20
...	—	—	—	Kiev	9 15
...	—	—	—	Brest Litewski a	3 45

Stations.	1—3
	p.m.
Brest Litewskid	...
Kiev ..... ,,	9 15
Radziwillow arr	...
	p.m.
Radziwillow dep	6 52
Brody (217).....arr	6 37

SAINT VALENTIN and GAISBACH-WARTBERG.

1,2,3	Stations.	1,2,3
p.m.		a.m.
12 3	**Gaisbach-Wartberg** dep	10 43
12 13	Mauthhausen	10 33
12 30	**(316)** Grein	10 16
12 40	Saxen	10 6
12 50	Ardagger	9 56
1 0	St. Valentin	9 46
1 10		9 36
1 20	St. Valentin ...(210)...dep.	9 26
1 30	Mauthhausen	9 16
1 40	Gaisbach-Wartberg arr.	9 6

SALZBURG and WORGL.

Stations.		1—3		1—3 2 & 3	1—3			Stations.				1—3	2 & 3		
		p.m.		p.m.								p.m	a.m.		
VIENNA .....dep		7 50	...	9 15	...	...	...	VERONA.....dep		...	...	6 20	...	...	...
SALZBURG.....arr		3 12	...	9 0	...	...	...	INNSBRUCK ..... ,,		...	...	7 22	12 45	...	...
[200, 201		a.m.		a.m.	noon	p.m.						a.m.	p.m.		
Salzburg .....dep		6 0	...	9 50	12 0	6 0	...	**Worgl**.....dep		...	...	9 24	3 25	...	...
Aigen		6 13	...	10 3	12 23	6 14	...	Hopfgarten		...	...	9 45	3 58	...	...
Puch		6 28	...	10 18	12 50	6 30	...	Brixenthal		...	...	10 16	4 44	...	...
Hallein		6 35	...	10 28	1 26	6 49	...	Kirchberg		...	...	10 32	5 13	...	...
Kuchl		...	...	10 42	1 54	7 0	...	Kitzbühel.....		...	...	10 55	5 55	...	...
Golling		...	...	10 54	2 21	7 17	...	St. Johann in Tirol		...	...	11 16	6 55	...	...
Sulzau		...	...	11 18	3 1	7 42	...	Fieberbrunn		...	...	11 37	7 35	...	...
Werfen.....		...	...	11 31	3 31	7 56	...	Hochfilzen		...	...	11 50	8 23	...	...
Bischofshofen .....arr		...	...	11 45	3 53	8 10	...	Leogang		...	1, 2, 3	12 7	8 23	...	...
SELZTHAL ..... ,,		...	...	7 46	...	...	...	Saalfelden		...	a.m.	12 29	9 3	...	...
SELZTHAL ..... dep		...	...	7 20	...	...	...	Zell am See		...	...	6 40	1 1	9 32	...
Bischofshofen (218)dep		...	...	12 7	4 30	...	...	Bruck-Fusch		...	...	7 29	1 28	...	...
St. Johann in Pongau.....		...	...	12 26	5 6	...	...	Taxenbach		...	...	7 55	1 43	...	...
Lend		...	...	1 3	6 10	...	...	Lend		...	...	8 29	2 0	...	...
Taxenbach		...	...	1 25	6 52	...	...	St. Johann in Pongau.....		...	...	9 14	2 23	...	...
Bruck-Fusch		...	...	1 48	7 33	...	...	**Bischofshofen** .....arr		...	...	10 10	2 51	...	...
Zell-am-See.....		...	a.m.	2 4	8 2	...	...	SELZTHAL..... arr		...	1, 2, 3	10 35	3 6	...	...
Saalfelden		...	5 0	2 38	8 40	...	...	SELZTHAL.....dep		...	a.m.	7 46	...	...	...
Leogang		...	5 44	3 2	...	...	...	**Bischofshofen** .....dep		...	6 0	11 8	3 16	...	...
Hochfilzen		...	6 33	3 30	...	...	...	Werfen		...	6 15	11 35	3 39	...	...
Fieberbrunn		...	7 9	3 53	...	...	...	Sulzau		...	6 31	12 0	3 45	...	...
St. Johann in Tirol		...	8 18	4 17	...	...	...	Golling		...	6 56	12 44	4 8	...	...
Kitzbühel.....		...	9 7	4 45	...	...	...	Kuchl		...	7 5	12 59	4 16	...	...
Kirchberg		...	9 53	5 10	...	...	...	Hallein		...	7 29	1 36	4 30	...	...
Brixenthal		...	10 30	5 28	...	...	...	Puch		...	7 37	1 48	4 37	...	...
Hopfgarten		...	11 15	5 55	...	...	...	Aigen		...	7 52	2 11	4 51	...	...
Worgl (205).....arr		...	11 43	6 14	...	...	...	**Salzburg** .....arr		...	8 4	2 30	5 3	...	...
INNSBRUCK ..... ,,		...	1 22	8 35	...	...	...	SALZBURG.....dep		...	7 15	...	6 50	...	...
VERONA ..... ,,		...	10 45	11 32	...	...	...	VIENNA ..... arr		...	7 15	...	7 0	...	...

BISCHOFSHOFEN and SELZTHAL.

Stations.	2 & 3	1—3		Stations.	1—3	1—	
		a.m.			p.m.	a.m.	
SALZBURG...dep	...	12 0	...	ST. VALENTIN dep	...	7 15	...
INNSBRUCK ,,	...	7 22	...	GRAZ ..... ,,	10 15	6 50	...
WORGL ..... ,,	...	9 24	...	LEOBEN..... ,,	4 13	9 48	...
[218	a.m.	p.m.			a.m.	p.m.	
Bischofshn dep	10 57	4 10	...	**Selzthal**..... dep	7 20	4 8	...
Hüttau	11 41	4 40	...	Lietzen	7 32	2 5	...
Eben	12 14	5 4	...	Wörschach.....	7 44	2 26	...
Radstadt	12 46	5 21	...	Steinach-Ird	8 0	2 56	...
Mandling	1 16	5 37	...	Oeblarn	8 20	3 41	...
Schladming.....	1 58	5 58	...	Gröbming	8 35	4 19	...
Haus	2 31	6 17	...	Haus	8 50	4 56	...
Gröbming.....	3 4	6 32	...	Schladming	9 12	5 56	...
Oeblarn.....	3 30	6 47	...	Mandling	9 33	6 34	...
Steinach-Ird.220	4 10	7 9	...	Radstadt.....	9 49	7 10	...
Wörschach	4 32	7 22	...	Eben	10 5	7 42	...
Lietzen	4 52	7 34	...	Hüttau	10 26	8 16	...
Selzthal (221) a	5 10	7 46	...	**Bischofshon** arr	10 56	8 56	...
LEOBEN..... arr	...	11 40	...	WORGL ..... arr	6 14	...	...
GRAZ ..... ,,	...	5 40	...	INNSBRUCK ,,	8 35	...	...
ST. VALENTIN .	10 54	...	...	SALZBURG .. ,,	2 30	...	...

OEDENBURG and NEUFELD.

Stations.	a.m.	p.m.		Stations.	a.m.	p.m.	
Oedenburg dp	11 20	4 0	...	**Neufeld** .....dep	9 40	5 37	...
Vul. Prodersdorf	12 12	4 50	...	Vul. Prodersdorf	10 35	6 30	...
Neufeld .. arr	12 55	5 35	...	**Oedenburg** arr	11 15	7 12	...

RAAB and OEDENBURG.

E.M. Dist	Stations.	1—3 a.m.	1—3 p.m.	Stations.	1—3 a.m.	1—3 p.m.
...	N. SZÖNY... dep	3 54	2 25	NEUSTADT dep	...	1 23
—	**Raab (228, 236)** d	6 0	5 0	**Oedenburg**...dep	6 10	4 48
10	Enese.....	6 35	5 40	Pinnye	7 2	5 38
184	Csorna	7 15	6 20	Esterháza-Fertö ...	7 27	6 2
384	Kapuvár-Gartha ...	8 4	7 11	Kapuvár-Gartha ...	8 15	6 56
374	Esterháza-Fertö.....	8 48	7 55	Csorna	9 0	7 39
414	Pinnye	9 10	8 17	Enese.....	9 33	8 13
52	**Oedenburg** ...arr	9 54	9 1	**Raab (228)**.....arr	10 6	8 50
...	NEUSTADT arr	12 44	...	N. SZÖNY ...arr	12 54	11 19

KOMOTAU and WEIPERT.—Buschtiehrader-Eisenbahn.

E.M. Dist.	Stations.	1—3 a.m.	1—3 a.m.	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.
...	LEIPSIC .....dep	...	...	**Komotau (205)**arr	12 0	7 57	...
...	PRAGUE ..... ,,	10 30	8 50	CARLSBAD ... ,,	3 42	5 30	...
...	EGER..... ,,	9 10	8 45	EGER ..... ,,	5 40	6 50	...
...	CARLSBAD ... ,,	11 6	10 47	PRAGUE..... ,,	12 0	6 50	...
...	ANNABERG ... ,,	5 35	a.m.	VIENNA ..... ,,	...	6 10	...
...	**Weipert** ..... dep	8 40	p.m.				
7	Schmiedeberg.....	9 17	...				
14	Kupferberg.....	9 50	8 13				
19½	Prossnitz-Reichenhof	10 11	...				
23½	LEIPSIC .....dep	...	12 30				
...	CHEMNITZ.....	5 55	4 30				
...	Reichenhain ...dep	10 4	8 6				
...	Schandau	10 27	8 51				
...	Krima-Neudorf ...	10 46	9 10				
...	Krima-Neudorf ... arr	11 1	10 1				
...	**Komotau (205)**arr	12 0	p.m.				
...	CARLSBAD ..... ,,	3 42	5 37				
...	EGER..... ,,	5 30	6 50				
...	PRAGUE..... ,,	5 50	6 10				
...	VIENNA ..... ,,	...	...				

E.M. Dist.	Stations.	1—3 a.m.	1—3 p.m.	Stations.	1—3 a.m.	1—3 p.m.	1—3 p.m.
...	VIENNA .....dep	...	...	**Komotau (205)**arr	12 35	11 35	...
...	PRAGUE ..... ,,	10 30	8 50	Prossnitz-Reichenhof	5 41	4 8	...
...	EGER..... ,,	9 10	8 45	Kupferberg.....	6 2	4 26	...
...	CARLSBAD ... ,,	11 6	10 47	Schmiedeberg.....	6 42	5 4	...
194	Sebastiansbad ...	5 18	a.m.	**Weipert** ..... arr	7 14	5 36	...
239	Reitzenhain, 188 d	5.36	4 20				
...	CHEMNITZ..... ,,	8.56	8 41				
...	LEIPSIC ..... ,,	12 35	11 35				
141	Prossnitz-Reichenhof	5 41	4 8				
244	Kupferberg.....	6 2	4 26				
291	Schmiedeberg.....	6 42	5 4				
336	**Weipert** ..... arr	7 14	5 36				
...	ANNABERG ... ,,	8 55	8 17				
...	CHEMNITZ..... ,,	11 26	...				
...	LEIPSIC ..... ,,	2 44	...				

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CZEGLÉD, PÜSPÖK-LADANY, DEBRECZIN, MISKÓLCZ, and KASCHAU.—Theiss and Arad-Temesvarer Eisenbahn.

E.M.	1 cl. gl.k	2 cl gl.k	3 cl. gl.k	Stations.	1,2,3	1,2,3	1,2,3
...	...	...	...	TRIEST.......dep	7 5	...	...
...	...	...	...	PRAGERHOF...	7 0	...	...
...	...	...	...	(220) OFEN(Psth)arr	6 16	...	a.m.
...	...	...	...	VIENNA ...dep	8 25	...	8 35
...	...	...	...	PRESSBURG ...	...	...	...
...	...	...	...	PESTH (214)ar	...	...	Fro
					a. m.		p. m.
—	—	—	—	PESTH ....dep	7 30	...	6 25
From C	zeg	léd.		**Czegled**.........arr	9 45	a.m	8 30
...	...	...	...	„ (214) dep	10 10	3 45	9 20
10¼	0 89	0 69	0 44	Abony (214, 222	10 36	4 46	9 53
18	1 52	1 14	0 76	**Szolnok**	11 10	5 54	10 25
29¾	2 51	1 88	1 25	Török-St. Miklós...	11 49	7 25	11 18
...	...	...	...	Kis-Uj-Szállás......	12 35	9 11	12 19
56¼	4 75	3 56	2 37	Karczag...............	1 2	10 14	12 56
66¼	5 59	4 19	2 79	**Püs.-Ladány**arr	1 27	10 57	1 24
...	...	...	...	**P.-Ladany** d	2 22	...	1 44
...	...	...	...	Sááp..................	2 59	...	2 28
...	...	...	...	B. Ujfalu	3 22	...	2 59
...	...	...	...	M. Keresztes...	3 54	...	3 34
...	...	...	...	**G'swardein (233, 237)**	4 32	...	4 21
...	...	...	...	KLAUSENB. dep	4 8	...	4 20
...	...	...	...	**P.-Ladány** ...dep	1 52	11 37	1 54
81¼	5 84	5 13	3 42	Sobolszlo	2 36	1 9	2 52
93¾	7 84	5 87	3 91	**Debreczin 207**	3 33	2 15	4 30
105¼	8 88	6 66	4 43	Hadház	4 13		5 49
114¼	9 61	7 21	4 80	Uj-Fehértó	4 39	...	6 40
123¼	10 40	7 79	5 19	Nyiregyháza(233)	5 10	...	7 50
143¾	12 7	9 5	6 2	Tokaj	6 25	...	10 5
154¾	13 1	9 75	6 49	**Szerencs (225)**	7 50	...	12 5
...	...	...	...	Tisza-Lucz ...	8 33	...	12 55
178¼	15 0	11 24	7 48	**Miskólcz 223** ar	9 20	...	1 45
...	...	...	...	Hatvan... (Pesth) dep	...	...	...
...	...	...	...	Hatvan... (Pesth) arr	6 14	a.m.	8 17
				Miskolcz(231)d	...	7 15	2 15
190¼	16 4	12 2	8 0	Szikszo	...	7 56	2 53
...	...	...	...	Forró-Encs	...	8 41	3 36
216	18 18	13 63	9 7	Hidas-Nemeti	...	9 28	4 20
...	...	...	...	Csány	...	9 50	4 47
222¼	19 54	14 65	9 75	**Kaschau(222)** a	...	10 29	5 15
...	...	...	...	EPERIES ....arr	...	...	7 36

			Stations.	1,2,3	1,2,3	1,2,3
				a.m.	a.m.	p.m.
...	...	...	EPERIES .... dep	...	3 46	...
...	...	...	**Kaschau**......dep	...	10 30	5 16
...	...	...	Csány	...	10 55	5 49
...	...	...	Hidas-Nemeti	...	11 20	6 24
...	...	...	Forró-Encs	...	12 6	7 24
...	...	...	Szikszo	...	12 47	8 13
...	...	...	**Miskólcz** ......arr	...	1 30	9 0
...	...	...	Hatvan... (Pesth) dep	...	...	...
...	...	...	Hatvan... (Pesth) arr	...	...	...
...	...	...	**Miskólcz**......dep	7 5	2 35	..
...	...	...	Tisza-Lucz	7 56	3 30	...
...	...	...	Szerencs...............	8 47	4 55	...
...	...	...	Tokaj	9 36	6 11	...
...	...	...	Nyiregyháza.........	10 48	7 45	...
...	...	...	Uj-Fehérto	11 16	8 25	...
...	...	...	Hadház	11 48	9 10	p.m.
...	...	...	**Debreczin**.........	12 38	10 15	12 10
...	...	...	Szoboszlo	1 10	10 57	1 20
...	...	...	**P.-Ladány** ...arr	1 51	11 50	2 41
...	...	...	KLAUSENBG. arr	11 59	9 28	...
...	...	...	**Gro'swardein**	11 22	9 25	...
...	...	...	M.Keresztes	11 57	10 5	...
...	...	...	B. Ujfalu	12 28	10 45	...
...	...	...	Sááp....................	12 53	11 20	...
...	...	...	**P.-Ladany** ar	1 23	12 0	...
...	...	...	**P.-Ladány**...dep	2 11	12 20	3 16
...	...	...	Karczag.................	2 40	1 9	4 16
...	...	...	Kis-Uj-Szállás......	3 10	1 48	5 20
...	...	...	Török-St.-Miklós	3 54	3 2	7 8
...	...	...	**Szolnok**	4 53	4 7	9 15
...	...	...	Abony...................	5 20	4 41	10 16
...	...	...	**Czegléd**.........arr	5 48	5 20	11 5
...	...	...	„ ....dep	...	...	...
...	...	...	PESTH ....arr	8 26	7 55	5 20
...	...	...	PESTH............	...	...	...
...	...	...	PRESSBURG ...	...	...	...
...	...	...	VIENNA	6 20	6 15	...
...	...	...	OFEN(Pesth)...	a.m.	a.m.	a.m.
...	...	...	PRAGERHOF...	...	...	...
...	...	...	TRIEST..........	...	...	...

DROHOBYCZ and BORYSLAW.

Stations. (219)	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	p.m.	p.m.
Drohobycz...dep	*6 0	*9 45	3 0	†5 30
Boryslaw ......arr	6 36	10 21	3 36	6 6

Stations.	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	p.m.	p.m.
Boryslaw......dep	*8 0	11*4	4 10	†6 27
Drohobycz ...arr	8 36	11 40	4 46	7 13

* Daily except Saturday. † Daily except Friday.

CHYROW TO STRYJ.—Dniester Bahn

E.M. Dis.	1 cl. fl kr	2 cl. fl kr	3 cl. fl kr	Stations.	1,2,3	1,2,3	
					a.m.	a.m.	† Sunday, Tuesday and Thursday.
...	...	...	...	PRZEMYSL .....dep	8 25	...	
...	Frm	Chy	row.	**Chyrow ... (222)** dep	11 0	†5 55	
10	0 62	0 54	0 27	Nadyby..........................	11 47	6 41	
18¼	1 49	0 99	0 50	Sambor..........................	12 40	7 26	
37¼	2 93	1 95	0 98	Dobrowlany....................	2 1	8 42	
45¾	3 55	2 37	1 18	Drohobycz	2 56	9 36	
62	4 85	3 23	1 62	**Stryj (216, 219)**...arr	4 1	10 41	

Stations	1,2,3	1,2,3	
	a.m.	p.m.	† Sunday, Tuesday, and Thursday
Stryj.................... dep	10 46	4 17	
Drohobycz	12 4	5 34	
Dobrowlany..................	12 36	6 7	
Sambor.........................	2 18	7 45	
Nadyby	2 55	8 22	
Chyrow... ....arr	3 43	9 10	
PRZEMYSL ....arr	5 48	...	

STERNBERG and GRULICH.

E.M. Dist.	1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	Stations.	1—3	1—3	
					a.m.	p.m.	
From	m St	ern b	erg	**Sternberg (213)**...dep	4 47	4 43	...
9¼	0 77	0 58	0 38	M.Neustadt............... „	5 32	5 21	...
27¼	2 21	1 66	1 10	**Schonberg**.............arr	5 50	6 30	...
...	...	...	...	„ (237)...dep	7 12	6 44	...
43¼	3 46	2 59	1 73	Hannsdorf .... „	8 52	8 7	...
55¾	4 70	3 52	2 35	**Grulich (220)** ......arr	9 56	9 4	...
...	...	...	...	KONIGGRATZ ... „	...	...	...

Stations.	1—3	1—3	
KONIGGRATZ... dep	...	..	...
	a.m.	p.m.	
Grulich ....dep	6 30	3 47	...
Hannsdorf .... „	7 28	4 37	...
Schonberg...........arr	8 34	6 16	...
„ ....dep	8 44	6 31	...
M. Neustadt .... „	10 0	7 53	...
Sternberg ... ...arr	10 31	8 24	..

LAIBACH and TARVIS.

Stations.	1—3	1—3	1—3	
	a.m.	p.m.	p.m.	
Laibach (S.B.)......................dep	7 5	1 0	6 40	...
Laak	7 47	1 42	7 58	...
Podnart	8 23	2 20	9 12	...
Radmannsdorf-Lees	8 51	2 43	9 45	...
Assling..................................	9 22	3 10	...	...
Tarvis (221) ....arr	10 45	4 20	...	...

Stations.	1—3	1—3	1—3
	a.m.	a.m.	
Tarvis .... dep	5 40	11 38	...
Assling	7 8	12 51	a.m.
Radmannsdorf-Lees	7 42	1 18	6 18
Podnart	8 11	1 43	6 46
Laak	8 48	2 17	7 50
Laibach .... arr	9 30	2 56	8 55

MÜRZZUSCHLAG and NEUBERG.

Stations. (215)	2 & 3	2 & 3
	a.m.	p.m.
Mürzzuschlag dep	11 30	6 45
Kapellen	12 0	7 15
Neuberg ....arr	12 22	7 37

Stations.	2 & 3	2 & 3
	a.m.	p.m.
Neuberg ....dep	9 10	2 50
Kapellen	9 33	3 13
Mürzzuschlag arr	10 2	3 42

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VIENNA and PRAGERHOF to TRIESTE.

Stations.	1—3	1—3	1—3
		a.m.	p.m.
VIENNA .....dep	...	7 30	...
PRAGERHOF ...arr	...	...	...
VIENNA .....dep	9 0	7 0	1 30
MARBURG ... „	9 0	2 25	10 0
	a.m.	p.m.	p.m.
Pragerhof (212) dep	9 50	7 0	10 55
Pettau	10 29	7 46	11 49
Csakatornya.....	12 4	9 37	2 8
Kanizsa (220) arr	1 21	11—0	4 12
BARCS .....arr	6 23	...	7 18
Kanizsa .....dep	2 6	11 30	4 58
Kaszthely	3 17	12 44	6 43
Boglar.....	4 8	1 40	8 0
Szantod.....	4 42	2 17	8 51
Sio-Fok	5 5	2 40	9 22
Lepseny	5 39	3 15	10 22
Stuhlweissenb'g ar	6 26	4 1	11 39
VIENNA .....dep	7 0	5 50	...
NEU-SZONY arr	12 54	11 19	...
Neu-Szony...dep	2 0	11 37	...
Kis-Ber	3 48	12 57	...
Stuhlweissenb'g	5 58	2 59	...
GRAZ (225) ...dep	7 33	...	...
Stuhlweissenb'g dp	6 36	4 15	12 5
Tarnok	7 54	5 32	2 8
Pest.....arr	8 36	6 16	3 13

Stations.	1—3	1—3	1—3
	a.m.	a.m.	p.m.
Pesth.....dep	7 10	11 0	9 35
Tarnok	7 54	12 5	10 25
Stuhlweissenb'g ar	9 9	2 6	11 42
GRAZ ..... „	7 19	...	...
Stuhlweissenb'g	10 10	...	12 23
Kis-Ber	12 38	...	2 30
Neu-Szony.....arr	1 47	...	3 34
NEU-SZÖNY ...dep	2 25	...	3 54
VIENNA .....arr	7 53	...	8 58
Stuhlweissenb'g dp	9 22	2 33	11 56
Lepseny	10 17	3 57	12 47
Sio-Fok	10 55	5 2	1 22
Szantod	11 17	5 31	1 42
Boglar	12 0	6 40	2 22
Keszthely	12 51	7 55	3 10
Kanizsa .....arr	2 5	9 44	4 30
BARCS .....dep	10 5	...	8 31
Kanizsa .....dep	2 47	...	4 50
Csakatornya.....	3 53	...	5 56
Pettau.....	5 12	...	7 17
Pragerhof.....arr	5 41	...	7 47
	a.m.		p.m.
MARBURG	6 51	...	8 29
VIENNA .....arr	6 23	...	6 1
PRAGERHOF ...dep	10 8p	...	9 45
TRIESTE .....arr	7 35	...	8 45
			p.m.

PRAGERHOF and BUDAPEST.

Stations.	1—3	1—3	1—3
			p.m.
Steg.....dep	6 25	Traunsee	arr 4 11
Gmunden	6 34	Ebensee	4 0
Traunsee.....	dep	4 17	Steg .....
Ebensee (220)	dep	9 45	3 45
Steinkogl.....	9 57	4 32	Gmunden .....
Langwies	10 14	4 50	Landen .....
Attersee-Weissenb	10 40	5 15	Fischl .....
Fischl	10 55	5 30	Attersee-Weissenb
Landen	...	5 51	Langwies .....
Attnang	...	6 14	Steinkogl.....
Aunzenau	...	6 31	Ebensee .....
Gmunden	...	6 44	Traunsee .....
Steg	arr	6 55	Traunsee ....

TRAUNSEE and STEG.

Stations.	1—3	1—3	1—3
	a.m.	p.m.	p.m.
Steg.....dep	7 30	...	7 23
Steinach	8 0	...	8 0
Mitterndrf.-Zauch.....	9 10	...	8 40
Aussee	10 30	...	9 22
Ischl	12 59	7 5	10 44
Ebensee	2 7	7 56	...
Ebenzweier	2 41	8 34	...
Gmunden	3 2	8 58	...
Attnang	3 33	8 30	...
SALZBURG .....arr	8 30	4 20	...
VIENNA	...	...	...
SALZBURG .....dep	...	7 15	...
Attnang .....dep	4 23	10 10	...
Holzleithen .....arr	5 21	11 1	...
Thomasroitharr	...	12 35	...
Thomasroith ...dep	3 55	...	...
Holzleithen	4 39	...	...
Holzleithen.....dep	5 41	11 18	...
Ried .....arr	6 31	12 4	...
MUNICH	...	...	...
SIMBACH .....dep	...	10 0	...
Ried .....dep	6 47	12 24	...
St. Martin	7 18	12 57	...
Scheerding	8 10	2 0	...
PASSAU .....arr	9 45	3 35	...

SELZTHAL AND SCHEERDING.

Stations.	1—3	1—3	1—3
	a.m.	a.m.	p.m.
PASSAU.....	...	3 15	1 40
	a.m.	a.m.	p.m.
Scheerding 210 dep	...	5 30	2 50
St. Martin.....	...	6 29	3 31
Ried (210)	...	6 57	3 52
SIMBACH .....arr	...	8 34	...
MUNICH .....dep	...	...	...
Ried.....dep	...	7 15	3 57
Holzleithen .....arr	...	8 4	4 37
Holzleithen ..dep	...	12 0	...
Thomasroitharr	...	12 35	...
Thomasroith ...dep	...	...	3 55
Holzleithen.....dep	...	8 26	4 45
Attnang (201)	...	9 17	5 30
SALZBURG .....arr	...	4 20	8 30
VIENNA .....dep	...	...	8 15
SALZBURG .....dep	...	7 15	...
Attnang	...	10 12	6 0
Gmunden (210).....	...	10 56	6 32
Ebenzweier	...	11 9	6 43
Ebensee (220)	...	12 2	7 17
Ischl	8 31	1 13	7 49
Aussee	9 59	2 57	...
Mitterndrf.-Zauch	10 39	3 45	...
Steinach	11 21	4 35	...
Selzthal (221)	12 1	5 17	...
GRAZ	6 55	...	...

Stations.	1—3	1—3	1—3
			a.m.
GRAZ .....dep	...	...	10 47
	a.m.	a.m.	p.m.
Selzthal 218, 221 dp	7 30	...	7 23
Steinach	8 0	...	8 0
Mitterndrf.-Zauch.....	9 10	...	8 40
Aussee	10 30	...	9 22
Ischl	12 59	7 5	10 44
Ebensee	2 7	7 56	...
Ebenzweier	2 41	8 34	...
Gmunden	3 2	8 58	...
Attnang	3 33	8 30	...
SALZBURG .....arr	8 30	4 20	...
VIENNA	...	...	...
SALZBURG .....dep	...	7 15	...
Attnang .....dep	4 23	10 10	...
Holzleithen .....arr	5 21	11 1	...
Thomasroitharr	...	12 35	...
Thomasroith ...dep	3 55	...	...
Holzleithen	4 39	...	...
Holzleithen.....dep	5 41	11 18	...
Ried .....arr	6 31	12 4	...
MUNICH	...	...	...
SIMBACH .....dep	...	10 0	...
Ried .....dep	6 47	12 24	...
St. Martin	7 18	12 57	...
Scheerding	8 10	2 0	...
PASSAU .....arr	9 45	3 35	...

VIENNA, NEUSTADT, KANIZSA & BARCS.

Stations.	1—3	1—3	1—3
			p.m.
VIENNA .....dep	...	6 0	7 15
	a.m.	p.m.	a.m.
Neustadt (211, 215) d	...	1 23	8 15
Mattersdorf	...	2 12	9 4
Oedenburg .....arr	...	2 58	9 50
„ (218) dep	5 7	3 16	10 6
Steinamanger...arr	7 19	5 47	12 21
STUHLWEISSBRG ..	...	...	...
Steinam'ng'r 225 dp	7 47	6 20	...
St. Iv.-Zala-Egerszeg	9 55	8 29	...
Kanizsa...(220) arr	11 53	10 27	...
AGRAM..... arr	8 10	...	...
PEST ..... arr	8 36	6 16	...
TRIEST..... dep	10.30	...	...
	p.m.		a.m.
Kanizsa .....dep	2 30	...	4 38
Mura-Keresztur	2 58	...	5 0
Zakány (213-6) arr	3 30	...	5 26
BATTASZSK... „	12 30	...	3 34
AGRAM..... „	8 10	...	9 26
„ .....dep	7 50	...	...
Zakány..... dep	4 0	...	5 41
Vizvár.....	5 24	...	6 37
Barcs (235).....arr	6 23	...	7 18
FUNFKIRCHEN arr	10 14	...	9 50
MOHÁCS ..... „	1 33	...	12 44

Stations.	1, 2, 3	1—3
	a.m.	p.m.
MOHACS .....dep	3 23	3 25
FUNFKIRCHEN „	6 45	6 6
	a.m.	p.m.
Barcs .....dep	10 5	8 31
Vizvár	11 6	9 13
Zakány.....arr	12 20	10 8
AGRAM ..... „	8 40	...
„ .....dep	7 50	...
BATTASZEK „	...	...
Zakány.....	12 35	11 23
Mura-Keresztur	1 10	10 50
Kanizsa .....arr	1 41	11 11
TRIEST..... „	...	p.m.
PEST .....dep	7 10	9 35
AGRAM ..... „	7 50	...
	p.m.	a.m.
Kanizsa .....dep	3 38	5 8
St. Iv.-Zala-Egerszeg	5 45	7 12
Steinamanger...arr	7 49	9 15
STUHLWEISSBRGdp	...	p.m.
Steinamanger...dep	7 43	9 7
Oedenburg .....arr	10 12	11 4
„ .....dep	...	11 22
Mattersdorf ..... „	...	12 4
Neustadt.....arr	...	12 44
VIENNA .....arr	...	2 40

Extra.—Oedenburg to Neustadt. 1.7 p.m.

Extra.—Neustadt to Oedenburg at 5.42 a.m.

R.G. REICHLING and AMSTETTEN.

Stations.	1—3	1—3
		p.m.
St. Reichl (221)	a.m.	p.m.
Kestenreit	10 5	8 10
Amstetten d	10 14	8 31
Waidhofen	10 28	8 51
Weyer	10 39	9 2
Kroisenreith	11 26	9 57
Amstett a	12 50	12 0
	...	...
St. Reichl	...	...
	...	...
Amstett d (210)	p.m.	a.m.
Amstett d	4 50	2 30
Waidhofen	5 34	3 21
Weyer	5 44	3 32
Kroisenreith	6 27	4 22
Amstett a	8 57	6 37
	...	...
St. Reichl	...	...

NEUSTADT, KANIZSA & BARCS.

Stations.	1—3	1—3
		p.m.
Neustadt (211, 215) d	...	1 34
Mattersdorf	...	2 23
Oedenburg .....arr	...	3 15
„ .....dep	7 49	3 15
STUHLWEISSBRGdp	...	p.m.
Steinamanger...dep	7 43	9 7
Oedenburg .....arr	10 12	11 4
„ .....dep	...	11 22
Mattersdorf ..... „	...	12 4
Neustadt.....arr	...	12 44
VIENNA .....arr	...	2 40

Stations.	1—3	1—3
		p.m.
Steinamanger...arr	7 49	9 15
STUHLWEISSBRGdp	...	p.m.
Steinamanger...dep	7 43	9 7
Oedenburg .....arr	10 12	11 4
„ .....dep	...	11 22
Mattersdorf ..... „	...	12 4
Neustadt.....arr	...	12 44
VIENNA .....arr	...	2 40

Stations.	1—3	1—3
	a.m.	p.m.
VIENNA .....dep	7 15	3 30
	a.m.	p.m.
Neustadt (211, 215) d	8 15	4 30
Mattersdorf	9 4	5 19
Oedenburg .....arr	9 50	6 5
„ (218) dep	10 6	6 30
Steinamanger...arr	12 21	8 46
STUHLWEISSBRG ..	...	...
Steinam'ng'r 225 dp	12 52	9 16
St. Iv.-Zala-Egerszeg	2 35	10 58
Kanizsa...(220) arr	4 5	12 26
AGRAM..... arr	9 25	5 41
PEST ..... arr	3 13	11 0
TRIEST..... dep	7 5	11 0
	a.m.	p.m.
Kanizsa .....dep	4 38	12 26
Mura-Keresztur	5 0	12 48
Zakány (213-6) arr	5 26	1 14
BATTASZSK... „	3 34	11 22
AGRAM..... „	9 26	5 38
„ .....dep	7 50	...
Zakány..... dep	5 41	5 41
Vizvár.....	6 37	6 37
Barcs (235).....arr	7 18	7 18
FUNFKIRCHEN arr	9 50	9 50
MOHÁCS ..... „	12 44	12 44

Stations.	1, 2, 3	1—3
	a.m.	p.m.
MOHACS .....dep	3 23	3 25
FUNFKIRCHEN „	6 45	6 6
	a.m.	p.m.
Barcs .....dep	10 5	8 31
Vizvár	11 6	9 13
Zakány.....arr	12 20	10 8
AGRAM ..... „	8 40	...
„ .....dep	7 50	...
BATTASZEK „	...	...
Zakány.....	12 35	11 23
Mura-Keresztur	1 10	10 50
Kanizsa .....arr	1 41	11 11
TRIEST..... „	...	p.m.
PEST .....dep	7 10	9 35
AGRAM ..... „	7 50	...
	p.m.	a.m.
Kanizsa .....dep	3 38	5 8
St. Iv.-Zala-Egerszeg	5 45	7 12
Steinamanger...arr	7 49	9 15
STUHLWEISSBRGdp	...	p.m.
Steinamanger...dep	7 43	9 7
Oedenburg .....arr	10 12	11 4
„ .....dep	...	11 22
Mattersdorf ..... „	...	12 4
Neustadt.....arr	...	12 44
VIENNA .....arr	...	2 40

Stations.	1—3	1—3
		p.m.
Steinamanger...arr	7 49	9 15
STUHLWEISSBRGdp	...	p.m.
Steinamanger...dep	7 43	9 7
Oedenburg .....arr	10 12	11 4
„ .....dep	...	11 22
Mattersdorf ..... „	...	12 4
Neustadt.....arr	...	12 44
VIENNA .....arr	...	2 40

Stations.	1—3	1—3
	a.m.	p.m.
VIENNA .....dep	7 15	3 30
	a.m.	p.m.
Neustadt (211, 215) d	8 15	4 30
Mattersdorf	9 4	5 19
Oedenburg .....arr	9 50	6 5
„ (218) dep	10 6	6 30
Steinamanger...arr	12 21	8 46
STUHLWEISSBRG ..	...	...
Steinam'ng'r 225 dp	12 52	9 16
St. Iv.-Zala-Egerszeg	2 35	10 58
Kanizsa...(220) arr	4 5	12 26
AGRAM..... arr	9 25	5 41
PEST ..... arr	3 13	11 0
TRIEST..... dep	7 5	11 0
	a.m.	p.m.
Kanizsa .....dep	4 38	12 26
Mura-Keresztur	5 0	12 48
Zakány (213-6) arr	5 26	1 14
BATTASZSK... „	3 34	11 22
AGRAM..... „	9 26	5 38
„ .....dep	7 50	...
Zakány..... dep	5 41	5 41
Vizvár.....	6 37	6 37
Barcs (235).....arr	7 18	7 18
FUNFKIRCHEN arr	9 50	9 50
MOHÁCS ..... „	12 44	12 44

Stations.	1—3	1—3
		p.m.
St. Reichl (221)	a.m.	p.m.
Kestenreit	10 5	8 10
Amstetten d	10 14	8 31
Waidhofen	10 28	8 51
Weyer	10 39	9 2
Kroisenreith	11 26	9 57
Amstett a	12 50	12 0
	...	...
St. Reichl	...	...
	...	...
Amstett d (210)	p.m.	a.m.
Amstett d	4 50	2 30
Waidhofen	5 34	3 21
Weyer	5 44	3 32
Kroisenreith	6 27	4 22
Amstett a	8 57	6 37
	...	...
St. Reichl	...	...

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PONTAFEL, VILLACH, ST. MICHAEL, KL. REIFLING, & ST. VALENTIN.

E.M.	Stations.	1—	1—	1 & 1	1 Cl	2 Cl.	3 Cl
					gl. kr.	gl. kr.	gl. kr.
Dis	UDINE	...	10 3	p.m.	...	...	...
...		...	7 10	7 3	...	...	...
Fro	**Pontafel** ..... dep	6 11	2 50	10 29	...	...	...
...	Aggowitz ..... ar	6 54	3 30		...	Fro'	...
...	LAIBACH ..... dep	...	1 0		8 38	Vale	ntin
...	**Tarvis (219)** ..... ,,	7 30	4 21		11 8	0 28	0 19
...	Arnoldstein	7 58	4 50		7 5	1 1	0 78
...	Bad Villach	...	...		11 11	2 6	1 55
...	**Villach (230) S.B.** ....ar	8 37	5 25		11 59	3 22	2 41
...	FRANZENSFST ..... ar	8 45	5 4		...	...	...
...	**Villach S.B.** ..... dep	9 22	6 22		12 2	...	...
...	Feldkirchen	9 47	6 47		...	3 94	2 95
...	Glanegg	10 6	7 4		...	4 46	3 35
...	**St. Veit** ..... ,,	10 40	7 40		...	4 94	3 71
...	KLAGENFURT ..... dep	9 40	6 40	12 33	...	...	...
...	**Glandorf (221)**	10 27	7 23	1 20	...	...	...
...	Lannsdorf	10 37	7 33	...	...	5 95	4 46
...	Treibach-Althofen	11 2	7 58	...	...	6 72	5 4
...	Friesach	11 28	8 20	2 2	...	...	...
...	Neumarkt	12 3	8 54	...	...	...	...
...	Scheifling	12 33	9 21	...	...	7 6	5 29
...	Unzmarkt	12 51	9 37	...	3 5	7 54	5 65
...	St. Georgen	1 0	9 46	1—3	...	8 28	6 19
...	Thalheim	1 19	9 57	a.m.	...	9 74	7 81
...	Judenburg	1 33	10 10	2 45	3 30	...	...
...	Zeltweg	1 47	10 23	3 12	...	...	Fro'
...	Knittelfeld	2 3	10 36	3 34	3 52	St.	Mic
...	**St. Lorenzen**	2 14	10 45	3 50	...	0 77	0 78
...	**St. Michael** ..... ar	2 40	11 9	4 25	4 21	1 10	0 83
...	BRUCK ..... dep	1 0	a.m.	3 33	...	1 41	1 8
...	Leoben (235) ..... ,,	1 48	8 50	4 13	...	1 89	1 37
...	**St. Michael** ..... dep	3 14	9 36	5 0	...	2 11	1 58
...	Wald	4 21	...	6 6	...	2 90	1 87
...	Triebin	4 53	...	6 37	...	2 74	2 2
...	Rottenmann	5 10	...	6 54	...	3 7	2 40
...	**Selzthal (218, 220)** ..ar	5 24	...	7 7	...	3 20	2 77
...	BISCHOFSHOFEN dep	10 57	...	...	...	4 46	3 36
...	**Selzthal** ..... ,,	5 34	...	7 19	...	4 99	3 74
...	Admont	5 59	...	7 44	...	5 66	4 25
...	**Hieflau** ..... ar	6 45	...	8 27	...	6 0	4 50
...	ESENERZ ..... dep	8 4	...	11 58	...	...	...
...	**Hieflau (221)** ..... dep	6 52	...	8 34	...	6 5	4 54
...	Gr. Reifling	7 18	...	8 58	...	6 72	5 4
...	Weissenbach	7 41	...	9 19	...	7 20	5 40
...	**Kl. Reifling (220)** ..arr	8 7	...	9 43	2 & 3	8 45	6 31
...	AMSTETTEN ..... ,,	12 0	...	12 50	a.m.	...	...
...	**Kl Reifling** ..... dep	8 17	...	9 65	5 30	Fr'm	Vi
...	Kastenreith	8 32	...	10 4	5 46	6 38	6 2
...	Gr. Ramming	8 46	1, 2, 3	10 25	6 7	0 86	0 65
...	Lonsdstein	9 17	a.m.	10 57	6 47	1 31	1 1
...	Steyer	10 13	5 40	11 54	7 40	...	...
...	Ernsthofen	10 40	6 9	12 21	...	...	...
...	**St. Valentin (218)** ..arr	10 54	6 25	12 35	...	...	...
...	LINZ ..... arr	12 3	7 30	2 50	...	...	...
...	BUDWEIS ..... ,,	...	12 45	10 0	...	...	...
...	PRAGUE ..... ,,	...	6 27	...	...	...	...

Market — St. Michael to Selzthal, 10 miles.

Extra — St. Michael to Leoben, 15 miles.

Stations.	1—3	1—	1, 2,	1 & 3
	a.m.	a.m.	a.m	
PRAGUE ..... dep	...	...	9 7	
BUDWEIS ..... ,,	...	5 54	3 2	
LINZ ..... ,,	5 27	12 11	7 2	
[210, 216	...	...	p.m	
St. Valentin ...dep	7 11	2 22	3 41	
Ernstkofen ..... ,,	7 38	2 36	4 5	p.m.
Steyer ..... ,,	8 39	3 11	9 30	12 47
Losenstein	8 42	3 54	...	1 43
Gr. Ramming	9 8	4 22	...	2 15
Kastenreith	9 27	4 41	...	2 43
Kl. Reifling ..... arr	9 34	4 48	...	2 53
AMSTETTEN ..... dep	5 50	2 36	...	...
Kl. Reifling ..... dep	9 44	4 56	...	...
Weissenbach	10 9	5 21	...	...
Gr. Reifling	10 29	5 41	...	...
Hieflau ..... arr	10 50	6 2	...	...
ESENERZ ..... dep	7 17	4 54	...	...
Hieflau ..... dep	10 57	6 7	...	...
Admont	11 40	6 50	...	...
Selzthal ..... arr	12 2	7 13	...	...
BISCHOFSHOFEN ,,	8 36	...	...	...
Selzthal Rud. B.	12 17	7 56	...	...
Rottenmann	12 43	8 16	...	...
Trieben	1 0	8 36	...	...
Wald	1 36	9 20	a.m.	...
St. Michael ..... arr	2 31	10 30	5 36	...
Leoben S. B. ..... arr	3 55	11 40	6 9	1 & 3
BRUCK ..... dep	4 59	12 20	a.m.	noon
St. Michael ..... dep	2 41	11 10	4 45	12 22
St. Lorenzen	3 8	11 47	5 9	...
Knittelfeld	3 22	12 7	5 20	12 50
Zeltweg	3 41	12 37	5 32	...
Judenburg	4 1	12 55	5 48	1 10
Thalheim	4 13	...	5 59	...
St. George	4 26	...	6 10	...
Unzmarkt	4 40	...	6 22	1 36
Scheifling	4 57	...	6 37	...
Neumarkt	5 31	...	7 3	...
Friesach	6 15	...	7 39	2 34
Treibach	6 39	...	7 59	...
Launsdorf	7 7	...	8 21	...
Glandorf ..... arr	7 22	...	8 34	3 15
KLAGENFURT ..arr	8 15	...	9 13	4 2
St. Veit	7 24	...	8 51	...
Glanegg	7 56	...	9 12	...
Feldkirchen	8 18	...	9 30	...
Villach S. B. ..... arr	8 57	...	10 12	4 23
FRANZENSFESTE ...	...	...	4 59	1 42
Villach S. B. ..... dep	9 12	...	10 29	4 26
Bad Villach	9 31	...	10 41	...
Arnoldstein	10 5	...	11 5	5 51
Tarvis (219) ..... arr	10 38	...	11 39	5 14
LAIBACH ..... dep	...	...	2 56	9 30
Tarvis ..... dep	10 48	...	11 48	5 19
Uggowitz	11 19	...	12 18	...
Pontafel ..... arr	11 55	...	12 39	6 5
Pontebba (230) ..... ,,	...	...	1 5	6 12
UDINE ..... ,,	...	...	4 18	8 20

Market Day at St. Michael, Saturday.

HIEFLAU and ESENERZ.

(221)	1—3	a.m.	p.m.
...	...	11 10	7 10

Stations.	1, 2, 3 Class.	p.m.	a.m.
Esenerz		4 56	7 17

ST. MICHAEL and LEOBEN.

Stations.	a.m	p.m	p.m.
St. Michael ...	5 26	9 53	20 11 17

Stations.	a.m	a.m.	p.m	p.m.
Leoben S. B.	4 12	9 48	1 48	8 50

Hieflau, Selzthal & St. Michael.

Fr'm	1 Cl	2 Cl.	3 Cl.
	gl. kr.	gl. kr.	gl. kr.
Hu	ttenberg		
...	0 38	0 29	0 19
...	1 58	1 19	0 79
...	1 92	1 44	0 96
...	...	...	...
...	2 78	2 9	1 39

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Hüttenberg ..... dep	5 20	...	4 50	...
Mösel	5 38	...	5 12	...
Launsdorf ..... arr	7 33	...	6 28	...
Glandorf (221) ..... arr	9 5	...	7 0	...
VILLACH ..... dep	...	8 42	5 44	p.m.
Glandorf ..... dep	9 40	10 40	7 31	4 25
Klagenfurt (220) ..arr	9 13	11 25	8 15	4 2

Stations.	1—3	1—3	1—3	1—3
	a.m.	a.m.	p.m.	p.m.
Klagenfurt ..... dep	7 45	9 40	12 35	6 40
Glandorf ..... arr	8 25	10 17	1 12	7 18
VILLACH ..... arr	10 12	...	4 23	8 57
Glandorf ..... dep	...	10 32	...	7 50
Launsdorf ..... arr	...	10 52	...	8 11
Mösel	...	12 26	...	10 20
Hüttenberg ..... arr	...	12 56	...	10 46

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PRZEMYSL, LUPKOW, and LEGENYE-MIHALYI.—Ungarisch-Galizische-Eisenbahn.

From Przemysl	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3		
	gl.kr	gl.kr	gl.kr		p.m.	a.m.		
...	...	...	...	KRAKAU ...dep	10 50	10 48	...	...
...	...	...	...	LEMBERG ...dep	4 38	4 49	...	...
					a.m.	p.m.		
				Przemysl (217) ...dep	8 25	8 22	...	...
8¼	0 62	0 42	0 21	Nizankowice	9 0	8 53	...	...
16¾	1 30	0 86	0 43	Dobromil	9 44	9 25	...	...
21	1 63	1 9	0 54	**Chyrów (219)**	10 37	9 56	...	...
...	...	...	...	STRYI ...arr.	4 1	...		...
33¼	2 59	1 73	0 86	Kroscienko	11 45	10 42	† Only Mondays, Tuesdays, Thursdays, Fridays.	...
38¾	2 98	1 98	0 99	Ustrzyki	12 26	11 4		...
48¼	3 74	2 50	1 25	Olszanica	1 10	11 41		...
56	4 32	2 88	1 44	Lukawica-Lisko	1 45	12 8		...
58	4 51	3 1	1 50	Zaluz	1 57	12 19		...
61	4 70	3 14	1 57	Zagórz	2 22	12 45		...
75½	5 86	3 90	1 95	Szczawne	3 28	1 45		...
82	6 34	4 22	2 11	Komancza	—	2 17		...
90½	7 1	4 67	2 34	Lupkow	...	3 7		...
100½	7 89	5 27	2 63	**Mezo-Laborcz** ...arr	a.m.	3 57		...
...	...	...	...	,, ...dep	†9 39	4 17		...
110½	8 68	5 80	2 90	Radvány	10 25	4 49		...
126	10 6	6 71	3 36	**Homonna** ...arr	11 43	5 41		...
...	...	...	...	,, ...dep	12 18	5 56		...
141	11 32	7 56	3 78	Nagy-Mihály	1 57	7 2		...
147	11 80	7 87	3 93	Bánócz	2 32	7 26	...	...
153	12 38	8 26	4 13	T.-Terebes-Gálszécs	3 12	7 56	...	...
166	13 44	8 90	4 48	**Legenye-Mihal (225)** a	4 19	8 40	...	...
...	...	...	...	SZERENCS ...arr	7 30	11 44	...	...
...	...	...	...	MISCOLCZ ... ,,	9 20	1 45	...	...

Stations.	1,2,3	1,2,3		
		p.m.		
MISCOLCZ ...dep	...	2 35	...	...
SZERENCS	...	4 30	...	...
(225, 231)	a.m.	p.m.		
Legenye-Mihályi ...dep	10†42	7 50	...	...
T.-Terebes-Gálszécs	12 7	8 34	...	...
Bánócz	12 53	8 54	...	...
Nagy-Mihály	1 40	9 18	...	...
Homonna ...arr	3 0	10 3	...	...
,, ...dep	3 27	10 13	...	...
Radvány	5 9	11 2	...	...
Mezo-Laborcz ...arr	5 56	11 31	...	...
,, ...dep	—	11 41	...	...
Lupkow	...	12 43	...	...
Komancza	...	1 18	...	...
Szczawne	a.m.	1 46	...	...
Zagórz	11 56	2 49	...	...
Zaluz	12 9	3 1	...	...
Lukawica-Lisko	12 29	3 15	...	...
Olszanica	1 17	3 44	...	...
Ustrzyki	2 16	4 21	...	...
Kroscienko	2 44	4 43	...	...
STRYI ...dep	10 46	...	...	...
Chyrów	3 57	5 34	...	...
Dobromil	4 25	5 53	...	...
Nizankowice	5 1	6 22	...	...
Przemysl ...arr	5 38	6 54	...	...
	p.m.	a.m.		
LEMBERG ...arr	9 7	11 0	...	...
KRAKAU ...arr	5 10	2 38	...	...

GRATZ and KOFLACH.

1 Cl.	2 Cl.	Stations.	1,2,3	2,3,4		
			a.m.	p.m.		
—	—	**Gratz (211)** dep	7 44	5 0	...	...
0 51	0 38	Premstätten-Dobe	8 12	5 38	...	...
0 68	0 51	**Lieboch (222)**	8 22	5 50	...	...
0 93	0 70	Söding	8 37	6 10	...	...
1 35	1 1	Krems	9 0	6 38	...	...
1 73	1 30	**Koflach** ...arr	9 22	7 5	...	...

Stations.	2,3,4	1,2,3	
	a.m.	p.m.	
Koflach ...dep	6 14	4 20	...
Krems	6 41	4 42	...
Söding	7 7	5 5	...
Lieboch (222) a	7 21	5 17	...
Premstetten-Dobe	7 46	5 38	...
Gratz (211, 225)	8 20	6 5	...

LIEBOCH and WIES.

	Stations.	1—3	2—4
	[222	a.m.	p.m.
...	**Lieboch** ...dp	8 30	6 0
...	D. Landsberg...	10 4	7 25
...	Schwanberg...	10 24	7 45
...	**Wies** ...arr	10 56	8 17
...	†1-3 cl. *2-4 cl.	a.m.	p.m.
...	**Wies** ...dep	5* 0	†3 6
...	Schwanberg...	5 34	3 40
...	D. Landsberg...	6 5	4 3
...	**Lieboch** ...arr	7 24	5 20

CZEGLED and ARAD.

Stations.	3 & 4	1—3	1—4	
	a.m.	a.m.	p.m.	
Czegled (214) ...dep	6 10	10 10	9 35	...
Abony	7 3	10 36	10 7	...
Szolnok (219)	8 22	11 0	10 39	...
Mezö Tur	11 31	12 7	12 1[illegible]	...
Csaba (237)	4 1	2 2	2 18	...
Kurtics	6 21	3 9	3 38	...
Arad (212, 222) .. arr	7 10	3 35	4 10	...

Stations.	3 & 4	1—3	1—4
	a.m.	p.m.	p.m.
Arad ...dep	6 25	12 30	9 50
Kurtics	7 22	12 58	10 24
Csaba	9 59	2 8	11 50
Mezö Tur	2 3	3 38	1 59
Szolnok	5 36	4 53	3 52
Abony	6 24	5 20	4 29
Czegled ...arr	7 12	5 48	5 10

ARAD and TEMESVAR.

Stations.	1—4	1—4		
	a.m.	p.m.		
Arad (212, 222) ...dep	6 0	12 50	...	...
Neu-Arad	6 20	1 10	...	...
Sz-András	8 5	2 55	...	...
Temesvár (213, 214)	8 35	3 25	...	...

Stations.	1—4	1—4	
	a.m.	p.m.	
Temesvár ...dep	6 15	12 20	...
Sz-András	6 45	12 50	...
Neu-Arad	8 44	2 51	...
Arad ...arr	9 0	3 7	...

KASCHAU and EPERIES.

All 1—4 Class.	a.m.	p.m.	p.m.		
Kaschau (224)	...	12 25	6 40	...	...
Abos ...arr	...	1 2	7 30	...	...
,, ...dep	9 41	1 30	7 50	...	...
Kende	10 14	2 0	8 20	...	...
Eperies (216) a	10 33	2 16	8 36	...	...

	a.m.	no'n	p.m.	
Eperies ...dep	8 17	12 0	5 52	...
Kende	8 34	12 17	6 11	...
Abos ...arr	9 5	12 48	6 48	...
,, ...dep	9 17	...	...	...
Kaschau ...arr	9 55	...	...	...

FELED and THEISSHOLZ.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	
Dist.	gl.kr	gl.kr	gl.kr		a.m.	
...	...	...	...	FULEK ...dep	9 35	...
From	Feled.			**Feled (223)** ...dep	12 30	...
6¾	0 66	0 46	9 33	Rimaszombat	1 30	...
16¾	1 54	1 8	0 77	Rimabanya	2 38	...
[illegible]	[illegible]	1 39	0 95	Nyustya	3 22	...
30½	2 75	1 98	1 37	**Theissholz** ...arr	4 13	...

Stations.	1—4	
	a.m.	
Theissholz ...dep	7 26	...
Nyustya	8 9	...
Rimabanya	8 50	...
Rimaszombat	9 55	...
Feled ...arr	10 30	...
FULEK ... ,,	1 36	...

OSTRAU and FRIEDLAND.

Stations	1—3	1—3
	a.m.	p.m.
ODERBERG ...dep	12 18	3 41
SCHÖNBRUNN ,,	4 27	4 41
Mähr.-Ostrau 246 ,,	5 0	4 54
Ostrau Witkowitz	5 22	5 4
Kunzendorf	5 43	5 16
Paskau	6 8	5 30
Lipinna-Carlshutt	6 30	5 44
Friedek-Mistek	6 50	5 55
Baschka	7 5	6 3
Friedland ...arr	7 31	6 17

Stations.	1—3	1—3
	a.m.	p.m.
Friedland ...dep	8 0	6 33
Baschka	8 28	6 47
Friedek-Mistek	8 49	6 57
Lipinna Carlshutt	9 [illegible]	7 7
Paskau	9 28	7 18
Kunzendorf	9 53	7 33
Ostrau Witkowitz	10 17	7 44
Mähr. Ostrau	10 27	7 51
SCHÖNBRUNN	10 58	8 13
ODERBERG ...arr	11 10	...

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VIENNA, PILSEN, and EGER.—Kaiser Franz-Josephs-Bahn.

E.M. Dist.	1 Cl. gl.kr	2 Cl. gl.kr	3 Cl. gl.kr	Stations.	2,3,4	1—3	1,2,3
					p.m.	p.m.	a.m.
				PEST ....dep	9 30	9 30	9 20
—	—	—	—		a.m.	a.m.	p.m.
—	From	Vienna		Vienna......................	7 0	8 20	7 20
3	0 39	0 29	0 20	Nussdorf........................	7 18	...	7 35
3½	0 39	0 29	0 20	Kahlenbergerdorf ...	7 23	...	7 37
5½	0 44	0 33	0 22	Klosterneuburg	7 38	...	7 45
13½	1 6	0 80	0 53	St. Andrä-Wörd	8 14	...	8 14
16	1 40	1 5	0 70	Langenlebarn	8 30	...	8 26
21	1 61	1 23	0 82	Tulln	8 46	9 9	8 35
25½	1 97	1 48	0 99	N. Aigen-Stetteld ...	9 3	...	8 48
27½	2 12	1 59	1 6	Absdorf-Hippsd 223	9 34	9 29	9 3
33	2 55	1 91	1 28	Gross-Weikersd.	9 54	...	9 17
43½	3 36	2 52	1 68	Limberg-Maiss.	10 46	...	9 51
49	3 80	2 85	1 90	Eggenburg	11 15	10 21	10 11
—	—	—	—	ZNAIM ....dep	8 26	3 56	...
55½	4 28	3 21	2 14	Sigmundh.-Horn 212	12 3	10 37	10 34
75½	5 86	4 40	2 93	Göpfr.-Gr-Siegh	1 43	11 29	11 46
86½	6 68	5 1	3 34	Schwarz-Zwettl.	2 20	11 53	12 14
96½	7 44	5 58	3 72	Pürbch-Schrems	3 3	12 18	12 44
101½	7 88	5 91	3 94	Gmünd (213)...arr	3 23	12 32	1 0
—	—	—	—	PRAGUE ....arr	5 30	6 27	7 16
—	—	—	—	PRAGUE ....dep	9 0	...	7 50
—	—	—	—	Gmünd ....dep	3 53	12 52	1 52
110½	8 56	6 41	4 28	Gratzen	4 18	1 10	2 22
120½	9 32	6 99	4 66	Forbes	4 48	1 31	3 0
133	10 28	7 71	5 14	Budweis (213) arr	5 35	1 58	3 51
—	—	—	—	ST. VALENTIN dep	...	7 10	...
—	—	—	—	Budweis (216) dep	5 55	2 3	4 6
146½	11 25	8 46	5 64	Nakry-Netolic	6 40	...	4 54
151½	11 72	8 79	5 86	Wodnian	7 7	2 48	5 16
155½	12 0	9 0	6 0	Protiwin ...(290)	7 29	3 3	5 38
161	12 44	9 33	6 22	Racic-Pisek	7 48	...	5 57
169	13 11	9 83	6 56	Strakonic	8 34	3 30	6 35
—	—	—	—	Katowic	8 53	...	6 52
180	13 92	10 44	6 96	Horazdiowic............	9 20	4 3	7 16
195	15 8	11 31	7 54	Nepomuk	10 30	4 42	8 36
202½	15 65	11 74	7 83	Blowic	10 54	4 59	9 1
208½	16 13	12 10	8 7	Stiahlau.....................	11 19	5 15	9 23
217½	16 80	12 60	8 40	Pilsen (234-7)...arr	11 50	5 38	9 51
—	—	—	—	DUX .... „	9 10	10 55	...
—	—	—	—	TEPLITZ .... „	9 47	11 25	...
—	—	—	—	PRAGUE ....dep	8 30	2 10	7 0
—	—	—	—	Pilsen ....dep	12 30	5 48	10 31
224	17 33	13 0	8 67	Tuschkau	1 13	6 5	10 50
237½	18 29	13 79	9 20	Mies-Kladr..................	2 48	6 40	11 33
256½	19 63	14 87	9 91	Plan	5 5	7 30	12 31
264	20 40	15 30	10 20	Marienbad.........a	5 48	7 48	12 57
—	—	...	...	„ ......dep	5 58	7 53	1 5
269	20 79	15 59	10 40	Königswart	6 31	8 5	1 19
272½	21 8	15 81	10 54	Sandau	6 45	8 15	1 31
283	21 89	16 42	10 95	Eger (196,208)arr	7 22	8 37	1 56
—	...	...	...	CARLSBAD ......arr	10 32	10 56	5 34
..	27 20	20 51	Ex.	FRANZENSBAD arr	9 0	9 0	2 40
—	—	—	—	LEIPSIC .... „	4 11	3 35	8 2
—	—	—	—	HOF ....arr	11 0	10 45	5 45
—	—	—	—	BAMBERG ...... „	2 0	1 35	11 5
—	—	—	—	KISSINGEN ...... „	...	7 15	...
—	—	—	—	FRANKFURT-a-M. „	8 23	12 23	...
—	—	—	—	HANOVER ...... „	12 39	11 24	1 58
—	—	—	—	BERLIN .... „	8 50	7 45	12 13

Stations.	1,2,3	1,2,3	2,3,4
	p.m.	p.m.	a.m.
BERLIN...............dep	8 0	11 0	8 45
HANOVER ...... „	3 34		2 40
LEIPSIC .... „	12 10	6 25	12 40
FRANKFURT-a-M. „	2 42	.	6 45
KISSINGEN .... „	5 25	...	...
BAMBERG......... „	1 12	5 10	12 46
HOF .... „	4 40	10 30	3 30
CARLSBAD ...... „	5 12	10 33	3 52
FRANZENSBAD „	6 44	12 35	7 26
	a.m.	p.m.	p.m.
Eger (196)......dep	7 25	2 10	8 50
Sandau	7 50	2 38	9 47
Königswart	8 1	2 50	10 51
Marienbad ......arr	8 12	3 2	10 40
„ ......dep	8 18	3 10	10 50
Plan	8 37	3 33	11 50
Mies-Kladrau	9 28	4 23	1 34
Tuschkau—Kosolup	10 1	5 16	2 55
Pilsen ....arr	10 17	5 34	3 27
PRAGUE .... „	1 50	9 2	...
TEPLITZ ....dep	5 0	...	...
DUX .... „	5 30	...	a.m.
Pilsen (234) ...dep	10 27	5 58	5 30
Stiahlau	10 50	6 31	6 14
Blowic	11 7	6 57	6 42
Nepomuk	11 24	7 27	7 20
Horazdiowic	12 1	8 34	8 37
Katowic	...	8 53	8 59
Strakonic	12 27	9 11	9 21
Racic-Pisek	...	9 41	9 59
Protiwin	1 1	10 2	10 27
Wodnian	1 11	10 18	10 48
Nakry-Netolic	...	10 35	11 8
Budweis ....arr	1 51	11 16	11 55
ST. VALENTIN „	7 48	...	7 48
Budweis ....dep	2 11	11 26	12 25
Forbes	2 40	12 18	1 32
Gratzen	3 2	12 50	2 16
Gmünd (213)...arr	3 19	1 15	2 45
PRAGUE ....arr	5 30	7 16	5 30
PRAGUE ....dep	...	...	p.m.
Gmünd ....dep	3 27	2 0	6 35
Pürbach-Schrems ...	3 42	2 18	7 9
Schwarzenau-Zwettl	4 7	2 48	8 2
Göpfritz-Gr. Sieghar.	4 31	3 23	9 2
Sigmundsherberge-H	5 23	4 22	10 41
ZNAIM ....arr	...	10 38	...
Eggenburg..................	5 39	4 41	11 13
Limberg-Maissau......	5 52	4 57	11 37
Gs.-Weikersdorf	6 18	5 29	12 30
Absdorf-Hippersdorf	6 33	5 49	1 19
N.-Aigen-Stetteldorf	...	5 57	1 30
Tulln	...	6 11	2 8
Langenlebarn	...	6 19	2 22
St. Andrä-Wörden ...	...	6 31	2 48
Klosterneuburg..........	...	7 2	3 38
Kahlenbergerdorf ...	...	7 9	3 49
Nussdorf	...	7 14	4 13
Vienna ....arr	7 40	7 23	4 25
PEST ....arr	5 57	5 38	...

MISKOLCZ, BANRÉVE, DOBSCHAU, and FÜLEK.

Stations.	1—4	1—4	
[219, 231	a.m.	p.m.	
Miskolcz Theissbhf. ...dep	7 20	2 35	...
Miskolcz Ung. Staatsbhf..........	7 45	2 50	...
Sajó-Szt. Péter..........................	8 47	3 34	...
Vadna.....................................	9 26	4 3	...
Putnok	10 5	4 31	...
Bánréve ....arr	10 25	4 46	...
Bánréve ....dep	12 40	...	...
Pelsöcz	2 52	...	...
Dobschau......................arr	6 30	..	...
Rima-Szécs	11 27	5 25	...
Feled...(222)	12 16	6 13	...
Várgede	12 32	6 29	...
Fülek ......(224).............arr	1 26	7 25	...

Stations.	1—4	1—4	
	a.m.	p.m.	
Fülek ....dep	9 35	2 40	...
Várgede	10 32	4 4	...
Feled	10 57	4 49	...
Rima-Szécs	11 27	5 24	...
Dobschau ....dep	5 37	...	...
Pelsöcz..........................	8 27	...	...
Bánréve ....arr	10 0	...	...
Bánréve ....dep	11 59	6 18	...
Putnok	12 14	6 44	...
Vadna	12 38	7 20	...
Sajó-Szt. Péter..........................	1 11	8 19	...
Miskolcz Ung. Staatsbhf	1 55	9 23	...
Miskolcz Theissbhf. ...arr	2 0	9 28	...

VIENNA, ABSDORF & KREMS

Stations.	2,3,4	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Vienna ....dep	7 0	8 20	9 0	11 0	12 35	2 10	3 35	5 15	6 10	7 20
Nussdorf	7 18	...	9 10	11 10	12 45	2 20	3 46	5 26	6 20	7 32
Klosterneuburg	7 38	...	9 23	11 21	12 58	2 31	3 59	5 39	6 34	7 45
St. Andrä-Wördern	8 14	...	9 51	-	1 26	3 0	4 26	...	7 6	8 14
Tulln	8 45	9 9	10 13	...	1 51	...	4 48	...	7 34	8 35
N. Aigen-Stetteldorf..........	9 3	...	...	...	2 5	...	...	...	7 47	8 48
Absdorf ...(223).........arr	9 12	9 25	...	...	2 12	...	...	...	7 54	8 55
„ ....dep	...	9 37	...	...	2 24	...	...	...	7 57	...
Krems ....arr	...	10 49	...	...	3 26	...	...	...	8 57	...

Stations.	2,3,4	1,2,3	1—3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1—4
	a.m.	a.m.	a.m.	a.m.	p.m.	...	p.m.	p.m.	p.m.	p.m.
Krems ....dep	...	4 40	...	...	1 0	...	...	...	...	5 45
Absdorf (223)...........arr	...	5 36	...	...	2 5	...	...	...	...	7 1
„ ....dep	1 13	5 49	...	...	2 15	...	...	6 33	...	7 12
N. Aigen-Stetteldorf	1 30	5 57	...	...	2 23	...	...	...	...	7 20
Tulln	2 8	6 11	...	10 45	2 42	...	5 35	...	...	7 41
St. Andrä-Wördern	2 48	6 31	7 35	11 8	3 4	4 45	5 57	...	...	8 12
Klosterneuburg	3 38	7 2	8 11	11 37	3 34	5 14	6 32	...	7 44	8 42
Nussdorf	4 13	7 14	8 28	11 49	3 47	5 27	6 45		7 55	8 55
Vienna ....arr	4 25	7 23	8 37	11 59	3 57	5 37	6 55	7 40	8 6	9 5

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ODERBERG and KASCHAU.—Kaschau-Oderberger Eisenbahn (Pesth Time.)

Stations.	1—2	1—4	2—4	2—4		1 cl.	2 cl.	3 cl.
	a.m	p.m.	p.m.	a.m		krö.	krö.	krö.
Oderberg (188,206) d	11 38	5 45	7 50	6 15	...	—	—	—
Dombrau	...	6 15	8 47	7 1	...	...	...	...
Teschen	12 27	7 6	10 10	8 30	...	...	...	...
Trzinietz	12 39	7 25	10 41	9 8	...	...	...	...
Jablunkau	1 6	8 4	11 26	9 52	...	84	63	42
Csacza	1 36	8 57				224	168	112
Klein-Neustadt	...	9 41	...	...	...	287	216	143
Silleln	2 21	10 8	...	...	...	324	243	162
Varin	2 37	10 25	...	...	...	444	333	221
Ruttka (224) ..... arr.	2 57	10 54	...	...	...	513	384	255
RUTTKA ..... dep.	...	...	...	...	...	580	43[illegible]	28[illegible]
PESTH ..... arr.	...	...	...	...	...	747	560	373
Ruttka ..... dep.	3 13	11 30	...	...	...	826	618	411
Turan	3 43	11 53	...	...	...	889	665	443
Rosenberg	5 28	1 10	...	...	...	961	720	480
Tepla	5 55	1 29	...	...	...	1003	752	500
Lipto-Szt. Miklos	7	2 20	...	...	...	1149	861	573
Lipto Ujvar	7 38	2 29	...	...	...	...	...	...
Vazsecz		3 31	...	...	...	...	...	...
Poprad-Felka	...	5 5	2—4	...	...	1197	896	597
Kapsdorf	...	5 38	a.m.	...	...	1265	948	631
Iglo Leutschau	...	6 25	1 15	...	...	1307	979	652
Wallendorf.-Kirchdrauf	...	6 44	1 46	...	...	1358	1019	678
Krompach	...	7 33	2 58	...	...	1463	1097	730
Margiczan	...	8 5	3 41	...	...	1562	1171	779
Abos (222)	...	9 10	5 11	...	...	1618	1213	807
EPERIES	...	...	...	...	...	1657	1242	826
Kaschau (219) ..... arr.	...	9 55	6 4	...	...	1743	1305	869
MISKOLCZ ..... ,,	...	...	...	...	...	1804	1352	900

Stations.	1—4	1—4		1—3
		p.m.		
MISKOLCZ ..... dep.	...	...	...	...
Kaschau ..... dep.	...	6 40	...	p.m.
EPERIES ..... ,,	...	...	...	12 25
Abos ..... dep.	...	7 40	...	...
Margiczan	...	9 22	...	1 7
Krompach	...	10 18	...	2 11
Wallendf.-Kirchdf.	...	10 42	...	2 35
Iglo Leutschau	...	12 0	...	3 51
Kapsdorf	...	...	...	4 [illegible]
Poprad-Felka	2—4	...	...	4 48
Vazsecz	a.m.	...	...	5 58
Lipto Ujvar	6 4	...	...	6 56
Lipto-Szt. Miklos	7 0	...	...	7 39
Tepla	7 50	...	...	8 35
Rosenberg	8 34	...	...	8 87
Turan	10 20	...	...	10 47
Ruttka ..... dep.	10 37	...	...	10 15
PESTH ..... dep.	...	...	...	10 20
RUTTKA ..... arr.	a.m.	...	...	...
Ruttka	2 16	...	...	10 59
Varin	2 37	...	...	11 29
Silleln	2 48	...	...	11 53
Klein-Neustadt	...	...	2—4	12 29
Csacza	3 34	a.m.	p.m.	1 12
Jablunkau	4 10	5 56	3 20	2 28
Trzinietz	4 28	6 48	4 13	2 57
Teschen	4 40	8 11	5 11	3 23
Dombrau	...	9 16	6 48	4 17
Oderberg ..... arr	5 28	9 54	7 25	4 46

PESTH, SALGO, TARJAN, ALTSOHL, and RUTTKA.—Ungarische Staatseisenbahn.

Dis	1 Cl.	2 Cl.	3 Cl.		Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1—4	1—4	1—4
E M	gl kr	gl. kr	gl. kr			a.m.	a.m.	a.m.	p.m.	p.m.	a.m.
—	From	Pest.			Pesth ..... dep.	6 0	7 42	10 12	3 10	5 40	...
23	0 43	0 31	0 22		Steinbruch	...	7 53	10 24	3 20	5 49	...
34	0 57	0 54	0 38		Csaba Keresztur	...	8 13	10 58	3 42	6 10	...
31½	1 28	1 35	0 97		Gödöllö	6 44	8 49	12 2	4 22	6 54	...
38	2 38	2 0	1 43		Aszód	7 6	9 16	...	5 5	7 36	...
42½	3 74	2 62	1 87		Hatvan (225, 234) a.	7 25	9 41	...	5 35	8 13	...
...	...	...	...		SZOLNOK ..... dep.	...	5 30	...	...	...	class.
...	...	...	...		Hatvan ..... dep.	7 30	10	10	6 10	...	...
50½	4 51	3 16	2 25		Apcz-Szántó	...	10	42	6 39	...	...
60	5 33	3 74	2 67		Pasztó	8	5	11 19	7 11	...	...
70½	6 21	4 36	3 11		Kis Terenne	...	11	57	7 42	...	...
77	6 82	4 77	3 41		S. Tarján ..... arr.	8 28	12	25	8 6	...	...
...	...	...	...		,, ... dep.	8 45	12	45	8 17	...	...
82	7 26	5 8	3 63		Somos-Ujfal	...	1	22	8 43	...	...
...	...	...	...		MISKOLCZ ..... dep	...	7	45	2 50	...	...
90½	8 3	5 62	4 1		Fülek (223)	9 30	1	49	9 15	...	...
100	8 85	6 20	4 42		Losonez	9 32	2	58	9 41	...	...
108½	9 62	6 74	4 78		Lónyabánya	...	3	30	10 5	...	...
118	10 45	7 31	5 22		Krivány	...	4	44	10 50	...	...
125½	11 11	7 78	5 55		Végh les-Szal	...	4	53	11 13	...	...
132½	11 71	8 21	5 86		Altsohl (235) ..... arr.	11 11	5	15	11 31	...	...
...	...	...	...		NEUSOHL ..... ,,	1 20	7	60	...	...	...
...	...	...	...		Altsohl ..... dep	1 [illegible]	5	45	...	...	...
40.	12 43	8 70	6 21		Gar Berszencze (238) .	11 36	6	18	...	...	...
...	...	...	...		SCHEMNITZ ... arr.	2 5	...	...	...	...	...
56½	13 86	9 70	6 93		Körmöczbánya	12 30	7	53	...	...	...
62½	14 41	10 9	7 20		Berg	...	8	23	...	...	...
75	15 51	10 86	7 75		Steubnya Tpl.	1 23	9	16	...	...	...
83	16 28	11 40	8 14		Rákó-Pribócz	...	9	50	...	...	...
89½	16 77	11 75	8 39		T. Szt. Márton	1 52	10	8	...	...	...
93	17 10	11 98	8 56		Ruttka (224) ..... arr.	2 1	10	21	...	...	...
...	...	...	...		RUTTKA ..... dep.	2 16	10	55	...	...	...
...	...	...	...		ODERBERG ... arr.	5 28	4	49	...	...	...
...	...	...	...		BRESLAU ..... ,,	10 10	10	0	...	...	...
...	...	...	...		BERLIN ..... ,,	6 0	4	50	...	...	...
...	...	...	...		CRACOW ..... ,,	8 30	9	45	...	...	...

Stations.	1—4	1—4	1, 2, 4	1—3	
	a.m.			a.m.	
CRACOW ..... dep	9 30	...	...	6 55	...
BERLIN ..... ,,	...	...	...	11 0	...
BRESLAU ..... ,,	12 15	...	...	6 39	...
ODERBERG ..... ,,	5 45	...	...	11 38	...
RUTTKA ..... arr.	10 51	...	...	2 57	...
	p.m.		a.m.	p.m.	
Ruttka ..... dep.	11 11	...	...	3 8	...
T. Szt. Márton	11 22	...	...	3 12	...
Rákó-Pribócz	11 36	...	...	...	...
Steubnya Tepl.	12 10	...	...	3 51	...
Berg	1 13	...	...	...	...
Körmöczbánya	1 40	...	...	4 30	...
SCHEMNITZ ... dep.	...	...	...	...	...
Gar. Berszencze	2 45	...	10 15	5 24	...
Altsohl ..... arr.	3 7	...	10 39	5 54	...
NEUSOHL ..... dep.	...	...	9 43	4 22	...
Altsohl ..... dep.	3 25	...	11 15	5 51	...
Végh les-Szalatha	3 50	...	11 51	...	...
Krivány	4 19	...	12 31	...	...
Lónyabánya	4 48	...	1 0	...	...
Losonez	5 14	...	1 35	7 18	...
Fülek	5 52	...	2 20	7 39	...
MISKOLCZ ... arr.	12 10	...	9 23	...	...
Somos-Ujfal	6 25	...	3 2	...	...
S. Tarján ..... arr.	6 44	...	3 23	8 16	...
,, ... dep.	7 2	...	3 38	8 21	...
Kis Terenne	7 29	...	4 3	...	...
Pasztó	8 8	...	4 40	8 55	...
Apcz-Szántó	8 43	...	5 11	...	...
Hatvan ..... arr.	9 15	...	5 39	9 29	...
SZOLNOK ..... arr.	...	a.m.	9 30	p.m.	...
Hatvan ..... dep.	9 42	5 30	5 56	9 34	...
Aszód	10 12	5 57	6 23	9 55	...
Gödöllö	10 47	6 45	6 58	10 17	...
Csaba Keresztur	11 30	7 28	7 39	...	...
Steinbruch	11 56	7 52	7 50	...	...
Pesth ..... arr.	12 4	8 0	7 58	11 2	...

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VIENNA, POTTENDORF, to NEUSTADT.—K. K. priv. Südbahn Gesellschaft.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
gl. kr.	gl. kr.	gl. kr.		a.m.		p.m.		a.m.	p.m.	p.m.	p.m.
From Vienna			Vienna ..... dep	7 20	—	2 10	Neustadt ..... dep	5 30	1 30	3 45	5 30
0 30	0 27	0 18	Gelálling	7 29	—	2 19	Ebenfurth	5 48	2 15	4 22	6 1
0 54	0 41	0 27	Inzersdorf	7 44	—	2 29	6 44	Pottendf.-Land a	5 56	2 26	4 43	6 9
1 30	1 21	0 54	Münchendorf	8 12	—	3 20	7 10		a.m.		p.m.	
1 46	1 36	0 73	Ebreichsdorf	8 28	—	3 40	7 26	Pottdf.-Land dp	6 10	—	4 49	—
2 30	1 25	0 90	Pottend.-Land ar	8 44	—	4 13	7 54	Mitterndf.-Moosb „	6 47	—	5 27	—
				a.m.		p.m.		Gramm.-Neus a	7 1	—	5 41	—
—	—	—	VIENNA ..... dep	—	7 0	—	5 50		a.m.		p.m.	
—	—	—	BRUCK	—	7 28	—	6 22	VIENNA ..... arr	8 58	—	7 53	—
			[220	a.m.		p.m.		BRUCK ..... arr	8 22	—	7 16	—
—	—	—	Gramm.-Neu. dp	—	8 30	—	7 15		a.m.	p.m.		p.m.
—	—	—	Mitterndf.-Moosb ...	—	8 45	—	7 30	Pottendf.-Land d	6 0	2 32	—	6 12
—	—	—	Pottdf.-Land ar	—	9 20	—	8 6	Ebreichsdorf	6 16	2 54	—	6 30
				a.m.	a.m.	p.m.	p.m.	Münchendorf	6 33	3 16	—	6 48
—	—	—	Pottend.-Land dp	8 46	9 26	4 19	8 13	Inzersdorf	7 3	4 0	—	7 18
2 16	1 59	1 8	Ebenfurth	9 57	9 44	4 37	8 16	Gelálling	7 19	4 20	—	7 34
2 34	1 79	1 17	Neustadt (220) ar.	9 34	10 26	5 21	8 43	Vienna ..... arr	7 28	4 28	—	7 43

SZERENCS, LEGENYE-MIHÁLYI, & SZIGETFÜ—Ungarische Nord Gaibahn.

1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	Stations.	1—4	1—4
gl. kr.	gl. kr.	gl. kr.		a.m.	p.m.		a.m.	p.m.
—	—	—	MISKOLCZ ..... dep	7 5	2 35	Marmaros-Szigeth dep	7 47	10 8
				a.m.	p.m.	Tecsö	8 51	11 22
From Szerencs			Szerencs ...(210) ..... dep	8 55	4 20	Bustyaháza	9 12	11 50
0 66	0 46	0 33	Bodrogh-Keresztur	9 23	5 2	Husst	9 52	12 50
1 33	0 93	0 66	Liszka-Tolcsva	9 50	5 40	Királyháza	10 51	2 29
1 98	1 39	0 99	Sárospatak	10 20	6 15	Nagy Szöllös	11 13	2 59
2 53	1 77	1 26	Sátoralja-Ujhely ... arr	10 39	6 34	Tisza Ujlak	11 41	3 45
			Sátoralja-Ujhely ... dep	9 31	6 54	Bereghászász	12 26	4 43
—	—	—	Lapunye-M. (224.231) ar.	10 3	7 36	Bátyup	1 37	6 8
—	—	—	Ipoun-Mihályi ... dep	10 18	8 0	Csap	3 0	6 58
			Sátoralja-Ujhely ... dep	11 20	7 30	Sátoralja-Ujhely ... arr	5 8	9 0
4 44	3 38	2 42	Csap ..... (230)	2 16	10 55	LEGYE-MIHÁLYI ... arr	4 35	8 44
5 78	4 6	2 86	Bátyu ..... (225)	3 18	10 55	Legye-Mihályi ..... dep	4 55	9 0
7 15	5 5	3 57	Bereghászász	4 8	12 22	Sátoralja-Ujhely ... arr	5 27	9 30
8 19	5 74	4 10	Tisza Ujlak	4 51	1 21	Sátoralja-Ujhely ... dep	5 47	9 45
9 3	6 31	4 51	Nagy Szöllös	5 18	2 6	Sárospatak	6 8	10 16
9 46	6 62	4 73	Királyháza ..... (207)	5 52	3 8	Liszka-Tolcsva	6 34	10 51
10 39	7 27	5 20	Husst	6 37	4 8	Bodrogh-Keresztur	7 3	11 19
11 44	8 1	5 73	Bustyaháza	7 20	5 10	Szerencs ..... arr	7 30	11 44
11 98	8 32	5 94	Tecsö	7 36	5 38	MISKOLCZ ..... „	10 0	2 25
12 32	9 36	6 69	Marmaros-Szigeth arr	8 40	6 47			

MATRAN and SZOLNOK.

Stations.	1—4	1—4
	a.m.	p.m.
Szolnok ..... dep	6 21	2 30
Ujszasz	6 40	2 49
Jászkarsény	7 12	3 20
Monostor	8 53	7 39
Hatvan ..... arr	10 10	9 30

Stations.	1—4	1—4
	a.m.	p.m.
Hatvan (224.231) dep	7 40	6 52
Jászkarsény	9 12	8 23
Ujszasz	10 1	9 12
Szolnok ..... arr	10 36	9 47

STUHLWEISSENBURG and GRAZ—Ungarische Westbahn.

E. M. Dist.	1 cl. fl. kr.	2 cl. fl. kr.	3 cl. fl. kr.	Stations.	1—3	1—4
				BUDAPEST ..... dep (230)	7 10	11 0
					a.m.	p.m.
From	Stuhlweissenburg			Stuhlweissenburg dep	9 27	3 0
34	0 47	0 35	0 25	Ks-Kesi	9 41	3 19
142	1 30	0 90	0 60	Var-Palota	10 2	3 56
22	1 98	1 45	0 98	Hajmasker	10 28	4 22
23	2 40	1 67	1 20	Veszprem ..... arr	10 47	4 39
				..... dep	10 47	4 50
36	3 13	2 26	1 56	Herend	11 12	5 36
44	3 52	2 86	1 98	Varos-Lod	11 44	6 19
53	4 32	3 17	2 11	Ajka	11 59	6 41
57	4 98	3 64	2 42	Devecser	12 23	7 20
70	5 98	4 46	2 97	Boha-Janoshaza	1—4 12 59	8 10
77	6 48	4 86	3 23	Kis-Czell ..... arr	a.m. 1 15	8 29
				„ „ 228 ..... dep	4 35	1 40
84	7 11	5 33	3 56	Aszonyfa	6 4	2 0
90	7 58	5 68	3 77	Sarvar	6 34	2 16
93	8 41	6 30	4 20	Vep	7 7	2 42
105	8 83	6 68	4 41	Steinamanger ..... arr	7 25	2 58
				„ „ 220 ..... dep	7 59	3 47
121	10 19	7 64	5 6	Kormend	9 13	3 36
126	10 66	7 99	5 26	Csakany	9 33	3 55
144	12 16	9 9	6 6	Jennersdorf	10 50	4 50
158	13 9	9 81	6 50	Feldbach ..... arr	11 37	5 23
				..... dep	11 55	5 27
183	15 47	11 55	7 80	Graz (Westbahn) ..... arr	2 26	7 4
188	15 89	11 94	7 93	„ (Sud) (221.222) ..	2 49	7 19

Stations	1—3	1—4
	a.m.	p.m.
Graz (Sudbahn) 211 dep	7 33	4 35
„ (Westbahn) ..... „	7 47	4 50
Feldbach ..... arr	9 27	7 1
„ ..... dep	9 25	7 23
Jennersdorf	9 59	8 5
Csakany	10 48	
Kormend	11 6	...
Steinamanger ..... arr	11 53	a.m.
„ „ 220 ..... dep	12 18	3 0
Vep	12 33	3 20
Sarvar	12 59	4 5
Aszonyfa	1 15	4 26
Kis-Czell ..... arr	1 35	4 58
„ „ 228 ..... dep	2 5	5 31
Boha-Janoshaza	2 22	5 52
Devecser	3 0	6 43
Ajka	3 26	7 19
Varos-Lod	3 41	7 35
Herend	4 17	8 18
Veszprem ..... arr	4 44	8 53
..... dep	4 50	9 7
Hajmasker	5 5	9 28
Var-Palota	5 32	10 19
Ks-Kesi	5 56	10 45
Stuhlweissenburg arr	6 11	11 6
BUDAPEST 230 ... „	8 36	1 19
	p.m.	p.m.

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VIENNA and STOCKERAU.—(Local Trains.)

Stations.	1—4	1—3	1—4	1, 2, 3	1—3	1—3	1—2	1—3	Stations.	1, 2, 3	1—3	1—3	1 & 3	1, 2, 3	1—3	1—6	1—6	1—6
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Vienna .....dep	7 30	10 20	11 30	12 45	3 30	6 0	8 0	8 15	Stockerau dep	6 17	7 43	8 20	11 21	1 54	3 37	4 51	6 55	7 26
Jedlesee	7 43	10 33	11 45	12 59	3 42	6 12	...	8 28	Korneuburg	6 37	8 1	8 33	11 31	2 14	3 57	5 9	7 18	...
Langenzersdorf ...	7 53	10 42	11 55	1 9	3 52	6 22	...	8 39	Langenzersdorf ...	6 47	8 10	...	11 45	2 23	4 6	5 18	7 28	...
Korneuburg	8 2	10 51	12 20	1 18	4 1	6 30	8 22	8 49	Jedlesee	6 58	8 20	...	12 0	2 41	4 30	5 38	7 37	...
Stockerau arr	8 19	11 7	12 39	1 36	4 18	6 48	8 33	9 6	Vienna .....dep	7 10	8 32	8 54	12 13	2 53	4 46	5 40	7 49	...

VIENNA, NIEMSDORF-JUNGBUNZLAU, Aussig, and TETSCHEN—Oesterr. Nordwestbahn and Sud Nordd. Verbindungsbahn.

E.M.	1 Cl.	1 Cl.	4 Cl.		1 & 2		1—3	1—4	Stations.	1—4	1—3	1—3	1 & 2	
Dist.	gl. k.	gl. k.	gl. k.		a.m.		p.m.	p.m.		p.m.	p.m.	p.m.	a.m.	
—	Vi.	ena.	—	Vienna (Nordw.) ...dep	7 30	...	6 15	11 30	HAMBURG ..... dep	1 45	...	...	10 5	...
3	0 20	0 20	0 13	Jedlesee Aufn.-St.	7 43	...	8 28	11 49	BERLIN	8 30	...	...	5 0	...
6½	0 44	0 29	0 18	Langenzersdorf	7 53	...	8 37	12 6	DRESDEN (Alt) ... n	1 0	6 0	12 45	8 35	...
9	0 57	0 36	0 24	Korneuburg	8 2	8 22	8 49	12 16	Tetschen...(190) dep	4 2	8 30	2 58	10 14	...
15	1 20	0 54	0 37	Stockerau	8 24	8 34	9 3	12 48	Tetschen	4 15	8 44	3 11	...	...
21	1 40	1 10	0 46	Oberhollabrunn	8 37	8 47	9 54	1 44	Neuschwitz	4 35	8 53	3 20	...	...
28½	2 3	1 27	1 5	Gaunersdorf	8 54	9 14	10 11	2 13	Tschlowitz	4 54	9 13	3 40	...	...
33	2 20	1 37	1 11	Zellerndorf (Nordw.) ar	9 4	9 43	10 30	2 30	Gr. Priesen	5 4	9 23	3 50	...	...
...	...	...	...	Zellerndorf ..... dep	9 24	...	...	...	Schwaden	4 43	9 12	3 39	...	...
39½	2 57	1 57	1 28	Zellerndorf (SUD) dep	9 34	...	10 35	2 53	Aussig (right bnk) arr	4 51	9 47	3 47	10 45	...
50½	3 24	2 16	1 43	Sebastiansberg	10 14	...	11 51	3 19	Aussig (left bnk) dep	5 7	9 30	4 3	...	...
55½	3 34	2 16	1 48	Schallaburg	10 24	...	12 1	3 29	Aussig (left bnk) dep	...	...	...	11 5	...
63	4 55	3 51	2 43	Znaim (SUD) ..... arr	10 38	...	11 24	4 0	BODENBACH ..... dep	...	...	5 0	12 45	...
...	...	...	...	Znaim (Nordw.) ..... dep	10 53	...	5 5	...	Teplitz	...	...	5 34	1 20	...
86½	5 58	4 37	Exp. rest.	BRUNN	11 11	...	11 40	4 55	Aussig (left bnk) dep	4 48	9 0	3 34	10 43	...
90½	6 6	4 51	2 0	M. Budwitz	12 11	...	11 7	5 57						
100	7 16	5 34	2 21	Jarmeritz	12 35	...	...	6 16	Aussig (Nordw.) arr	5 0	9 44	3 39	...	...
107	7 26	5 44	2 43	Trebitsch (Nordw.)	12 58	...	1 46	6 36	Leitmeritz	5 49	10 32	4 42	11 26	...
123	9 56	7 17	4 7	Iglau ..... arr	1 44	...	11 39	2 & 3	2 32	9 6	Melnik	6 50	12 2	5 50	12 14	...
...	...	...	...	Iglau ..... dep	2 44	3 13	12 26	3 13	2 51	9 34	Melnik	...	...	...	...	...
129½	10 8	7 47	Exp. rest.	Deutschbrod (SUD) dep	2 54	3 23	12 33	3 23	3 1	9 44	VSETAT-PRIVOR dep	7 15	12 53	6 17	12 56	...
139	10 60	8 10	5 40	Deutschbrod (Nordw.) ar	3 28	4 26	1 7	3 57	3 35	10 18	Vsetat-Privor ... dep	7 14	1 1	6 18	...	...
...	...	...	...	Pardubitz ..... n	7 26	...	...	7 22	...	...	Ata-Hunalau	7 38	1 20	6 40	p.m.	12 56
...	...	...	...	Josefstadt ..... n	7 46	...	2 & 3	7 42	...	...	Lysa (Nordw.) ..... arr	7 59	1 51	6 56	1 36	...
178	12 90	9 78	Exp. rest.	Bodenbach ..... dep	3 18	4 56	1 11	8 55	...	...	PRAGUE (Nordw.) ..... dep	8 25	2 57	7 40	11 28	...
183	11 59	8 64	5 76	3 60 Swetlik	3 46	5 24	1 31	9 32	...	...	LYSA ..... arr	8 23	4 32	7 51	12 33	12 56
185	12 87	9 65	6 44	4 2 G. Jenkau (Nordw.)	4 31	6 40	2 11	5 12	...	...	Lysa ..... dep	8 53	5 11	8 10	12 57	1 11
173	13 40	10 5	6 70	4 19 Caslau	4 53	7 31	2 29	5 32	...	...	Nimburg (Nordw.) ... arr	8 53	...	8 10	12 57	1 11
173	13 83	10 37	6 92	4 32 Kuttenberg	5 11	8 35	2 43	5 49	...	...	BERLIN ..... dep	...	...	...	1 50	2 20
183	14 36	10 77	7 18	4 49 Kolin ...(SUD) ..... arr	5 28	8 51	2 57	6 6	...	...	GORLITZ	...	...	...	11 50	7 20
...	...	...	...	PRAGUE ..... n	7 47	1 43	5 10	...	...	...	REICHENBERG ...dep	2 50	...	2 43	9 31	...
...	...	...	...	PRAGUE ..... n	1 30	6 50	...	6 12	...	...	TURNAU ..... dep	5 0	...	4 6	10 50	...
173	13 23	13 59	Exp. rest.	Kolin (Nordw.) ..... n	5 24	9 11	2 59	...	...	...	Jungbunzlau ..... n	6 45	...	5 34	12 21	...
190½	14 79	11 9	7 40	4 62 Gr. Wosek (SUD) arr	5 50	9 32	3 10	...	...	...	Dobrawitz	7 21	...	6 53	1 7	...
...	...	...	...	A. PAKA ..... n	8 37	12 40	5 33	...	...	...	Nimburg ..... arr	7 31	...	7 43	12 58	...
183	13 82	13 74	Exp. rest.	Gr. Wosek (Nordw.) dep	5 58	9 52	3 15	3 35	6 32	...	Nimburg ..... dep	6 59	5 21	8 44	1 3	1 18
185	13 12	12 34	7 64	4 73 Podebrad	6 13	10 10	3 25	3 38	6 47	...	Podebrad	6 13	5 37	8 58	1 17	1 32
200½	15 51	14 83	7 76	4 85 Nimburg (SUD) ... arr	6 24	10 26	3 35	3 50	6 59	...	Gr. Wosek ..... arr	6 25	5 52	9 13	1 32	1 47
...	...	...	...	Nimburg (SUD) ..... dep	6 45	...	...	4 10	8 53	...	Gr. Wosek ..... n	9 24	6 20	9 41	2 10	2 25
213½	16 61	13 96	Exp. rest.	Nimburg (SUD) Exp. rest.	8 10	...	...	4 11	8 53	...	Kolin ..... n	9 33	6 29	9 50	...	1 57
219½	16 82	14 20	8 26	5 16 Dobrawitz	8 44	...	...	4 36	9 15	...	PRAGUE	1 45	10 10	7 39	5 24	...
...	16 90	14 71	8 48	5 30 Jungbunzlau ..... arr	9 10	10 26	...	4 58	9 41	...	PRAGUE ..... dep	7 30	4 30	7 27	...	...
...	...	...	...	TURNAU ..... dep	1 12	...	...	6 42	11 12	...	Kolin ..... dep	9 51	7 2	9 19	...	2 0
...	...	...	...	REICHENBERG ... n	...	...	...	10 60	4 19	...	Kuttenberg	10 10	7 39	9 38	...	2 15
...	...	...	...	GORLITZ ..... n	...	...	...	5 22	10 4	...	Caslau	10 40	9 10	10 9	...	2 34
...	...	...	...	BERLIN	...	...	...	...	...	...	Caslau	10 47	9 17	10 16	...	2 41
200	16 23	12 17	6 12	5 7 Nimburg ..... (SUD) dep	6 53	11 7	3 50	4 20	7 26	...	Sweda	11 42	10 48	11 9	...	3 36
	1	2	3	4 5	6	7	8	9	10	11		12	13	14	15	16

TURNAU and PRAGUE.—Turnau-Kralupper-Prager Eisenbahn.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–3	1–4	1–4	1–4
Dist.	gl. kr.	gl. kr.	gl. kr.			a.m.	a.m.	p.m.
—	Fro m	Fro m	Pra gue	**Prague (213)**...dep.	...	7 34	11 10	6 35
3½	0 36	0 27	0 18	Vysotschan ..... arr.	...	7 47	11 31	6 49
				KRALUP ..... dep		6 20	...	6 15
21	...	...	...	**Neratowitz (216)**	...	8 40	12 43	7 46
24½	1 20	1 01	0 81	Vestat-Privor (227)	...	8 52	1 3	8 1
				AUSSIG ..... arr.		10 55	...	10 24
...	...	...	...	...	...	...	...	...
28	2 4	1 58	1 31	Libitz-Bischitz	...	9 0	1 12	8 9
37½	2 90	2 17	1 45	Kuttenthal	...	9 35	1 53	8 44
				VIENNA ..... dep	a.m.	8 15	...	7 30
44½	3 47	2 60	1 73	Jungbunzlau (236)...	5 16	10 7	2 31	9 16
50½	3 90	2 92	1 94	Bakov (209)	5 53	10 33	3 5	9 44
				B. LEIPA ..... arr	7 14	12 10	4 33	...
54½	4 23	3 17	2 11	Münchengrätz	6 11	10 46	3 13	9 59
64	4 94	3 70	2 46	**Turnau (229)** ..... arr.	6 42	11 12	3 55	10 26

Stations.	1–4	1–4	1–4	1–3
	a.m.	a.m.	p.m.	p.m.
Turnau ..... dep	5 0	9 44	4 6	10 50
Münchengrätz	5 27	10 18	4 33	11 20
B. LEIPA ..... dep	...	9 2	3 10	8 16
Bakov (209)	5 43	10 46	4 49	11 36
Jungbunzlau	6 7	11 24	5 12	12 0
VIENNA ..... arr	7 49	...	7 10	...
Kuttenthal	6 31	11 56	5 36	...
Libitz-Bischitz	7	12 32	6 6	...
AUSSIG ..... dep	5 0	9 44	3 59	...
Vestat-Privor	7 15	12 55	6 17	...
Neratowitz	7 25	1 15	6 27	...
KRALUP ..... arr	8 33	...	9 12	...
Vysotschan	8 18	2 26	7 19	...
Prague (209)...arr	8	2 45	7 32	...

CHOTZEN and BRANDYS.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	gl. kr.	gl. kr.	gl. kr.		Dis.	gl. kr.	gl. kr.	
—	Fro m	...	...	**VIENNA** ..... dep.	...	6 50	...	...
...	...	...	...	**PRAGUE** ..... (213)	...	9 40	...	3 17
					...	9 56	3 33	3 33
from	Chot sen			Chotzen (Rest.) ..dep.	...	9 40	3 17	3 17
0	0 57	0 43	0 28	Kornitz—Jelenl	...	9 56	3 33	3 33
6½	0 81	0 61	0 40	Bernbrudek	...	10 12	3 50	3 50
13	1 14	0 85	0 57	Tynist (Rest. 220) arr.	...	10 29	4 7	4 7
				KONIGGRATZ ...arr.	...	1 56	...	...
				KONIGGRATZ ...dep.	...	2 16	3 53	3 53
19½	1 35	1 14	0 76	Bolehost	...	2 34	4 4	4 4
24½	1 90	1 42	0 95	Opocno ..... (Rest.)	...	2 54	4 23	4 23
31	2 61	1 96	1 30	Wenzelsberg (227)	...	3 20	4 47	4 47
36½	2 77	2 07	1 43	Nenstadt a. d. Mettau.	...	3 37	5 4	5 4
42½	3 23	2 42	1 61	Hronov	...	3 57	5 23	5 23
48½	3 67	2 80	1 87	Nachod	...	4 11	5 37	5 37
54	4 33	3 24	2 16	Wenzelsberg (Rest.)	...	4 31	5 54	5 54
58	4 58	3 44	2 30	Hermanitz-Oschberg	...	4 46	6 9	6 9
100	7 73	5 66	3 77	Brannau ..... arr.	...	7 32	9 13	9 13

K.M.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	gl. kr.	gl. kr.		
—	Fro m	Pro	...	...
...	...	...	...	...
from	Chot sen			
0	0 36	0 27	0 18	
...	0 90	0 66	0 45	
...	1 26	0 93	0 63	
...	1 62	1 22	0 81	
...	1 89	1 40	0 93	
...	2 16	1 62	1 08	
...	2 34	1 76	1 17	
...	2 52	2 16	1 41	
...	2 70	2 43	1 62	
...	3 60	2 70	1 80	
...	...	...	...	
...	...	...	...	
...	3 96	2 97	1 98	
...	4 41	3 31	2 21	
...	4 66	3 51	2 34	

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Brannau ..... dep.	8 36	3 45	7 16
Hermanitz-Oschberg	8 56	4 5	7 36
Wenzelsberg (Rest.)	9 45	4 50	...
Hermanitz-Oschberg (Rest.)	9 45	4 50	...
Halbestadt	10 0	5 5	8 14
Weckelsdorf (Rest.)	10 8	5 14	8 22
Polita	10 18	5 25	8 32
Hronov	10 30	5 37	8 44
Nachod	10 41	5 49	8 55
Wenzelsberg (Rest.)	10 59	6 5	9 13
Opocno	10 59	6 5	9 13
Bolehost	11 20	6 26	9 34
Tynist (Rest.) ..... arr.	11 36	6 42	9 50
KONIGGRATZ ...dep.	11 39	6 45	...
Tynist	11 51	6 58	10 0
Bernbrudek	11 51	6 58	10 0
Kornitz—Jelenl	11 14	6 44	9 23
Chotzen (Rest.) 204 a.	11 30	7 0	9 39
PRAGUE	...	1 30	8 19
VIENNA	...	4 20	...

Stations.	1,2,3
	p.m.
Starkoc ..... dep	1 36
...	...

WENZELSBERG and STARKOTSCH.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3
gl. kr.	gl. kr.	gl. kr.		p.m.
...	...	...	**Wenzelsberg (227)** dep.	1 30
...	...	...	...	...
7 0	5 26	3 52	**Trautenau** ..... dep.	11 50
7 20	5 40	3 66	Parschnitz	12 0
7 53	5 66	3 77	**Starkotsch** ..... arr.	12 30

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DEUTSCHBROD, PARDUBITZ, and LIEBAU.

E. M	1 Cl.	2 Cl.	3 Cl.	4 Cl	Stations.	1—3	1—4	1—4	Stations.	1—3	1—4	1—4		
Dis.	gl. kr	gl. kr	gl. kr	gl. kr		p.m.		a.m.			p.m.	a.m.		
...	...	...	...	...	VIENNA .....dep.	8 15	...	7 36	... ...	BERLIN .....dep.	...	11 0	9 0	... ...
					[226]	a.m.		p.m.	... ...	BRESLAU ... ,,	...	5 45	12 50	... ...
F	rom	Deut	schb	rod	**Deutschbrod**dp.	4 5	...	3 23	... ...	RUHBANK ... ,,	...	9 6	4 59	... ...
10½	0 32	0 62	0 41	0 26	Choteborsch	4 37	...	3 56	... ...		a.m.	a.m.	p.m.	
24½	1 92	1 44	0 96	0 60	Hlinsko	5 13	...	4 47	... ...	**Liebau** (*Rest.*)dep	...	9 56	5 29	... ...
34	2 64	1 98	1 32	0 83	Skutsch	5 45	...	5 21	... ...	Königshah.....	...	10 10	5 37	... ...
42½	3 32	2 49	1 66	1 4	Chrast	6 15	...	5 51	... ...	**Parschnitz**...arr	...	10 42	6 0	... ...
50½	3 89	2 92	1 95	1 22	Chrudim	6 38	...	6 22	... ...	REICHENBERG ,,	...	6 7	...	... ...
59	4 56	3 42	2 28	1 43	**Pardubitz** arr.	7 22	a.m.	7 13	... ...	**Parschnitz** dep.	4 45	12 23	6 3	... ...
...	...	...	...	...	,, **(232)**dep.	6 53	10 43	6 44	... ...	Schwadowitz(*Rest.*)	5 19	12 49	6 29	... ...
73½	5 67	4 25	2 84	1 77	**Koniggratz** arr.	7 37	11 33	7 32	... ...	Starkotsch	6 5	1 31	6 50	... ...
...	...	...	...	...	PRAGUE(**229**) d.	...	7 15	2 57	... ...	Skalitz	6 22	1 48	7 1	... ...
...	...	...	...	...	**Koniggratz** dep.	7 46	11 50	7 57	... ...	**Josefstadt** ...arr	6 50	2 15	7 20	... ...
80	6 48	4 86	3 24	2 3	**Josefstadt 229** a	8 15	12 28	8 26	... ...	REICHENBERG d.	2 50	8 27	2 43	... ...
...	...	...	...	...	REICHENBERG ,,	12 48	6 7	1 12	... ...	**Josefstadt** ...dep	7 8	2 47	7 28	... ...
...	...	...	...	...	**Josefstadt** ...dep	8 38	12 50	8 39	... ...	**Koniggratz** arr.	7 36	3 27	7 56	... ...
87½	7 11	5 33	3 56	2 22	Skalitz	9 4	1 16	9 8	... ...	PRAGUE..... arr.	12 47	8 10	...	... ...
91½	7 40	5 55	3 70	2 31	Starkotsch (**227**) ...	9 19	1 32	9 24	... ...	**Koniggratz**...dep	7 50	3 41	8 6	... ...
101½	8 21	6 16	4 11	2 57	Schwadowitz(*Rest.*)	10 10	2 23	10 22	... ...	**Pardubitz**...arr.	8 36	4 30	8 47	... ...
169½	8 79	6 59	4 40	2 75	**Parschnitz(230)**	10 30	2 43	10 44	... ...	,, ...dep.	8 55	...	8 24	... ...
...	...	...	...	...	REICHENBERG d.	2 50	8 27	...	... ...	Chrudim	9 30	...	9 6	... ...
...	...	...	...	...	**Parschnitz**...dep.	10 44	2 55	...	... ...	Chrast	9 53	...	9 27	... ...
117½	9 41	7 6	4 71	2 93	Königshain	11 20	3 31	...	... ...	Skutsch	10 25	...	9 56	... ...
120½	9 60	7 20	4 80	3 0	**Liebau (114)** arr.	11 32	3 43	...	... ...	Hlinsko	10 59	...	10 26	... ...
...	...	...	...	...	RUHBANK. arr.	12 28	4 2	...	... ...	Choteborsch	11 38	...	11 1	... ...
...	...	...	...	...	BRESLAU ... ,,	4 0	9 10	...	... ...	**Deutschbrod**arr	12 9	...	11 31	... ...
...	...	...	...	...	BERLIN ... ,,	9 19	...	...	... ...	VIENNA .....arr.	7 49	...	7 10	... ...

GEIERSBERG and WILDENSCHWERT.

E. M.	1 cl.	2 cl.	3 cl.	Stations.	1—4	1—4	Stations.	1—3	1—4		
Dis.	gl kr	gl kr	gl kr		a.m.	p.m.		p.m.	a.m.		
...	...	...	...	KONIGGRATZ .....dep	...	8 14	...	BRUNN .....dep	11 40	10 40	
...	...	...	...	GRULICH ..... ,,	10 19	9 29	**Wildenschwert** ...dep	3 20	2 51	...	...
Fro	m G	eiers	berg	**Geiersberg (229)** ...dep	12	11 35	Liebenthal	3 43	3 21	...	...
2	0 39	0 29	0 20	Liebenthal	12 15	11 48	**Geiersberg** .....arr	3 51	3 30	...	...
6½	0 68	0 51	0 34	**Wildenschwert(232)**a	12 37	12 13	GRULICH ..... arr	...	6 20	...	...
...	...	...	...	BRUNN.....arr.	3 46	3 36	KONIGGRATZ ..... d	...	7 20	...	...

RAAB and KIS-CZELL.

E.M.	1 cl.	2 cl.	3 cl.	Stations.	1—4	1—4	Stations.	1—4	1—4
Dis.	fl. kr.	fl. kr.	fl. kr.	* a m.	p.m.	p.m.	† p.m.	a.m.	a.m.
...	...	...	...	NEUZONY ..... dep	3 54	2 25	STUHLWEISSENBURG dp	...	9 27
—	Fro m	R aab		**Raab (236)** .....dep	*1 10	5 44	**Kis-Czell** .....dep	5 15	*2 0
10½	0 89	0 67	0 44	Szemere	11 30	6 23	Mezolak	5 57	2 32
16½	1 41	1 6	0 70	Gyomore	11 46	6 40	Papa	6 42	2 49
24½	2 4	1 53	1 2	Vaszar	12 7	7 13	Vaszar	7 2	3 3
28½	2 46	1 84	1 23	Papa	12 24	7 54	Gyomore	7 32	3 24
33½	2 82	2 11	1 41	Mezolak	12 37	8 12	Szemere	7 53	3 41
41½	3 76	2 82	1 88	**Kis-Czell [225]** .....arr	1 8	8 50	**Raab (218)** .....arr	8 30	4 10
...	...	...	...	STUHLWEISSENBURG ,,	6 11	...	NEUZONY ..... ,,	12 54	11 19

OELS and WILHELMSBRUCK.—Breslau-Warschauer Eisenbahn.

E.M	1 Cl	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4	1—4	1—4	Stations.	1—4	1—4	1—4	
Dis.	m. pf	m. pf	m. pf	m. pf		a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	
—	—	Fro	m	O els	BRESLAU .....dep.	6 25	1 5	5 50	**Wilhelmsbruck**dep.	6 38	11 28	6 11	
—	—	—	—	**Oels (185)**.....dep.	7 30	2 50	7 10	Kempen	7	6 12	1 6	34	
14½	1 60	1 20	0 80	0 40	Stradam	8 19	3 40	8 0	Bralin	7	28 12	23	7 6
25½	2 0	1 50	1 0	0 50	Poln. Wartenberg.....	8 39	4 0	8 20	Poln. Wartenberg	8	2 12	57	7 40
25½	3 0	2 30	1 50	0 80	Bralin	9 12	4 33	8 53	Stradam	8	17 1	13	7 57
28½	3 70	2 80	1 90	1 0	**Kempen (157)**.....	9 34	4 55	9 18	**Oels**.....arr.	9	2 1	58	8 42
34½	4 50	3 40	2 30	1 20	**Wilhelmsbruck** arr.	9 57	5 18	9 41	BRESLAU ..... ,,	10	15 2	31	9 55

FELDKIRCH and BUCHS.

E. M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	E. M	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	
Dist.	gl. kr	gl. kr	gl. kr		a. m.	p.m.	Dis.	gl. kr	gl. kr	gl. kr		a.m.	p.m.	
...	...	...	...	BLUDENZ ...dep	6 20	12 40	...	...	...	...	CHUR .....dep	8 0	5 15	... ...
...	...	...	...	LINDAU ..... ,,	4 45	2 0	...	...	...	...	RAGATZ..... ,,	8 40	5 58	... ...
Fro	m F	eldk	irch	**Feldkirch 234** ,,	7 35	4 30	F	rom	Buc	hs.	**Buchs**..... ,,	10 5	7 10	... ...
10	0 76	0 57	0 38	Schaan-Vaduz	8 10	5 5	11	0 36	0 27	0 18	Schaan-Vaduz	10 12	7 17	... ...
11½	0 90	0 68	0 45	**Buchs (244)** ...arr	8 15	5 10	11½	0 90	0 68	0 45	**Feldkirch** ...arr	10 45	7 50	... ...
...	...	...	...	RAGATZ..... ,,	9 0	6 0	...	...	...	...	LINDAU ..... ,,	12 55	...	... ...
...	...	...	...	CHUR ..... ,,	9 53	6 50	...	...	...	...	BLUDENZ ... ,,	12 0	10 0	... ...

JOSEFSTADT, REICHENBERG and SEIDENBERG.

S.M.	CL.3	CL.3	CL.4	Cl.	Stations.	1—3	1—4	1—4	1—4		Stations.	1—3	1—4	1—4	1—3	
Dis.	gl.kr	gl.kr	gl.kr	gl.kr			p.m	a.m.	a.m.				a.m.	a.m.	p.m.	
—	—	—	—	—	VIENNA ...dep.	...	8 15	...	7 30	...	BERLIN.....dep	...	...	...	2 20	...
—	—	—	—	—	PARDUBITZ ,,	...	6 33	10 43	6 44	...	GÖRLITZ ,,	...	4 39	11 49	7 4	...
					[228]		a.m.	p.m.	p.m.		[184]		a.m.	p.m.	p.m.	
—	Pass	Pass	1st	1st	Josefstadt... dp.	8 23	12 40	4 34	8 34		Seidenberg...dep	6 20	12 49	8 5	...	
9	0 72	0 54	0 36	0 33	Königinhof.....	8 52	1 10	9 4	...		Friedland	7 4	1 23	8 37	...	
22	1 68	1 27	0 32	0 27	Falgendorf.....	9 43	2 4	9 58	...		Raspenau	7 18	1 39	8 48	...	
37½	2 28	1 66	1 12	0 69	Alt-Paka .....arr	9 58	2 27	10 16	...		Habendorf	8 4	2 18	9 21	...	
...	...	...	...	...	,, (230) dep	10 5	2 29	10 26	...		Reichenbergarr ...	8 13	2 25	9 29	...	
49½	3 38	2 52	1 68	1 5	Eisenbrod (306) ...	10 55	3 31	11 16	...		ZITTAU .....dep	a.m. 7 0	1 47	7 35	...	
...	...	...	...	...	TANNWALD arr. ...	1 19	6 34	...	...		Reichenbergdep	2 50	8 27	2 43	9 34	...
54½	4 8	3 6	2 4	1 22	Turnau (221) arr.	p.m. 11 22	4 1	11 43	...		Reichenau-Gablonz	3 21	8 58	3 14	10 5	...
...	...	...	...	...	VIENNA .....dep	8 0	8 15	...	7 30	...	Liebenau.....	3 35	9 12	3 28	10 19	...
...	...	...	...	...	PRAGUE... ,,	a.m.	7 34	11 10	6 35	...	Turnau .....arr	4 0	9 37	3 53	10 44	...
...	...	...	...	...	Turnau.....dep.	6 49	11 31	4 50	11 53	...	PRAGUE..... ,,	8 31	2 43	7 32	...	...
66½	4 71	3 53	2 36	1 47	Liebenau	7 16	11 59	5 1	12 22	...	VIENNA .....arr	7 49	...	7 10	8 54	...
64½	5 46	3 78	2 59	1 58	Reichenau-Gablonz	7 31	12 14	5 23	12 38	...	Turnau .....dep	4 10	11 23	4 9	...	...
74½	5 81	4 36	2 91	1 82	Reichenberg arr	8 1	12 48	6 7	1 12	...	TANNWALD ,,	...	8 41	1 58	...	...
...	...	...	...	...	ZITTAU 100 arr	9 13	1 47	7 6	...		Eisenbrod	4 43	11 56	4 43	...	...
...	...	...	...	...	Reichenbergdep	8 22	1 35	6 37	...	...	Alt-Paka ..... arr	5 27	12 44	5 30	...	...
77½	6 0	4 50	2 9	1 86	Habendorf	8 32	1 45	6 47	...	...	,, ...dep	5 36	12 57	5 38	...	...
88	6 82	5 12	3 41	2 13	Raspenau	9 15	2 26	7 36	...	...	Falgendorf.....	5 53	1 15	5 57	...	...
91½	7 6	5 32	3 51	2 21	Friedland ... [186]	9 32	2 40	7 56	...	...	Koniginhof.....	6 36	2 3	6 44	...	...
101½	7 83	5 87	3 92	2 19	Seidenberg ...arr	10 9	3 11	8 36	...	...	Josefstadt... arr.	7 1	2 30	7 11	...	...
...	...	...	...	...	GÖRLITZ .....arr	10 44	4 19	9 36	...	...	PARDUBITZ ,,	8 30	4 30	8 47	...	...
...	...	...	...	...	BERLIN .....arr	5 22	10 6	...	...	...	VIENNA ..... ,,	7 49	...	7 10	...	...

PRAGUE and MITTELWALDE.

S.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—3	1—3	1—2	Stations.	1—4			1—4	1—3	1—2
Dis.	gl.kr	gl.kr	gl.kr		a.m.	p.m.	p.m.	p.m.						a.m.	p.m.	
Fro	m P	ragu	e.	[237]	7 15	2 37	6 40	11 0	...	Mittelwalde...dep	...	...	...	10 27	9 37	...
3	0 39	0 29	0 20	Vysotschan ..... ,,	7 31	2 52	6 56	11 20	...	Wichstadtl ...arr	...	...	...	10 50	10 0	...
8½	0 66	0 51	0 34	Chwala-Poc'rna ,,	7 48	3 43	7 13	11 40	...	GRULICH ...dep	...	...	...	10 19	9 29	...
16½	1 25	0 94	0 62	Celikowitz ..... ,,	8 16	4 14	7 35	12 10	...	Wichstadtl ...dep	...	...	...	11 5	10 15	...
21½	1 66	1 26	0 84	Lyss (226)...arr.	8 31	4 32	7 48	12 28	p.m.	Gaabl	...	...	...	11 34	10 44	...
...	...	...	...	AUSSIG ...dep	4 48	9 0	3 34	...	10 43	Gabelung	4 11	...	...	11 56	11 16	...
...	...	...	...	Lyss ..... dep	8 30	4 42	7 55	12 33	12 56	WILDENSCHar	...	...	...	12 37	...	...
31	2 40	1 80	1 20	Nimburg, 226 ar	8 53	5 11	8 18	12 57	1 14	Senftenberg	4 44	...	...	12 52	11 31	...
...	...	...	...	JUNGBUNZL ,,	8 32	...	4 56	4 56	...	Pottenstein	5 16	...	...	1 24	11 56	...
...	...	...	...	JUNGBUNZL dp	6 45	...	5 54	12 7	...	Tynist	6 37	...	...	2 43	12 36	...
...	...	...	...	Nimburg (226) d.	8 59	5 21	8 24	1 3	1 18	Hohenbruck	6 51	...	...	3 3	12 51	...
36	2 79	2 9	1 40	Podebrad.....	9 13	5 37	8 38	1 16	1 27	Königgrätz ...ar	7 20	...	...	3 32	1 13	...
41	3 17	2 39	1 59	Gr.-Wosek ...ar	9 25	5 52	8 50	1 28	1 38	BRESLAU ...dep	...	...	...	5 45	...	...
...	...	...	...	,, (226) dep	9 43	6 7	...	1 42	3 20	LIEBAU ..... ,,	...	...	...	9 56	...	...
53½	4 4	3 3	2 2	Zizelitz.....	10 21	6 42	...	2 13	3 51	Königgrätz ...dep	7 45	...	...	3 51	1 23	...
55½	4 28	3 21	2 14	Chlumetz.....arr	10 32	6 52	...	2 21	3 59	Dobrenitz-Syro	8 8	...	1, 2, 3	4 17	1 48	...
...	...	...	...	,, (230) dep	10 41	7 3	...	2 23	...	Chlumetz .....arr	8 33	...	a.m.	4 45	2 16	...
64½	5 0	3 75	2 56	Dobrenitz-Syro	11 11	7 29	...	2 46	...	,, ...dep	8 39	...	12 45	4 55	2 27	...
73½	5 67	4 23	2 84	Königgrätz ...ar	11 38	7 52	...	3 6	...	Zizelitz.....	8 50	1—3	12 56	5 6	2 33	...
...	...	...	...	LIEBAU 228 ...	3 43	...	...	...	...	Gr.-Wosek ...arr	9 37	a.m.	1 3	5 44	3 11	a.m.
...	...	...	...	BRESLAU	9 10	...	...	...	...	,, ...dep	9 52	6 33	...	5 58	3 25	3 15
...	...	...	...	Königgrätz dep	12 19	8 14	...	3 12	...	Podebrad	10 10	6 47	...	6 12	3 38	3 25
81½	6 29	4 72	3 15	Hohenbruck	12 51	8 45	...	3 33	...	Nimburg .....arr	10 26	6 59	...	6 24	3 50	3 35
86½	6 66	5 1	3 34	Tynist (233).....	1 31	9 14	...	3 46	...	JUNGBUNZLAU,,	...	9 15	...	8 32	4 56	...
98½	7 66	5 72	3 82	Pottenstein	2 35	10 14	...	4 20	...	dep	6 45	...	...	...	12 7	12 7
107½	8 31	6 27	4 16	Senftenberg	3 13	10 50	...	4 43	...	Nimburg .....dep	10 36	7 4	...	6 29	3 56	3 40
...	...	...	...	WILDENSCHdp	3 20	...	...	2 51	...	Lyss.....arr	11 7	7 28	...	6 53	4 20	3 59
111½	8 69	6 45	4 30	Gaberberg (226)...	4 1	11 7	...	5 4	...	AUSSIG..... ,,	4 2	11 11	...	10 33	...	6 10
117½	9 8	6 81	4 54	Gaabl	4 25	...	...	5 23	...	Lyss .....dep	11 17	7 35	...	7 0	4 22	
126½	9 60	7 20	4 80	Wichstadtl.(226) arr	4 55	...	...	5 48	...	Celikowitz	11 35	7 49	...	7 14	4 36	...
...	...	...	...	GRULICH ...arr	5	...	...	6 20	...	Chwala-Poc'rna ...	12 4	8 13	...	7 38	5 1	...
...	...	...	...	Wichstadtl dep	5 2	...	...	5 56	...	Vysocan	12 29	8 30	...	7 55	5 18	...
129½	10 4	7 53	5 2	Mittelwalde arr	5 24	...	...	6 17	...	Prague (Restr.) arr (2:3-5)	12 47	8 45	...	8 10	5 33	...

GRULICH and WICHSTADTL-LICHTENAU.

Stations.	1—3	1—3	1—3		E.M.	1 Cl.	2 Cl.	3 Cl.		Stations.	1—3	1—3	1—3		
[219]		a.m.	a.m.	p.m.	Dist.	gl.kr	gl.kr	gl.kr				a.m.	a.m.	p.m.	
Grulich .....dep	5 14	10 19	9 29	...	Fro	mW	ichst	adtl.		Wichstadtl...dep	6	6 11	16	10 20	...
Wichstadtl 226 arr	5 30	10 35	9 45	...	...	0 32	0 29	0 20		Grulich .....arr	6 20	11 30	10 34	...	...

ARAD and BOROSJENO.

E M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1–4
Dist.	gl. k.	gl. k.	gl. k.		a.m.
	Fro	m A	rad	**Arad (222)** dep	6 36
6	0 63	0 47	0 31	Otvenes	7 4
8	0 63	0 47	0 31	Zimánd	7 16
14½	1 20	0 99	0 60	Sz. Anna	7 46
16	1 83	1 37	0 91	Kereki	7 56
22	1 83	1 37	0 91	Világos	8 28
23½	2 14	1 61	1 7	Muszka	8 39
26½	2 14	1 61	1 7	Pankota	8 51
31½	2 66	2 0	1 33	Ternowa	9 20
35½	3 3	2 27	1 51	Apatelek	9 37
38½	3 24	2 43	1 62	**Borosjeno** arr	9 49

	Stations.	1–4	1–4
		a.m.	p.m.
...	**Borosjeno...d**	✠5 30	1 57
...	Apatelek	5 44	2 11
...	Ternowa	6 3	2 29
...	Pankota	6 41	3 11
...	Muszka	6 49	3 21
...	Világos	7 10	3 45
...	Kereki	7 35	4 0
...	Sz. Anna	7 50	4 20
...	Zimánd	8 20	4 50
...	Otvenes	8 30	5 0
...	**Arad** ..... arr	9 0	5 30

* Friday only.

CHLUMETZ and PARSCHNITZ.

E.M	1 cl.	2 cl.	3 cl.	4 cl.	Stations.
Dis.	gl. k.	gl. k.	gl. k.	gl. k	
					PRAGUE .....dep.
					VIENNA .....dep
					[229]
	Fro	m C	hum	etz	**Chlumetz** Rest. dep
6½	0 53	0 40	0 27	0 17	Neu-Bidschow ... ,,
10½	0 82	0 62	0 41	0 26	Smidar ..... ,,
16½	1 30	0 93	0 65	0 41	**Wostromer** (R) arr
	...	...	...	...	,, **(230)** dep
23	1 78	1 34	0 89	0 56	Belohrad ..... ,,
32½	2 50	1 88	1 25	0 78	Neu-Paka ..... ,,
34½	2 69	2 2	1 35	0 84	**Alt-Paka** .....arr
	...	...	...	...	,, **(229)** dep
46½	3 60	2 70	1 80	1 13	Starkenbach..... ,,
51½	3 99	2 99	2 0	1 25	**Pelsdorf** (Rest) arr
	...	...	...	...	,, **(230)** dep
57½	4 47	3 35	2 24	1 40	Arnau ..... ,,
60½	4 66	3 50	2 33	1 46	Kottwitz ..... ,,
62½	4 85	3 64	2 43	1 52	Pilnikau ..... ,,
68	5 28	3 96	2 64	1 65	**Trautenau** (Res) arr
	...	...	...	...	,, **(230)** dep
71½	5 52	4 14	2 76	1 73	**Parschnitz** Res ...rr
					[228
					LIEBAU ..... ,,
					BRESLAU ... ,,
					BERLIN ..... ,,

Stations.	1–3	1–4	1–4.
	p.m.	a.m.	p.m.
PRAGUE .....dep.	11 0	7 15	2 57
VIENNA .....dep	8 0	8 15	7 30
[229)	a.m.	a.m.	p.m.
Chlumetz Rest. dep	4 3	10 46	6 59
Neu-Bidschow ... ,,	4 19	11 10	7 17
Smidar ..... ,,	4 30	11 24	7 28
Wostromer (R) arr	4 44	11 41	7 44
,, **(230)** dep	4 47	11 48	7 47
Belohrad ..... ,,	5 4	12 7	8 6
Neu-Paka ..... ,,	5 25	12 30	8 29
Alt-Paka .....arr	5 33	12 40	8 37
,, **(229)** dep	5 41	12 48	8 45
Starkenbach..... ,,	6 13	1 20	9 17
Arnau ..... ,,	6 29	1 36	9 33
,, **(230)** dep	6 32	1 39	9 36
Kottwitz ..... ,,	6 55	2 2	9 59
Pilnikau ..... ,,	7 12	2 19	10 16
Trautenau (Res) arr	7 30	2 37	10 34
,, **(230)** dep	10 21	2 41	...
Parschnitz Res ...rr	10 31	2 49	...
[228			
LIEBAU ..... ,,	11 32	3 43	...
BRESLAU ... ,,	4 0	9 10	...
BERLIN ..... ,,	9 19	...	...

Stations.	1–4	1–4	1–4	1–4	1–3
			a.m.		
BERLIN .....dep	...	...	6 35	...	...
BRESLAU ... ,,	...	...	12 50	...	...
LIEBAU ..... ,,	...	...	5 29	...	...
	a.m.	p.m.	p.m.	p.m.	p.m.
Parschnitz (Res) dp	...	...	6 10	3 2	10 57
Trautenau (Res) arr	...	...	6 20	3 12	11 7
,, ...dep	4 55	12 36	8 33	...	...
Pilnikau ..... ,,	5 14	12 55	8 52	...	...
Kottwitz ..... ,,	5 23	1 4	9 1	...	...
Arnau ..... ,,	5 34	1 15	9 12	...	...
Pelsdorf (Rest.) arr	5 53	1 34	9 31	...	...
,, ...dep	5 56	1 37	9 34	...	...
Starkenbach ..... ,,	6 14	1 55	9 52	...	...
Alt-Paka .....arr	6 44	2 25	10 22	...	...
.....dep	6 52	2 36	10 34	...	...
Neu-Paka ..... ,,	7 1	2 47	10 45	...	...
Belohrad ..... ,,	7 24	3 15	11 10	...	...
Wostromer (R) arr	7 41	3 37	11 32	...	...
.....dep	7 44	3 40	11 38	...	...
Smidar ..... ,,	8 0	4 2	12 0	...	...
Neu-Bidschow ..... ,,	8 11	4 16	12 15	...	...
Chlumetz (Rest) arr	8 28	4 40	12 39	...	...
VIENNA .....arr	7 49	7 10	8 54		
PRAGUE .....arr	12 47	8 10	5 33		

Extra.—Trautenau to Parschnitz 4.20 a.m., 12.5 and 5.45 p.m.

Extra.—Parschnitz to Trautenau; 10.49 a.m.

OLMUTZ and TROPPAU.—Mährisch-Schlesische Central-Bahn.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.
Dist.	gl. kr	gl. kr	gl. kr	B. TRUBAU....dep
...	...	...	...	BRUNN ..... ,,
...	...	...	...	PRERAU ..... ,,
				[205 212-3]
	Fr	om	Olm	ütz
...	0 39	0 29	0 20	Gross-Wisternitz.....
...	1 64	1 23	0 82	Domstadtl .....
...	1 97	1 48	0 99	Bärn-Andersdorf.....
...	2 40	1 80	1 20	Dittersdorf .....
...	...	...	...	Kriegsdorf **(233)** ...
...	3 32	2 49	1 66	Freudenthal .....
...	3 75	2 81	1 88	Erbersdorf .....
...	4 8	3 6	2 4	Branscorf .....
...	4 42	3 32	2 21	Jagerndorf **187,230**
...	...	...	...	Skrochowitz-Brdf....
...	...	...	...	Troppau M. Schl. Bf.
...	5 62	4 22	2 81	**Troppau** Nordb. ar
...	...	...	...	SCHONBERUNN ,,
...	...	...	...	ODERBERG ... ,,

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
B. TRUBAU....dep	10 0	10 32	...
BRUNN ..... ,,	6 10	11 35	...
PRERAU ..... ,,	2 30	2 55	...
[206]	a.m.	p.m.	p.m.
Troppau Nordb. dp	6 3	1 0	6 50
Troppau M. Schl. Bf.	6 15	1 20	7 12
Skrochowitz-Brdf....	6 44	1 53	7 47
Jagerndorf	7 21	5 20	8 15
Branscorf	7 37	5 37	...
Erbersdorf	7 53	5 55	...
Freudenthal	8 20	6 26	...
Kriegsdorf	8 46	6 55	...
Dittersdorf	9 12	7 22	...
Barn-Andersdorf ...	9 36	7 48	...
Domstadtl	9 52	8 5	...
Gross-Wisternitz.....	10 53	9 9	...
Olmütz Nordb. arr	11 5	9 22	...
PRERAU ..... ,,	12 15	10 22	...
BRUNN ..... ,,	3 58	6 11	...
B. TRUBAU ... ,,	6 19	1 31	...

JAGERNDORF and ZIEGENHALS.

	1 Cl.	2 Cl.	3 Cl.	Stations.
	gl. kr.	gl. kr	gl. kr	**[187,230)**
Fro	m Ja	gern	dorf	**Jägerndorf** ...dep
...	...	...	...	**Hennersdorf** .....
...	...	...	...	**Ziegenhals 185** ...arr

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Jägerndorf ...dep	7 45	8 50	3 0
Hennersdorf	8 52	9 55	4 6
Ziegenhals ...arr	9 26	10 27	4 39

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Ziegenhals.....dep	5 34	4 8	...
Hennersdorf	6 8	4 37	...
Jägerndorf ...arr	7 3	5 28	...

WOSTROMER and JICIN.

E.M	1 cl.	2 cl.	3 cl.	Stations.
Dis.	gl. k.	gl. k.	gl. k.	
Fro	m W	ostro	mer	**Wostromer (230)** d.
10½	0 87	0 65	0 44	**Jicin** ..... arr

	2–4	2–4	1	4
	a.m.	p.m.	p.m.	
	8 5	12 10	8 5	...
	8 55	1 0	8 55	...

F	rom	Jic	in	Jicin ..... dep	a.m.	a.m	p.m.	...
10½	...	...	...	**Wostromer** arr	6 40	10 40	2 25	...
					7 30	11 30	3 21	...

PELSDORF and HOHENELBE.

E.M.	1 cl.	2 cl.	3 cl.	Stations.
Dis.	gl. k.	gl. k.	gl. k.	
Fro	m P	elsd	orf	**Pelsdorf (230)**...dep
2½	0 39	0 29	0 20	**Hohenelbe** .....arr

	2–3	2–3	
	a.m.	p.m.	
	6 40	1 55	...
	6 54	2 9	...

Fro	m H	ohen	elbe	Hohenelbe .....dep	a.m.	p.m.	...
2½	...	...	...	**Pelsdorf** ..... arr	5 32	1 12	...
					5 44	1 24	...

TRAUTENAU and FREIHEIT.

E.M	1 cl.	2 cl.	3 cl.	Stations.
Dis	gl. k	gl. k	gl. k.	
Fro	m T	raut	nau	**Trautenau(230)** d
5½	0 53	0 40	0 27	**Freiheit Jnsb.** arr

	1–3	1–4	1–4
	a.m.	a.m.	p.m.
	7 35	11 1	3 20
	8 11	11 37	3 56

Fro	m F	reih	eit	Freiheit-Jnb. dep	a.m.	a.m.	p.m.
5½	0 53	0 40	0 27	**Trautenhau** ...arr	8 56	11 37	5 3
					9 30	12 3	5 37

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TRIESTE, NABRESINA, and CORMONS.

K.M. Dist.	Stations.	1,2,3	1,2,3		1,2,3	1,2,3	
			a.m.	p.m.			
—	VIENNA .....dep	...	10 40	6 0	...	9 0	...
		a.m.	a.m.		p.m.	p.m.	
—	Trieste .....dep	4 30	6 0	...	4 15	8 15	...
—	Grigiano	4 47	6 20	a.m.	4 32	8 45	...
—	Nabresina ... arr	...	6 40	9 7	...	9 17	...
—	Nabresina 211 dep	...	6 50	10 6	...	9 45	...
—	Monfalcone	5 27	7 18	11 0	5 36	10 12	...
—	Gorz ..... dep	6 11	8 5	1 30	6 35	11 24	...
—	Cormons ... arr	6 27	8 22	2 3	6 58	11 49	...
—	„ (259) dep	6 37	8 34	...	7 0	...	...
—	UDINE .....arr	7 10	9 5	...	7 42	...	...
—	VENICE ..... „	...	1 30	...	11 35	...	...
—	VERONA ..... „	...	5 59	...	3 18	...	...
—	MILAN ..... „	...	11 43	...	...	...	...
—	TURIN ..... „	...	...	...	...	...	...
—	GENOA ..... „	...	...	...	...	...	...
—	FLORENCE ... „	...	9 20	...	7 15	...	...
—	ROME ..... „	...	6 0	...	3 40	...	...

K.M. Dist.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
				a.m.		p.m.
—	ROME .....dep	...	...	10 50	...	10 40
—	FLORENCE ... „	...	...	9 20	...	7 15
—	GENOA ..... „	...	...	...	...	...
—	TURIN ..... „	...	p.m.	...	...	...
—	MILAN ..... „	...	5 20	...	...	5 18
—	VERONA ..... „	...	11 15	5 10	...	10 45
—	VENICE ..... „	...	4 19	10 15	...	4 0
—	UDINE ..... „	...	7 44	3 17	...	8 47
—	CORMONS .....arr	a.m.	8 24	3 59	p.m.	9 25
—	Cormons .....dep	3 50	8 45	4 20	5 0	9 40
—	Gorz	4 29	9 31	4 57	5 55	10 22
—	Monfalcone	5 28	10 33	5 37	7 15	11 1
—	Nabresina ..... arr	6 9	...	6 10	8 4	11 39
	„ ..... dep	7 0	...	6 30	8 10	11 55
—	Grigano	7 18	11 27	6 49	8 28	12 14
—	Trieste .....arr	7 35	11 49	7 6	8 45	12-31
		a.m.		a.m.	p.m.	
—	VIENNA ..... „	6 25	...	9 45	4 0	...

GARAM-BERZENCZE and SCHEMNITZ.—Kong-Ung Staatsbahn.

K.M. Dis.	1 Cl. Pro m	2 Cl. Gar	3 Cl. Ujhely	3 Cl.	Stations.	2 & 3	2 & 3
	gl.kr	gl.kr	gl.kr	gl.kr	[224]	noon	
—	0 62	0 58	0 42		Garam-Berzencze dp	12 0	...
9	1 26	0 89	0 64		Dilln	1 20	...
14½					Schemnitz ..... arr	2 5	...

Stations.	2 & 3
	a.m.
Schemnitz .....dep	8 12
Dilln	8 57
Garam-Berzencze ar	9 50

SATORALJA-UJHELY and KASCHAU.—Ungarische Nordostbahn.

K.M. Dis.	1 Cl. Pro m	2 Cl. Gr	3 Cl. Uj hely	3 Cl.	Stations.	1–4	1–4	1–4
	gl.kr	gl.kr	gl.kr	gl.kr	[225]	a.m.	p.m.	p.m.
—					Satoralja-Ujhely dp	9 31	2 10	6 50
10	0 89	0 62	0 44		Legenye-Mihalyi arr	10 3	2 52	7 26
					„ (222) dep	10 18	3 2	8 0
14½	1 32	0 92	0 66		Kozma	10 36	3 30	8 24
21½	1 99	1 35	0 97		N.-Szaláncs	11 9	4 11	8 57
31	2 75	1 92	1 37		Misiye	11 45	5 2	9 38
40½	3 37	2 51	1 79		Kaschau (224)..... arr	12 12	5 45	10 13

Stations.	1,2	3	1,2,3
	a.m.		p.m.
Kaschau .....dep	6 30		2 37
Misiye	7 13		3 2
N.-Szalánca	7 56		3 43
Kozma	8 25		4 16
Legenye-Mihalyi ar	8 44		4 35
„ dep	9 0		4 55
S. A. Ujhely 206 arr	9 30		5 27

PESTH, HATVAN AND MISKOLCZ.

1 Cl. From Pesth	2 Cl.	3 Cl.	Stations.	1—3	1—4
gl.kr	gl.kr	gl.kr		a.m.	p.m.
0 44	0 31	0 22	Pesth .....dep	7 42	11 3
0 77	0 54	0 38	Steinbruch	7 53	11 16
1 92	1 35	0 97	Csaba Kereszt ur	8 13	11 39
2 86	2 0	1 43	Gödöllö	8 49	12 29
3 74	2 62	1 87	Asz ód	9 16	12 58
			Hatvan ..... arr	9 41	1 31
			SZOLNOK .....dep	5 30	5 20
			Hatvan (224-5)...dep	9 56	1 51
4 69	3 43	2 45	Vámos-Györk	10 35	2 51
6 27	4 39	3 13	Koál-Kápolna	11 24	3 48
6 93	4 8	3 46	Füzes-Abony (227)	11 49	4 33
			ERLAU ..... arr	11 5	5 51
7 64	5 36	3 83	Mezö-Kövesd	12 15	5 5
8 96	6 28	4 49	Emöd	12 58	5 52
10 1	7 1	5 0	Miskolcz (219) ...arr	1 40	6 40
			LEMBERG .....arr	11 0	...

Stations.	1—3	1—4
LEMBERG .....dep	4 49	...
	p.m.	p.m.
Miskolcz .....dep	2 25	10 0
Emöd	3 4	11 12
Mezö-Kövesd	3 41	12 12
ERLAU .....dep	2 45	10 30
Füzes Abony	4 5	12 54
Kuál-Kápolna	4 24	1 13
Vámos-Györk	5 9	2 36
Hatvan (225) .....arr	5 41	3 19
SZOLNOK ..... arr	9 30	10 36
Hatvan .....dep	5 56	3 35
Aszód	6 23	4 5
Gödöllö	6 53	4 40
Csaba Kereszt ur	7 29	5 34
Steinbruch	7 50	6 7
Pesth .....arr	7 58	6 14

SPALATO and SIVERIC.

[All 2 & 3 Classes.] Spalato ..... dep	a.m.	p.m.	p.m.
3 -locks	7 25	1 0	2 27
Cast. Abad. Cambio	7 54	1 20	2 47
Castelvecchio–Stari	8 15	1 41	3 8
Dolac	8 34	2 2	3 28
Perkovic (231) ..... arr	9 58	3 25	4 51
PERKOVIC ..... dep	10 20	3 47	5 13
SEBENICO ..... arr	10 40	4 6	5 33
Perkovic ..... dep	11 45	5 12	6 38
Dernis	10 37	4 5	5 30
Siveric (231) ..... arr	12 24	5 54	7 14

[All 2 & 3 Classes.]	a.m.	a.m.	p.m.	p.m.
Siveric .....dep	...	¶	8 25	3 20
Dernis	...	6 5	8 40	3 34
Perkovic ..... arr	...	7 58	10 27	5 20
SEBENICO .....dep	...	6 40	9 24	4 13
PERKOVIC ..... arr	...	7 46	10 30	5 19
Perkovic .....dep	...	8 10	10 51	5 40
Dolac	...	8 34	11 17	6 3
Castelvecchio–Stari	7† 17	10	12 43	7 28
Cast. Abad. Cambio	7 33	10 16	12 54	7 44
Salona	7 55	10 34	1 21	8 5
Spalato ..... arr	8 14	10 57	1 40	8 24

† Wed. and Sat.
‡ Mon. and Thurs.
¶ Fridays.
§ Tues. and Fri.
‖ Sundays.

SEBENICO and SIVERIC.

Stations.	a.m.	a.m.	p.m.	p.m.
Sebenico .....dep	6† 40	9‡ 24	2 49	4* 13
Perkovic (231)	8 0	10 37	4 5	5 30
Dernis	9 40	12 24	5 54	7 14
Siveric	9 56	12 30	6 0	7 20

Stations.	a.m.	p.m.	p.m.			
	*	**	††			
Siveric .....dep	...	8 25	3 20	...	...	...
Dernis	6 5	8 40	3 34	...	...	...
Perkovic ..... dep	6 0	10 49	5 33	...	...	...
Sebenico ..... arr	9 6	11 45	6 38	...	...	...

† Tuesdays. ‡ Wed. & Sat. ¶ Mon. & Thur. * Fridays. ** Sundays. †† Tues., Wed. and Saturdays.

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VIENNA, BRUNN, PRAGUE, BODENBACH, AND DRESDEN.—
K. K., priv. Osterr. Staats Eisenbahn Nördliche Linie.

Dis.	1 Cl.	2 Cl.	3 Cl.	STATIONS.	1, 2 & 3	1 & 2		1, 2, 3			1, 2, 3	2 & 3	2 & 3
	gl. kr.	gl. kr.	gl. kr.		a.m.	p.m.		p.m.				p.m.	
	From Vienna.												
6¼	0 52	0 39	0 26	**Vienna** (Staatsbhf) .....dep	6 25	2 10	...	5 35	...	...	...	3 55	...
18	1 38	1 3	0 52	Stadlau (Buffet)	6 48		...	6 0	...	...	...	4 27	...
31½	2 26	1 99	1 33	Wolkersdorf	7 14		...	6 26	...	...	...	5 9	...
41	3 16	2 39	1 59	Mistelbach	8 10		...	7 26	...	...	...	6 9	...
51½	3 94	2 95	1 97	Drasslingsdorf	8 54		...	7 40	...	...	...	7 2	...
57½	4 42	3 31	2 20	Lea (**112**)	9 8		...	8 5	...	...	...	7 44	...
				Grussbach (Buffet).....arr	9 8		...	8 19	...	...	...	8 4	...
				(**232**) .....dep	9 13		...	8 24	...	...	...		a.m.
76½	5 84	4 38	2 92	Kromau	10 9		...	9 22	...	...	...		5 1
82	6 27	4 70	3 13	Kanitz Eibens	10 31		...	9 54	...	...	...		6 30
88½	6 79	5 9	3 39	Strelitz	10 54		...	10 9	...	...	...		7 0
96½	7 41	5 55	3 70	**Brunn** .....arr	11 16	4 53	...	10 31	...	p.m.	...		7 39
—	From Brunn			(**212, 232**) (Buffet) d	11 40	4 57	...	10 49	...	6 5	...		8 16
14½	1 9	0 82	0 55	Blansko (*Buffet*)	12 18	...	...	11 26	...	6 58	...		
24½	1 85	1 39	0 92	Skalitz	13 47	5 44	...	11 55	...	7 31	...		
46	3 55	2 63	1 75	Zwittau	1 55	6 36	...	1 2	...	9 12	...		
55½	4 31	3 24	2 16	**Bohm-Trubau** (Buff) arr	2 21	6 45	...	1 28	...	9 50	...		
										a.m.			
69½	4 75	3 56	2 37	**Bohm-Trubau** (205) dep	2 31	6 49	...	1 39	...	7 10	...		
69	5 27	3 95	2 63	Wildenschwert (**228**)	3 46	7 0	...	1 54	...	7 39	...		
74½	5 51	4 13	2 75	Brandeis	3 5	...	...	2 15	...	7 56	...		
92½	7 13	5 34	3 56	Chotzan (Buffet) (**225**)	3 20	7 23	...	2 29	...	8 11	1, 2, 3		
				Pardubitz (Buff.) **288** arr	4 22	8 1	...	3 28	...	9 24	p.m.		
...	...	...	...	.....dep.	4 38	8 4	...	3 43	...	9 50	11 15		
119½	9 12	6 84	4 55	**Kolin** (Buffet (**226**) ...	5 49	8 53	1, 2, 3	5 1	1, 2, 3	11 32	2 3	...	
157½	12 7	9 4	6 9	**Prague** .....(**208**) arr	7 32	10 0	a.m.	6 45	a.m.	1 43	5 34	p.m.	
				Prague (*Buffet*) Toilets dep	8 20	10 45	7 25	7 55	11 40	3 10		5 50	
174½	13 35	10 0	6 66	**Kralup** (*Buffet*) (**208**)	9 27	11 28	8 23	8 41	12 39	4 13	...	7 16	
187½	14 35	10 75	7 16	Berkowitz Melnik	10 7	...	...	9 14	1 20	4 56	...		
205½	15 82	11 85	7 89	Theresienstadt (*Buffet*)	11 15	12 31	...	10 4	2 19	5 57	...		
210½	16 10	12 7	8 2	Lobositz	11 30	...	...	10 17	2 34	6 13	...		
321½	17 15	12 85	8 56	**Aussig** (*Buffet*)	12 33	1 11	...	11 1	3 39	7 3	...		
238	18 24	13 67	9 10	**Bodenbach**(*Buffet*)**200** a	1 9	1 41	...	11 35	4 17	7 41	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...
				Bodenbach .....dep	2 0	2 0	...	12 14	4 55	...	...	...	...
				Dresden Altstadt **190** ar	3 23	3 23	...	2 2	6 53	...	...	...	...
				Berlin ,,	8 22	8 22	...	6 20	12 13	...	...	...	...

	STATIONS.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3	2 & 3
		p.m.				a.m.					
...	**Berlin** .....dep	8 30	...	...	...	9 0	...	...	...	...	...
...	**Dresden** Altstadt ..... ,,	1 0	...	...	...	12 45	...	...	...	...	...
...	**Bodenbach** .....arr.	2 31	...	...	...	2 40	...	...	...	...	...
		a.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.			
From	**Bodenbach** (Rest.) ...dep.	2 50	...	3 18	3 5	8 25	...	10 24	6 33	...	...
... 1 9	**Aussig** (Restaurant) .....dep	3 39	...	4 3	3 52	9 13	...	11 0	7 1	...	...
... 2 14	Lobositz	...	...	4 36	4 25	9 52	...	...	7 48	...	...
... 2 47	Theresienstadt (Restaurant)...	4 9	...	4 48	4 38	10 9	...	8 0	8 2	1, 2, 3	
... 3 90	2 92	1 94	Berkowitz Melnik	...	...	5 37	5 24	11 15	...	p.m.	8 49	a.m.	
... 4 89	3 67	2 44	**Kralup** (Restaurant)	5 20	...	6 15	6 3	11 52	...	6 10	9 28	6 35	
... 6 18	4 63	3 8	**Prague**.....arr.	6 0	p.m.	7 3	6 43	12 42	p.m.	7 14	10 16	8 12	
... ...	...	...	,, (Restaurant) .. dep.	6 50	4 30	7 35	7 39	...	1 30	...	...	...	
... 9 12	6 84	4 55	**Kolin** (Restaurant)	8 1	7 2	9 27	9 24	...	4 11	...	...	...	
... 11 16	8 37	5 57	**Pardubitz** (Restaurant) arr.	8 49	8 40	10 38	10 34	...	5 53	...	...	...	
			..... dep.	8 53	...	10 48	10 49	...	6 10	...	...	...	
... 12 78	9 58	6 38	Chotzan (Restaurant).....	9 37	...	12 18	11 57	...	7 50	...	...	...	
... 12 97	9 72	6 47	Brandeis	...	...	12 28	12 7	...	8 5	...	...	...	
... 13 49	10 11	6 73	Wildenschwert	9 57	...	12 50	12 32	...	8 43	...	...	...	
... 13 97	10 47	6 97	**Bohm-Trubau** .....arr	10 11	...	1 11	12 53	a.m.	9 14	...	...	...	
			(*Restaurant*)....dep	10 15	...	1 23	1 3	3 49	...	a.m.	...	...	
... 14 73	11 4	7 35	Zwittau	10 37	...	1 58	1 42	4 41	...	6 55	...	...	
... 16 39	12 28	8 18	Skalitz	11 18	...	2 50	2 37	6 40	...	9 20	...	...	
... 17 15	12 85	8 56	Blansko (Restaurant)	...	...	3 12	3 0	6 48	...	10 25	...	...	
... 18 24	13 67	9 10	**Brunn** .....arr.	12 0	...	3 46	3 36	7 40	a.m.	11 30	...	a.m.	
... ...	...	...	,, (Restaurant) ...dep	12 8	...	4 7	3 59	...	5 30	...	...	5 5	
... 18 86	14 13	9 41	Strelitz	...	...	4 35	4 27	...	6 28	...	...	6 3	
... 19 38	14 57	9 67	Kanitz Ebenschitz	...	...	5 1	4 54	...	7 3	...	...	6 37	
... 19 86	14 88	9 91	Kromau	...	...	5 22	5 15	2 & 3	7 35	...	...	7 11	
... 21 23	15 91	10 59	**Grussbach** (Rest.).....arr	...	...	6 12	6 8	a.m.	8 51	...	...	8 24	
			,, ...dep	...	...	6 17	6 14	3 55	9 12	...	...	...	
... 21 71	16 27	10 83	Lea	...	...	6 31	6 29	4 17	9 46	...	...	...	
... 22 47	16 84	11 21	Drasslingsdorf	...	...	7 1	7 0	5 0	10 41	...	...	...	
... 22 98	17 22	11 47	Mistelbach	...	...	7 33	7 32	5 39	11 10	...	...	...	
... 24 27	18 19	12 4	Wolkersdorf	...	...	8 15	8 15	6 37	12 27	...	...	...	
... 25 13	18 85	12 54	Stadlau (Restaurant).....	...	...	8 45	8 40	7 16	1 6	...	...	...	
... 25 6	19 2	12 84	Vienna (Staatsbhf) .....arr	3 5	...	9 8	9 8	7 49	1 44	...	...	...	

Arriving at Northern Station, Vienna.

From Northern Station, Vienna.

GRUSSBACH and ZNAIM.

	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3
	p.m.	p.m.		a.m.	a.m.
	2 45	3 15	Znaim (Rest.) dep.	9 30	9 45
	3 30	4 0	Grussbach ,,	10 15	10 30
	3 58	4 28	Schakwitz ,,	10 43	10 58
	4 16	4 46	Hödritz ,,	10 59	11 14
	4 37	5 7	Pouzitz-Jedownitz ,,	11 20	11 35
	4 56	5 26	Drasslingsdorf ,,	11 39	11 54
	5 10	5 40	Mistelbach (Rest.) arr.	11 53	12 8

BRUNN and SEGEN GOTTES.

	1—3	1—3	Stations.	1—3	1—3
	p.m.	p.m.		a.m.	a.m.
	2 30	6 10	Segen Gottes (Rest.) dep.	7 30	11 30
	2 45	6 25	Pardubitz ,,	7 15	11 15
	3 0	6 40	Pouzitz-Jedownitz ,,	7 0	11 0
	3 15	6 55	Hödritz ,,	6 45	10 45
	3 30	7 10	Wahlfisch ,,	6 30	10 30
	3 45	7 25	Brunn (Rest.) arr.	6 15	10 15

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HERSBRUCK and POMMELSBRUNN.

Stations.	a.m.		Stations.	p.m.	
Hersbruck-e-P (302) dep	6 5	...	Pommelsbrunn dep	8 54	...
Pommelsbrunn (204) arr	6 17	...	Hersbruck ..... arr	9 4	...

KRONSTADT and PREDEAL.

Stations.	a.m.	Stations.	p.m.
Kronstadt dp	11 52	Predeal ... dep	2 50
Tomos	12 50	Tomos	3 17
Predeal (298)	1 20	Kronstadt arr	3 58

GEISELHORING AND SUNCHING.

Stations.	2	3	2	3	2	3	Stations.	2	3	2	3	2	3
	a.m.	p.m.	p.m.					a.m.	p.m.	p.m.			
Neufahrn ..... dep	3 40	3 20	...				Rosenburg ..... dep	9 2	2 50	6 5			
Geiselhoring (233) ,,	7 25	4 5	6 15				Sunching ..... ,,	9 55	5 30	7 33			
Sunching ... (203) arr	7 58	4 33	6 43				Geiselhoring ..... arr	10 23	5 58	8 0			
Rosenburg ..... ,,	8 30	...	7 40				Neufahrn ..... ,,	12 40	7 30	...			

GROSSWARDEIN and KRONSTADT.—Ungarische Ost

1 Cl.	3 Cl.	3 Cl.	Stations.	1—3	1—4	Stations.	1—3	1—4
gl kr	gl kr	gl kr	† p.m.	[219, 237.		* a.m.	a.m.	a.m.
Fr.	Gros	sw'n	Grosswardein dep	4 50	5 20	Kronstadt (Rest) dp	4 10	10 10
1 22	6 93	0 65	Mezö-Telegd	5 32	6 23	Marienburg	4 49	11 7
1 82	1 38	0 97	Elesd	5 50	7 2	Apácza	5 20	11 56
2 58	1 81	1 30	Erkd	6 14	7 38	Agostonfalva	5 48	12 40
3 39	2 31	1 65	Erátka	6 35	8 11	Homoród	6 38	1 50
4 45	3 12	2 23	Csucsa	7 16	9 12	Katzendorf	6 54	2 17
5 65	3 97	2 84	Banffy-Hunyad	7 53	10 8	Erked	7 3	3 25
6 87	4 82	3 44	Egeres	8 38	10 59	Héjasfalva	8 12	4 17
7 75	5 43	3 89	Magyar-Nádas	9 8	11 35	Schassburg ..... arr	8 29	4 41
8 41	5 90	4 21	Klausenb. (Kol.) arr	9 28	11 59	,, (Restaur.) dep	8 39	5 1
			,, ... dep	9 44	12 23	Dános	8 58	5 31
9 35	6 54	4 67	Kolos-Kara	10 17	1 5	Elisabethstadt	9 18	6 7
11 22	7 85	5 61	Gyéres	11 34	2 55	Wedlasch	9 53	7 3
12 15	8 51	6 6	Mocsárd ..... (235) arr	12 8	3 55	Kis-Kapus ..... arr	10 11	7 31
—	—	—	VASARHELY ..... arr	5 8	...	HERMANNSTADT ..... dep	6 40	...
—	—	—	Mocsárd ..... dep	12 18	4 3	Kis-Kapus ..... dep	10 27	7 58
12 54	8 78	6 37	Felvincz	12 33	4 24	Mikeszáza	10 46	8 20
13 31	9 31	6 65	Nagy-Enyed	12 57	5 6	Balázsfalva	11 22	9 12
14 2	9 82	7 2	Tövis ..... arr	1 17	5 37	Karácsonfalva	11 37	9 31
Fr.	Tö	vis.	Tövis ..... dep	1 37	[1048	Tovis ..... arr	12 3	10 10
1 4	0 74	0 53	Karlsburg (212) arr	2 2	11 30	Karlsburg ..... arr	2 9	11 30
—	—	—	ARAD ..... dep	4 30	6 5	ARAD ..... arr	9 25	11 50
—	—	—	Karlsburg ..... dep	11 41	4 40	Karlsburg ..... dep	11 41	[4 40
Fr.	Gros	sw'n	Tövis ..... dep	1 45	6 12	Tövis ..... arr	12 13	5 52
14 60	10 44	7 48	Karácsonfalva	2 13	6 53	Tövis ..... dep	12 33	10 35
15 34	10 75	7 60	Balázsfalva	2 28	7 37	Nagy-Enyed	12 55	11 17
16 59	11 40	8 16	Mikeszáza	2 51	8 15	Felvincz	1 11	11 49
16 83	11 78	8 41	Kis-Kapus ..... arr	3 19	8 39	Mocsárd ..... arr	1 31	12 9
—	—	—	HERMANNSTADT ..... arr	...	12 35	VASARHELY ..... dep	8 40	...
—	—	—	Kis-Kapus (201) dp	3 29	9 16	Mocsárd ..... dep	1 41	12 31
17 43	12 21	8 72	Wedlasch	3 49	9 51	Gyéres	2 17	1 21
18 42	12 90	9 22	Elisabethstadt	4 22	10 47	Kolos-Kara	3 33	3 1
19 97	13 29	9 49	Dános	4 42	11 15	Klausenburg ... arr	4 5	3 48
19 58	13 71	9 79	Schassburg ..... arr	5 0	11 42	,, (Kol.) dep	4 20	4 8
			,, ... dep	5 10	11 57	Magyar-Nádas	4 41	4 36
20 13	14 9	10 6	Héjasfalva	5 28	12 27	Egeres	5 12	5 15
21 1	14 71	10 50	Erked	6 6	1 15	Banffy-Hunyad	5 58	6 23
22 8	15 44	11 8	Katzendorf	6 49	2 12	Csucsa	6 40	7 27
22 55	15 78	11 37	Homoród	7 7	2 49	Erátka	7 17	8 25
23 87	16 71	11 93	Agostonfalva	7 56	3 45	Rév	7 39	9 5
24 58	17 21	12 30	Apácza	8 29	4 25	Elesd	7 59	9 35
25 41	17 79	12 70	Marienburg	9 1	5 7	Mezö-Telegd	8 17	10 2
26 62	18 63	13 31	Kronstadt ..... arr	9 40	6 0	Grosswardein ... arr	9 0	11 0

UNGVAR and NYIREGYHAZA.

E.M. Dia.	Stations.	1—4	1—4	1—4	Stations.	1—4	1—4	1—4
		a.m.	a.m.	p.m.		(210		
	Ungvar ..... dep	11 45	*5 15	*7 2	Nyiregyhaza ... dep	6 20	...	...
	Szerbfe	12 26	5 55	7 44	Szoto ..... ,,	9 42	...	...
	Csap ..... (225) arr	1 0	6 25	8 16	Kemecse ..... ,,	9 31	...	...
	,, ... dep	2 40			Demecser ..... ,,	10 8	...	...
	Fenyes-Lika ..... ,,	3 23			Patrotha ..... ,,	10 39	...	...
	Fenyes-Lika ..... ,,	3 54			Kisvarda ..... ,,	11 34	...	...
	,, ... ,,	4 34			Fenyes-Lika ..... ,,	12 0	...	...
	,, ... ,,	5 4			Tuzser ..... ,,	12 37	...	...
	,, ... ,,	5 36			Csap ..... arr	1 15	a.m.	p.m.
	,, ... ,,	6 13			,, ... dep	8 10	*7 10	10 12
	Szerbfe	6 48			Szerbfe	8 48	7 45	10 50
	Ungvar ..... arr	7 29			Ungvar ..... arr	9 29	8 25	11 30

On Market days Ungvar.

STRAUBING and NEUFAHRN.

Stations.	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
MUNICH ..... dep	5 0	12 10	4 40	...
Neufahrn ..... dep	8 10	3 20	7 55	...
Niederlindhart ..... arr	8 38	3 48	8 24	...
Niederlindhart ..... dep	8 47	3 52	8 32	...
Pilling ,, ... dep	9 19	4 25	9 10	...
Straubing ..... arr	9 47	4 55	9 37	...
PASSAU ..... arr	9 0	1 0	4 50	10 45

KREISGODE and ROMERSTADT.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	p.m.	p.m.
Regadeer (230) dep	6 13	9 10	2 40	7 47
Jelland-a.-d.-M.	6 35	9 37	3 7	8 7
Abl-Karlsdorf	6 51	9 57	3 27	8 27
Romerstadt ..... arr	7 14	10 20	3 50	8 50

E.M. Dia.	Stations.	2 & 3	2 & 3	2 & 3	2 & 3
		a.m.	a.m.	p.m.	p.m.
	Romerstadt ..... dep	4 40	7 25	5 10	...
	Abl-Karlsdorf	5 4	7 49	5 38	...
	Jelland-a.-d.-M.	5 23	8 4	5 58	...
	Regadeer ..... arr	5 44	8 26	6 19	...

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PRAGUE to BRUX, DUX, and KLOSTERGRAB.

E.M.	1 Cl.	2 Cl	3 Cl	Stations.	1—3	1—3	2, 3, 4
Dist.	gl. kr	gl. kr	gl. kr		a.m.	p.m.	p.m.
Fro	m Pr	ague	—	**Prague** dep	7 30	5 50	2 0
21	0 39	0 29	0 20	Hlubocep	7 39	5 59	2 14
9½	0 83	0 62	0 41	Dusnik	8 6	6 26	3 0
13	1 6	0 80	0 53	Litovic	8 17	6 37	3 15
17	1 35	1 1	0 68	Herrndorf	8 31	6 51	3 30
20	1 59	1 19	0 80	Noutonic	8 41	7 2	3 44
25½	2 2	1 52	1 1	Kolec	9 2	7 22	4 19
34½	2 69	2 2	1 35	Schlan	9 31	7 51	...
40½	3 17	2 38	1 59	Zlonitz	9 57	8 18	...
44½	3 46	2 60	1 73	Klobuk	10 11	8 32	...
48½	3 80	2 85	1 90	Perue	10 25	8 46	...
59	4 52	3 39	2 26	Chlumcan	10 56	9 17	...
61	4 66	3 50	2 33	Laun	11 12	9 33	...
74	5 76	4 32	2 88	Obernitz 234a	12 1	10 28	...
78½	6 5	4 54	3 3	**Brüx 207** ar	12 18	10 41	...
66½	6 68	5 1	3 34	Ossegg (217) ..	1 23	...	...
68½	6 87	5 15	3 44	**Klostergrab**	1 36	...	...
...	...	...	...	Obernitz ...	12 8	10 24	...
...	...	...	...	Saarbrunn.	12 29	10 39	...
...	...	...	...	Bilin	12 45	10 44	...
...	...	...	...	**Dux 207** ar	1 4	10 55	...

Stations.	1—3	1—3	2, 3, 4
	a.m.	p.m.	p.m.
Dux ...dep	5 30	2 34	...
Bilin	5 41	3 3	...
Sauerbrunn.	5 46	3 10	...
Obernitz ...	5 59	3 32	...
Klostergrab	...	2 26	...
Ossegg	...	2 39	...
Brüx	5 41	3 26	...
Obernitz	6 1	3 45	...
Laun	6 55	4 39	...
Chlumcan	7 1	4 45	...
Perue	7 31	5 15	...
Klobuk	7 47	5 31	...
Zlonitz	8 1	5 45	a.m.
Schlan	8 30	6 10	4 0
Kolec	9 1	6 40	4 37
Noutonic	9 21	7 1	5 4
Herrndorf	9 30	7 10	5 18
Litovic	9 42	7 22	5 34
Dusnik	9 53	7 33	5 52
Hlubocep	10 19	7 59	6 30
Prague	10 27	8 7	6 40

PILSEN and EISENSTEIN.

1—3	1—3	Stations.	1—3	1—3
a.m.	p.m.		a.m.	p.m.
7 0	2 10	...	...	...
10 35	6 0	...	...	...
11 ...	6 46	...	...	...
11 ...	7 29	...	...	...
11 30	7 55	...	...	...
12 14	8 35	...	...	...
12 48	9 14	...	...	...
1 10	9 36	...	...	...
1 20	10 0	...	...	...
1 50	10 30	...	...	...

Stations.	1—3	1—3	2, 3, 4
	a.m.	p.m.	p.m.
Eisenstein ...dep	5 15	2 20	...
Grun	6 32	3 13	...
Nouern	7 0	3 38	...
Janowic-Weely ..	7 34	4 8	4 27
Klatau	8 44	4 43	5 37
Schwihau	8 57	5 0	5 50
Lusan	9 14	5 17	6 7
Prestitz	9 37	5 40	6 30
Dolran	10 0	6 3	6 53
Pilsen (237) ..arr	10 10	6 13	7 3
		PRAGUE ...arr	1 50

BATYU and MUNKACS.

1 cl.	2 cl.	3 cl.	Stations.	1—4
gl. k.	gl. k.	gl. k.		a.m.
Fro	m B	átyu	**Bátyu** ...(225).....dep	3 25
...	...	...	**Strabicso Gorond** ..	4 15
1 48	1 4	0 74	**Munkács** ..... arr	4 50

Stations.	1—4
	a.m.
Munkács .....dep	11 35
Strabicso Gorond ..	12 16
Bátyu ..... arr	1 0

PILSEN, PRIESEN, BRUX, and DUX.—Pilsen-Priesen (Komotau) Eisenbahn.

1 Cl.	2 Cl.	3 Cl.	Stations	1-3	1—3	1—3
gl. kr	gl. kr	gl. kr		a.m.	p.m.	noon
...	...	...	**Budweis** .....dep	...	2 3	...
...	...	...	**Furth**	1 0	3 0	...
Fro	m P	ilsen	**Pilsen (223)** ...dep	3 35	5 48	12 0
0 53	0 40	0 27	Tremosna	3 54	6 6	12 51
1 59	1 19	0 86	Plas	4 38	6 45	2 27
2 45	1 84	1 23	Scheles	5 9	7 14	3 35
3 17	2 38	1 59	Petersburg-Jechnitz...	5 39	7 41	4 26
3 36	2 52	1 68	Kriegern	5 48	7 50	...
3 65	2 74	1 83	Rudig	5 58	7 59	...
4 4	3 3	2 2	Podersam.....	6 16	8 16	...
4 32	3 24	2 16	Kaschitz-Schönhof ...	6 28	8 27	...
4 80	3 60	2 40	**Neus. Schabgl** arr	6 40	8 40	...
...	...	...	**Neus. Schabl.** dep	7 40	...	...
...	...	...	**Priesen (208)** arr	8 15	...	...
...	...	...	Komotau ...	10 18	2 47	...
...	...	...	**Neus. Schabogl.** dp	6 46	8 44	...
5 14	3 86	2 57	**Saaz** .....arr	7 14	9 0	...
...	...	...	... .dep	7 17	9 10	...
5 52	4 14	2 76	Lischan	7 35	9 28	...
5 67	4 25	2 84	Postelberg	7 45	9 39	...
6 53	4 90	3 27	**Obernitz**.....arr	8 26	10 19	...
...	...	...	**Obernitz** ....dep	...	10 28	...
...	...	...	**Brüx-Tepl.-B** ar	9 5	10 41	...
...	...	...	**Obernitz** .....dep	8 31	10 24	...
7 6	5 30	3 53	Bilin	8 57	10 44	...
...	...	...	AUSSIG	10 38	12 16	...
7 20	5 40	3 60	Dux-Ladowitz	9 6	10 52	...
7 35	5 44	3 63	**Dux A. T. Bhf** ...arr	9 10	10 55	...
...	...	...	**Teplitz (207)**...	9 47	11 25	...

Stations.	1—3	1—3
	a.m.	p.m.
Teplitz	5 0	5 1
Dux A. T. Bhf ...dep	5 30	5 50
Dux-Ladowitz	5 34	5 55
AUSSIG	4 15	4 8
Bilin	5 41	6 8
Obernitz .....arr	5 59	6 33
Brüx-Tepl.-B. dp	5 41	...
Obernitz .....arr	5 56	...
Obernitz .....dep	6 3	6 43
Postelberg	6 31	7 30
Lischan	6 41	7 40
Saaz .....arr	6 53	7 58
... .dep	6 57	8 24
Neus. Schabgl. arr	7 12	8 43
Komotau ... dep	1 22	...
Priesen .....dep	6 30	...
Neus. Schab. arr	7 0	...
Neus. Schabgl. dep	7 13	8 45
Kaschitz Schönhof ...	7 30	9 2
Podersam	7 41	9 13
Rudig	7 56	9 28
Kriegern	8 6	9 38
Petersburg-Jechnitz...	8 18	9 50
Scheles	8 46	10 18
Plass	9 17	10 48
Tremosna	9 57	11 28
Pilsen (237) .....arr	10 14	11 45
Furth	1 0	...
Budweis .....arr	1 51	...

BLUDENZ to LINDAU.—Vorarlberger Bahn. (Austrian Railways.)

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3	1—3	1, 2, 3
Dist.	gl. kr	gl. kr	gl. kr		a.m.	a.m.	p.m.	p.m.
Fro	m B	lude	nz.	**Bludenz** dep	6 20	10 25	12 40	6 5
6½	0 52	0 39	0 26	Nensing	6 48	10 45	1 5	6 25
13½	1 05	0 78	0 52	**Feldkirch 228**	7 20	11 10	1 37	6 48
21	1 62	1 21	0 81	Götzis	8 7	11 38	2 7	7 18
29	2 23	1 67	1 11	Dornbirn	8 47	11 56	2 28	7 38
34	2 61	1 96	1 30	Lautrach (244)	9 17	12 20	3 7	8 12
36½	2 80	2 10	1 40	**Bregenz**	9 31	12 30	3 21	8 26
38½	2 95	2 21	1 47	**Lochau**	9 39	12 37	3 29	8 34
42½	3 28	2 46	1 64	**Lindau 199a**	9 55	12 50	3 45	8 50

E.M.	Stations.	1—3	1—3	1—3
Dist.		a.m.	a.m.	p.m.
—	**Lindau** ...dep	4 45	9 5	2 0
4½	**Lochau**	5 5	9 24	2 22
6½	**Bregenz**	5 26	9 36	2 34
9½	Lautrach	5 45	10 1	2 58
14½	Dornbirn	6 21	10 18	3 22
21½	Götzis	6 55	10 44	3 49
29½	Feldkirch	7 34	11 13	4 22
35	Nenzing	7 56	11 39	4 46
42½	**Bludenz** arr	8 15	12 0	5 5

MOHACS and BARCS.—Mohacs-Fünfkirchen-Barcser Bahn.

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	a.m.	p.m.
Mohács .. dep	3 23	3 35	10 *0	1*37
Szederin .. „	2 46	3 40	—	—
Essegg .. „	2 5	2 20	—	—
Villány (223) dp	4 39	4 25	11 22	1 10
Essegg ...arr	1 25	—	—	—
Ujvár .. „	6 8	5 36	12 45	2 50
Fünfkirchen	6 20	5 46	12 55	3 2
„ dep	6 45	6 6	—	—
Szigetvár ..... „	8 30	7 19	—	—
Dárdany ..... „	9 6	7 54	—	—
Barcs (*230) arr	9 34	8 20	—	—
Zakany .. „	12 20	10 8	—	—
Kanizsa .. „	1 41	11 11	—	—
Pesth .. „	6 36	6 16	—	—
Vienna .. „	6 23	8 30	—	—
Trieste .. „	7 48	8 58	—	—

From Barcs	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4	1—4	1—4
					a.m.	a.m.	p.m.	p.m.
				Trieste dep	...	7 5	10 30	
				Vienna .. „	...	7 15	9 0	
				Pesth ..... „	...	9 35	7 10	
				Kanizsa .. „	...	4 36	2 30	
				Zakany .. „	...	5 41	4 0	
0	0	0	0	Barcs (220) d	...	7 28	7 15	
0	44	0	34	Dárdany	...	7 55	7 58	
1	18	0	78	Szigetvár	...	8 39	8 48	
2	51	1	67	Fünfkirchen	...	9 50	10 14	
				„ dep	6 22	10	0	10 34
2	71	1	80	Ujvár .. „	6 47	10	17	10 56
				Essegg ...dep	2	5	—	—
3	92	2	60	Villány (223) d	5	8	11	20
				Essegg ...arr	—	1	25	3
—	—	—	—	Szeszárd ... „	—	11	55	11
4	67	2	23	Mohács ... „	9	27	12	44

From Barcs	1 Cl.	2 Cl.	3 Cl.
12	45	2	50
12	55	3	2
0	68	0	51
1	57	1	18
3	34	2	51
—	—	—	—
3	61	2	71
—	—	—	—
5	23	3	92
—	—	—	—
6	48	4	67

* The 10.0 a.m. only runs when there is an express boat from Pesth to Mohacs, on other days the 11.37 a.m. runs.

ALTSOHL to NEUSOHL.—Königl. ung. Staats-Eisenbahn.

Stations.	1—4	1—4	1—4	1—4
	a.m.	a.m.	p.m.	p.m.
Ruttka ..... dep	3	...	noon	...
Altsohl (234) ..... dep	6 20	12	0	...
Sillace ..... „				
Neusohl ..... arr	7 40	1	20	...
	a.m.		p.m.	
Neusohl ..... dep	9 43		4 23	
Sillace ..... „				
Altsohl ..... arr	10 40		5 20	
Ruttka ..... „				

From Altsohl	1 Cl.	2 Cl.	3 Cl.
0	16		
0	23	0	23
1	21	0	36

From Neusohl	1 Cl.	2 Cl.	3 Cl.
0	15	0	15
0	58	0	58
1	36	1	36

KECSKEMÉT and MAROS-VASARHELY.—Ungarische Ostbahn.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4
Dist.	gl. kr.	gl. kr.	gl. kr.		a.m.
—	—	—	—	Grosswardein ...dep	4 50
—	—	—	—	Karlsburg .....dep	11 41
					p.m.
From Kecskemét				Kecskémét (233) ...dep	2 0
124	1 10	0 77	0 55	Maros-Ludas ..... „	3 5
212	1 92	1 35	0 97	Csapó-Radnóth ..... „	3 56
373	3 30	2 31	1 65	Maros-Vásárhely a.r	5 6

From Maros-Vásárhely	1—4
	a.m.
Maros-Vásárhely dp	8 40
Csapó-Radnóth ..... „	10 2
Maros-Ludas ..... „	10 55
Kecskémét ..... arr	11 50
	p.m.
Karlsburg .....arr	2 9
Grosswardein ...arr	9 0

STEINBRUCK to SISSEK.—K. k. Priv. Südbahn Gesellschaft.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	2 & 3	2 & 3	2 & 3
Dist.	gl. k.	gl. k.	gl. k.		p.m.	p.m.	p.m.	p.m.
—	—	—	—	Vienna .....dep	1 30	6 0	...	
—	—	—	—	Trieste .....dep	...	8 0	7 30	
				211)	a.m.	p.m.	p.m.	
From Steinbrück				Steinbruck (*Buffet).	6 5	1 5	4 50	
6½	3 69	2 70	1 80	Agram (*Buffet) ...arr.	8 35	6 25	7 48	
From Agram				Agram .....dep.	9 55	...	*8 45	
4½	2 52	1 89	1 26	Carlstadt ...arr.	11 50	...	10 40	
				Fiume (213) arr	9 22	...	...	
From Steinbrück				Agram (Buda time) d	9 40	...	8 30	
10½	6 12	4 59	3 6	Sisseck (*Buffet) ...arr.	11 3	...	10 27	

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1	2 & 3	2 & 3	2 & 3
Dist.	gl. k.	gl. k.	gl. k.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	From Sisseck	4	2 52	1 89	1 26
—	—	—	—	From Carlstadt	8½	2 52	1 89	1 26
				From Sisseck	4½	...	...	...
—	—	—	—	Agram ..... dep.	10½	6 12	4 59	3 6
—	—	—	—	Vienna .....arr.	...	...	...	...
—	—	—	—	Trieste ..... „	...	...	...	...

Sisseck	1, 2 & 3 Cl.	2 & 3 Cl.	2 & 3 Cl.
	a.m.	a.m.	p.m.
Sisseck ..... dep.	0 0		4 13
Agram ..... arr	7 22		6 8
Fiume ..... dep	...		6 15
Carlstadt ...dep	5 10		*3 40
Agram ..... arr.	7 5		5 30
Agram ..... dep.	7 35	10 30	6 5
Steinbrück .....arr.	10 53	3 1	11 15
Vienna .....arr.	...	6 26	9 45
Trieste ..... „	8 45	5 49	7 35

BRUCK, LEOBEN, and VORDERNBERG.—K. k. Priv. Südbahn Gesellschaft.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3
Dist.	gl. kr.	gl. kr.	gl. kr.		p.m.	a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	p.m.		p.m.
—	—	—	—	Vienna .....dep.	9 0	...	7 0	7 0	10 40	Vordernberg dep.	5 25	...	3 0	...	7 46
—	—	—	—	Graz..... dep	10 15	...	...	8 22	4 22	Trofayach	5 55	...	3 19	...	8 4
					a.m.	a.m.	a.m.	p.m.	p.m.	St. Peter-Freyenst ...	6 12	...	3 39	...	8 14
—	From Bruck			Bruck (211) ...dep	3 33	8 50	11 21	12 40	7 10	Donawitz	6 23	...	3 35	...	8 23
9½	0 72	0 54	0 36	Leoben ..... arr.	4 8	9 36	11 46	1 20	7 50	Leoben ..... arr.	6 36	...	3 43	p.m.	8 33
—	—	—	—	Villach (231) arr.	10 12	...	...	4 23	8 57	Villach ..... dep.	...	...	6 42	12	5 44
				Leoben..... dep.	...	10 14	...	4 15	8 5	Leoben..... dep.	4 0	6 55	10 10	4 48	11 42
11½	0 90	0 66	0 45	Donawitz	...	10 23	...	4 24	8 23	Bruck ..... arr.	7 30	10 56	4 46	5 13	12 28
14½	1 8	0 81	0 54	St. Peter-Freyenst	...	10 29	...	4 30	8 32	Graz..... arr.	10 6	12 27	6 58	6 53	5 41
14½	1 8	0 81	0 54	Trofayach	...	10 40	...	4 41	8 50	Vienna ..... arr.	4 0	...	9 50	9 50	6 26
19½	1 44	1 8	0 72	Vordernberg...arr.	...	11 0	...	5 1	9 21						

DIVAZZA, POLA, CANFANARO, and ROVIGNO.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—3	1—3
	gl. kr.	gl. kr.	gl. kr.		a.m.	p.m.
—	—	—	—	Laibach .....dep	2 43	3 17
—	—	—	—	Trieste ..... „	...	8 15
					a.m.	night
—	From Divazza			Divazza (211)...dep	6 0	†12 5
—	1 0	0 75	0 50	Podgorje	7 6	1 38
—	1 47	1 10	0 73	Rakitovic	7 36	2 21
—	2 0	1 50	1 0	Rozzo	8 8	3 1
—	3 4	2 29	1 52	Cerovglie	9 4	4 19
—	3 99	2 99	1 94	San Pietro i. Selva ...	9 52	5 28
—	4 87	3 28	2 18	Canfanaro	10 34	6 15
—	—	—	—	Canfanaro ...dep	10 40	6 30
—	—	—	—	Rovigno..... arr	11 45	7 35
—	5 22	3 93	2 61	Dignano	11 7	7 7
—	5 94	4 35	2 92	Pola..... arr	11 40	7 44

† From Divazza Tuesdays and Fridays only.

‡ Wednesdays and Saturdays only.

Stations.	1—3	1—3
	a.m.	a.m.
Pola..... dep	3 45	†1015
Dignano ..... „	4 22	11 6
Rovigno ..... dep	3 40	8 30
Canfanaro ...arr	4 51	9 41
Canfanaro	5 14	12 20
San Pietro i. Selva ...	5 38	12 48
Cerovglie	6 28	1 39
Rozzo	7 27	3 17
Rakitovic.....	8 5	4 12
Podgorje	9 0	5 15
Divazza ..... arr	9 49	6 19
	p.m.	
Trieste ..... arr	8 45	
Laibach..... „		

VIENNA and BUDA.—K. K. Priv-Oesterr. Staats Eisenbahn.—Wien Oefener Eisenbahn.

Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3		
f.kr.	fl.kr.	fl.kr.		a.m.	p.m.			a.m.	a.m.	p.m.		
From	Vienna		**Vienna** *(Rest.)*... dep	7 0	5 50	...	**Buda** (Posth).....dep	7 10	11 0	9 25	...	...
0 40	0 30	0 20	Simmering	7 7	5 57	...	Promontor	7 23	11 20	9 49	...	...
0 42	0 31	0 21	Schwechat Kledering	7 16	6 5	...	Tétény	7 38	11 41	10 7	...	...
0 53	0 40	0 26	Lanzendorf	7 22	6 11	...	Martonvásár	8 12	12 35	10 44	...	...
0 74	0 55	0 36	Himberg	7 35	6 19	...	Nyék	8 31	1 7	11 4	...	...
0 89	0 67	0 44	Gutenhof Velm	7 51	6 26	...	Gunnyós.....	8 51	1 39	11 27	...	...
1 04	0 78	0 52	**Gramatneusiedlar**	7 40	6 32	...	**Stuhlweissenburg**	9 6	2 3	11 39	...	...
...	...	...	,, (220, 225) dp	7 45	6 36	...	,, (220,225)dp	10 18	—	12 23	...	...
1 41	1 06	0 70	Götzendorf	7 57	6 50	...	Mohs	10 43	...	12 46	...	...
1 62	1 21	0 80	Trautmannsdorf.....	8 5	6 59	...	Sodalik	11 10	...	1 12	...	...
1 91	1 45	0 97	Wilfleinsdorf	8 14	7 8	...	Mor.....	11 36	...	1 40	...	...
2 20	1 65	1 10	**Bruck** ..... arr	8 22	7 16	...	Kis Ber	12 28	...	2 30	...	...
...	...	...	,, *(Rest)* .....dep	8 40	7 43	...	**Nagy Igmund**.....	3 3	...	3 2	...	...
2 56	1 91	1 28	Paradorf	9 1	8 0	...	**Neuszony**(Komorn)	1 37	p.m.	3 34	...	...
3 24	2 43	1 62	Zurndorf	9 20	8 19	...	,, *(Rest)* dep	3 51	2 25			
3 82	2 86	1 90	Strass Sommerein	9 40	8 41	...	Acs.....	4 12	2 50	...	...	...
4 39	3 29	2 19	Wieselburg	10 2	9 5	...	St. Janos	4 29	3 16	...	...	...
5 22	3 92	2 61	Miklos	10 24	9 23	...	**Raab** *(Rest)* .....arr	4 57	3 56	...	...	...
6 21	4 66	3 10	**Raab (218, 228)**arr	10 56	9 58	...	,, ...dep	4 59	4 26	...	...	...
...	...	...	,, *(Rest)*.....dep	11 20	10 16	...	Miklos	5 46	5 13	...	...	...
7 16	5 37	3 57	St. Janos	12 7	10 47	...	Wieselburg	6 11	5 16	...	...	...
7 68	5 75	3 88	Acs.....	12 32	11 4	...	Strass Sommerein.....	6 33	5 40	...	...	...
8 21	6 15	4 9	**Neuszony**(Komorn)	12 54	11 19	...	Zurndorf	6 53	6 0	...	...	...
...	...	...	*(Rest.)*(220)d	2 33	11 37	...	Parndorf	7 16	6 21	2 & 3		
...	...	...	Nagy Igmund.....	3 11	12 13	...	**Bruck** *(Rest)* ...arr	7 28	6 33	a.m.		
...	...	...	Kis Ber	3 56	12 57	...	,, ...dep	7 28	6 33	11 6		
...	...	...	Mor.....	4 44	1 49	...	Wilfleinsdorf	7 37	6 32	11 24		
...	...	...	Bodalik	5 7	2 12	...	Trautmansdorf	7 46	6 41	11 59		
...	...	...	Mohs	5 31	2 37	...	Götzendorf	7 56	6 51	12 25		
11 31	8 51	5 67	**Stuhlweissenburg**	5 53	2 59	p.m.	**Gramatneusiedl** a	8 8	7 3	12 50		
...	...	...	,, (220,225)dp	6 33	4 12	19	,, dep	8 12	7 7	1 20		
...	...	...	Dinnyés.....	6 52	4 31	12 30	Gutenhof Velm	8 19	7 14	1 32		
...	...	...	Nyék	7 15	4 53	1 9	Himberg	8 25	7 21	1 55		
...	...	...	Martonvásár	7 37	5 15	1 41	Lanzendorf	8 33	7 28	2 22		
...	...	...	Tétény	8 8	5 49	2 32	Schwechat Kledering ...	8 49	7 49	2 45		
...	...	...	Promontor	8 23	6 3	2 52	Simmering	8 50	7 45	2 28		
11 58	10 94	7 29	**Buda (Posth) .....arr**	9 36	6 16	3 12	**Vienna, ... (Rest)**...d	8 58	7 53	3 38	...	...

UNTER DRAUBURG and WOLFSBERG.

Dis.	Stations.	1—2	2—3	2—3	Stations.	1—2	2—3	2—3
		p.m.	p.m.	p.m.		a.m.	a.m.	a.m.
0	Unter Drauburg dep	12 15	5 30	7 30	Wolfsberg ..... dep	6 20	12 45	6 30
3	Dellach	12 25	5 40	7 40	Lavamünd	6 30	12 55	6 40
6	Greifenburg	12 35	5 50	7 50	Unter Drauburg ar	6 40	1 5	6 50
9	Kleblach-Lind.....	12 45	6 0	8 0				
12	Spittal..... arr	12 55	6 10	8 10				

MARBURG and FRANZENSFESTE.—K.K. priv. Sudbahn Gesellschaft.

E Mail	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3		Stations.	1—3	1—3	1—3	
Dis.	gl.kr	gl.kr	gl.kr		a.m.	p.m.					a.m	a.m.	a.m.	
...	...	...	...	**Gratz** .....dep	6 20	12 52	...	...		**Innsbruck** ...dep	9 46	12 3	...	...
...	...	...	...	**Marburg** ...arr	8 45	2 15	...	...		**Verona** ..... ,,	5 15	6 30	...	...
					a.m.	p.m.				**Botzen** ..... ,,	11 29	12 25	6 5	...
From		Marburg		**Marburg (211)** dep	9 20	2 50	...	...		**Franzensfeste** a	1 45	2 34	8 10	...
16½	1 26	0 95	0 63	St. Lorenzen.....	10 14	3 49	...	...			p.m.	a.m.	a.m.	
40½	3 6	2 30	1 53	Unter Drauburg 236	11 35	5 15	...	...		**Franzensfeste** dp	2 45	4 50	8 25	...
57½	4 82	3 24	2 16	Sleiburg	12 48	6 14	...	...		Mühlbach	3 14	5 10	8 50	...
80	6 12	4 59	3 6	**Klagenfurt(231)**a	2 8	7 19	...	...		**Brueneck**.....	4 52	6 8	10 20	...
				,, ...dep	2 45	6 10	7 30	...		Olang	5 20	6 35	11 7	...
90	7 84	5 13	3 43	Maria Wörth.....	3 15	6 40	7 51	...		Niederdorf	5 51	7 6	12 1	...
94	7 39	5 40	3 60	Velden.....	3 38	7 4	8 11	...		Toblach.....	6 27	7 16	12 30	...
109½	7 92	5 94	3 96	**Villach (231)** ...arr	4 12	7 43	8 45	...		Innichen.....	6 44	7 30	12 40	...
...	...	...	...	,, ...dep	4 35	8 0				Abfaltersbach	7 45	8 16	1 24	...
118	9 0	6 75	4 50	Paternion-Feistritz	5 7	8 50	...	...		**Lienz**	8 50	9 12	2 46	...
127½	9 73	7 29	4 86	Spittal.....	5 36	9 31	...	...		Ober Drauburg		9 41	4 22	...
139½	10 69	7 97	5 31	Kleblach-Lind.....	6 17	10 26	...	...		Dellach	...	9 56	4 45	...
147	11 16	8 37	5 56	Greifenburg	6 39	10 54	...	...		Greifenburg	...	10 6	5 3	...
151	11 52	8 64	5 76	Dellach	6 56	11 17	...	...		Kleblach-Lind.....	...	10 29	5 27	...
158½	12 6	9 5	6 3	Ober Dranburg	7 12	11 36	...	...		Spittal.....	...	11 1	6 23	...
170	12 96	9 72	6 48	**Lienz (Prag time)** a	7 47	12 24	...	...		Paternion-Feistr. ...	...	11 26	7 7	...
184	14 4	10 53	7 2	Abfaltersbach	9 20	3 8	...	...		**Villach** .....arr	a.m.	11 59	7 45	...
196½	14 94	11 21	7 47	Innichen.....	10 21	4 17	...	...		,, ...dep	6 20	12 15	8 7	...
198	15 12	11 36	7 56	Toblach	10 32	4 31	...	...		**Velden**.....	6 59	12 53	8 51	...
200½	15 30	11 48	7 65	Niederdorf.....	10 49	4 48	...	...		Maria Wörth.....	7 14	1 9	9 11	...
207½	15 84	11 88	7 92	Olang	11 24	5 30	...	...		**Klagenfurt**.....arr	7 40	1 35	9 40	...
216½	16 56	12 48	8 28	**Brueneck** .....dep	12 8	6 15	...	...		,, ...dep	8 0	2 15	...	...
231	17 66	13 23	8 82	Mühlbach	1 16	7 25	...	...		Bleiburg.....	9 25	3 35	...	...
236	18 0	13 50	9 0	**Franzensfeste** arr	1 42	7 49	...	...		Unter Drauburg	10 13	4 21	...	...
...	...	...	...	(205)	a.m.	p.m.				St. Lorenzen	11 23	5 27	...	...
...	...	...	...	**Franzensfeste** d	4 37	8 23	...	...		**Marburg** .....arr	12 34	6 30	...	...
...	...	...	...	**Botzen** .....arr	6 36	10 24	...	...			p.m.			
...	...	...	...	**Verona** ..... ,,	11 50	...	...	...		**Marburg** ...dep	2 41	7 30	...	...
...	...	...	...	**Innsbruck** ...arr	6 50	...	...	...		**Gratz** .....arr	4 5	9 45	...	...

Google

MOHACS and BARCS.—Mohacs-Fünfkirchen-Barcser Bahn.

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	a.m.	p.m.
Mohács .. dep	3 23	3 25	10 40	1 37
Szegzárd ... ,,	2 46	3 40	...	...
Essegg ... ,,	2 5	2 20	...	...
Villány (227) dp	4 39	4 25	11 22	1 10
Essegg ...arr	1 25	...	...	...
Usség	6 8	5 36	12 45	2 50
Fünfkirchen dep	6 20	5 45	12 55	3 3
,, ,, arr	6 45	6 6	...	...
Szigetvár	8 20	7 19	...	...
Darány	9 8	7 54	...	...
Barcs (220) arr	9 34	8 20	...	...
Zakany ... ,,	12 20	10 8	...	...
Kanizsa ... ,,	1 41	11 11	...	...
Pesth ... ,,	8 36	5 16	...	...
Vienna ... ,,	6 23	8 30	...	...
Trieste... ,,	7 45	8 56	...	...

Stations.	1—4	1 2 3	1—4
	a.m.	a.m.	p.m.
Trieste dep	...	7 5	10 30
Vienna ... ,,	...	7 15	9 0
Pesth... ,,	...	9 35	7 10
Kanizsa ... ,,	...	4 38	2 30
Zakany ... ,,	...	6 41	4 0
Barcs (220) d	...	7 58	7 16
Darány	...	7 55	7 56
Szigetvár	...	8 39	8 48
Fünfkirchen dep	...	9 50	10 14
,, ,, dep	6 22	10 0	10 34
Usség	6.47	10 17	10 56
Essegg ...dep	2 5	...	...
Villány (227) ...	8	8 11	20 12 15
Essegg ...arr	...	1 25	3 6
Szegzárd ... ,,	...	11 55	11 50
Mohács ... ,,	9 27	12 44	1 33

* The 10.0 a.m. only runs when there is an express boat from Pesth to Mohacs, on other days the 11.37 a.m. runs.

ALTSOHL to NEUSOHL.—Königl. ung. Staats Eisenbahn.

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	noon	p.m.
RUTTKA .....dep	3 3	...	...	...
Altsohl (224) ,,	6 20	12 0	1 30	4 25
Selasc ..... ,,	7 40	1 20	...	5 45
Neusohl ..... arr	...	...	...	6 50

Stations.	1—4	1—4	1—4	1—4
	a.m.	p.m.	a.m.	p.m.
Neusohl ..... dep	9 43	4 25	10 40	5 20
Selasc ..... ,,	...	...	11 0	5 40
Altsohl ..... arr	...	...	11 50	6 30
RUTTKA ..... ,,	...	...	2 1	7 17

ROCSARD and MAROS-VASARHELY.—Ungarische Ostbahn.

E.M. 1 Cl.	2 Cl.	3 Cl.	1—4
Dis.	gl. kr	gl. kr	gl. kr
—	—	—	—
—	—	—	—
From Kocsard			
12½	1 10	0 77	0 55
21½	1 92	1 35	0 97
37½	2 30	2 11	1 65

Stations.	1—4
	a.m.
Grosswardein ...dep	4 50
Karlsburg .....dep	11 41
	p.m.
Kocsárd (223) ...dep	2 0
Maros-Ludas	2 5
Caspó-Radnóth	3 56
Maros-Vásárhely ...arr	5 8

Stations.	1—4
	a.m.
Maros-Vásárhely dp	8 40
Caspó-Radnóth	10 2
Maros-Ludas	10 55
Kocsárd ..... arr	11 50
	p.m.
Karlsburg .....arr	2 9
Grosswardein ... arr	9 0

E.M. 1 Cl.	2 Cl.	3 Cl.
Dis.	gl. kr	gl. kr
—	—	—
From Altsohl		
33	0 53	0 33
134	1 21	0 80

E.M.	1 Cl.	2 Cl.	3 Cl.
Dis.			
—			
24			1 21
134			4 25

STEINBRUCK to SISSEK.—K. k. Priv. Südbahn Gesellschaft.

E.M.	1 Cl.	2 Cl.	3 Cl.
Dis.	gl. k.	gl. k.	gl. k.
—	—	—	—
—	—	—	—
From St	einb	ruck	
6½	3 60	2 70	1 80
From A	gra	m	
4½	2 52	1 89	1 26
—	—	—	—
From St	einb	ruck	
16½	6 12	4 59	3 6

Stations.	1,2,3	2 & 3	2 & 3
Vienna .....dep	1 30	6 0	...
Trieste .....dep	...	8 0	7 30
Sill)	a.m.	p.m.	p.m.
Steinbruck (Buffet) d.	6 5	1 5	4 50
Agram (Buffet) ...arr.	8 35	5 25	7 48
Agram .....dep.	9 55	...	*8 45
Carlstadt ....arr.	11 50	...	10 40
Fiume (213) arr	9 22	...	...
Agram (Buda time) d	9 40	...	8 30
Sissek (Buffet) ...arr.	11 3	...	10 27

E.M.	1 Cl.	2 Cl.	3 Cl.
Dis.	gl. k.	gl. k.	gl. k.
—	From St	einb	ruck
4½	2 52	1 89	1 26
—	—	—	—
From St	einb	ruck	
10½	6 12	4 59	3 6
—	—	—	—
From St	einb	ruck	
16½	6 12	4 59	3 6

Stations.	1,2,3	2 & 3	2 & 3
Sissek ..... dep.	6 0	...	...
Agram ..... arr	7 22	...	6 8
Fiume ..... dep	...	...	6 12
Carlstadt ....d-p	5 10	...	*3 40
Agram ..... ar.	7 5	...	5 30
Agram ..... dep	7 35	10 30	6 8
Steinbruck ..... arr.	10 33	3 1	11 15
Vienna ..... ,,	...	6 26	9 45
Trieste ..... ,,	8 45	5 49	7 35

* 1, 2, and 3 Class.

BRUCK, LEOBEN, and VORDERNBERG.—K. k. Priv. Südbahn Gesellschaft.

E.M.	1 Cl.	2 Cl.	3 Cl.
Dis.	gl. kr	gl. kr	gl. kr
—	—	—	—
—	—	—	—
—	From Br	uck	
9½	0 73	0 56	0 36
—	—	—	—
—	—	—	—
11½	0 90	0 68	0 45
14½	1 8	0 81	0 54
14½	1 8	0 81	0 54
19½	1 44	1 8	0 72

Stations.	1,2,3	1,2,3	1 & 2
	p.m.	a.m.	a.m.
Vienna .....dep	9 0	...	7 0
Graz.....dep	10 15	...	8 23
	a.m.	a.m.	p.m.
Bruck (211) ...dep	3 33	8 50	11 21
Leoben.....arr.	4 8	9 36	11 46
Villach (223) arr.	10 12	...	4 23
Leoben.....dep.	...	10 14	...
Donawitz.....	...	10 23	...
St. Peter-Freyenst ...	...	10 29	...
Trofayach	...	10 40	...
Vorderenberg....arr.	...	11 0	...

Stations.	1,2,3	1,2,3	1 & 2
	a.m.	a.m.	p.m.
Vordernberg dep.	5 25	...	3 0
Trofayach	5 55	...	3 19
St. Peter-Freyenst ...	6 12	...	3 29
Donawitz.....	6 23	...	3 35
Leoben.....arr.	6 36	...	3 43
		p.m.	
Leoben.....dep.	6 55	10 10	4 0
Bruck ..... arr.	7 30	10 56	4 46
Graz.....arr.	10 6	12 27	6 56
Vienna .....arr.	4 0	...	9 50

1,2,3	2 & 3	2 & 3
p.m.	a.m.	p.m.
7 0	7 0	10 40
8 23	4 22	...
p.m.	p.m.	p.m.
3 33	8 50	11 21
4 8	9 36	11 46
10 12	...	4 23
10 14	...	4 15
10 23	...	4 24
10 29	...	4 30
10 40	...	4 41
11 0	...	5 1

1,2,3	1,2,3	1 & 2
a.m.	a.m.	p.m.
5 25	...	3 0
5 55	...	3 19
6 12	...	3 29
6 23	...	3 35
6 36	...	3 43
	p.m.	
6 55	10 10	4 0
7 30	10 56	4 46
10 6	12 27	6 56
4 0	...	9 50

1,2,3	1 & 2
p.m.	p.m.
9 0	7 45
10 15	8 4
10 29	8 14
10 40	8 26
11 0	8 42
11 21	8 56
11 46	9 20
12 40	9 44
1 20	10 24
7 50	4 30
4 15	8 5
4 24	8 23
4 30	8 32
4 41	8 50
5 1	9 21

DIVAZZA, POLA, CANFANARO, and ROVIGNO.

E.M.	1 Cl.	2 Cl.	3 Cl.
	gl. kr	gl. kr	gl. kr
—	—	—	—
—	—	—	—
—	Fro'	Diva	zza
—	1 0	0 75	0 50
—	1 47	1 10	0 73
—	2 0	1 50	1 0
—	3 4	2 29	1 52
—	3 90	2 92	1 94
—	4 27	3 20	2 13
—	—	—	—
—	5 22	3 92	2 61
—	5 94	4 38	2 92

Stations.	1—3	1—3
	a.m.	p.m.
Laibach .....dep	2 42	8 17
Trieste ..... ,,	...	8 15
	a.m.	night
Divazza (211)...dep	6 0	†12 5
Podgorje	7 6	1 38
Rakitovic	7 36	2 21
Rozzo	8 8	3 1
Cerovglie	9 4	4 19
San Pietro i. Selva ...	9 52	5 28
Canfanaro	10 24	6 15
Canfanaro ...dep	10 40	6 30
Rovigno.....arr	11 45	7 35
Dignano ..... ,,	11 7	7 7
Pola.....arr	11 40	7 44

Stations.	1—3	1—3
	a.m.	a.m.
Pola.....dep	3 45	1015
Dignano ..... ,,	4 22	11 6
Rovigno .....dep	3 40	8 30
Canfanaro ...arr	4 51	9 41
Canfanaro	5 14	12 20
San Pietro i. Selva ...	5 38	12 46
Cerovglie	6 28	1 59
Rozzo	7 27	3 17
Rakitovic.....	8 5	4 12
Podgorje	9 0	5 15
Divazza .....arr	9 49	6 19
	p.m.	p.m.
Trieste .....arr	...	6 45
Laibach..... ,,	...	...

† From Divazza Tuesdays and Fridays only.

‡ Wednesdays and Saturdays only.

VIENNA and BUDA.—K. K. Priv-Oesterr. Staats Eisenbahn.—Wien Oedner Eisenbahn.

Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3
fl.kr.	fl.kr.	fl kr.		a.m.	p.m.			a.m.	a.m.	p.m.
From		Vienna	**Vienna** *(Rest.)*.... dep	7 0	5 50	...	**Buda** (Pesth).....dep	7 10	11 0	9 35
0 40	0 30	0 20	Simmering	7 7	5 57	...	Promontor	7 23	11 20	9 49
0 42	0 31	0 21	Schwechat Kledering	7 16	6 5	...	Tétény	7 38	11 41	10 7
0 53	0 40	0 26	Lanzendorf	7 22	6 11	...	Martonvásár	8 12	12 35	10 44
0 74	0 55	0 36	Himberg	7 29	6 19	...	Nyék	8 31	1 7	11 6
0 89	0 67	0 44	Gutenhof Veim	7 35	6 26	...	Dinnyés.....	8 51	1 29	11 27
1 04	0 78	0 52	**Gramatneusiedlar**	7 40	6 32	...	**Stuhlweissenburg**	9 6	2 3	11 39
...	...	...	,, **(225)** dep	7 45	6 36	...	,, **(220,225)**dp	10 1		12 23
1 41	1 06	0 70	Götzendorf	7 57	6 50	...	Moha	10 43	...	12 46
1 62	1 21	0 80	Trautmannsdorf.....	8 5	6 59	...	Godulik	11 10	...	1 12
1 94	1 45	0 97	Wilfleinsdorf	8 14	7 8	...	Mor.....	11 36	...	1 40
2 20	1 65	1 10	**Bruck** ..... arr	8 22	7 16	...	Kis Ber	12 28	...	2 30
...	...	...	,, *(Rest)* .....dep	8 46	7 43	...	Nagy Igmund.....	1 3	...	3 2
2 56	1 91	1 28	Parndorf	9 1	8 0	...	**Neuszony**(Komorn)	1 37	p.m.	3 34
3 24	2 43	1 62	Zurndorf	9 20	8 19	...	,, *(Rest)* dep	3 54	2 25	...
3 62	2 86	1 90	Strass Sommerein	9 40	8 41	...	Acs	4 12	2 50	...
4 39	3 29	2 19	Wieselburg	10 2	9 5	...	St. Janos	4 29	3 16	...
5 22	3 92	2 61	Miklos	10 24	9 25	...	**Raab** *(Rest)* .....arr	4 57	3 56	...
6 21	4 66	3 10	**Raab (218, 228)**arr	10 50	9 58	...	,, ...dep	5 17	4 26	...
...	...	...	,, *(Rest.)*.....dep	11 26	10 16	...	Miklos	5 46	4 57	...
7 16	5 37	3 57	St. Janos	11 7	10 47	...	Wieselburg	6 11	5 16	...
7 68	5 75	3 83	Acs.....	12 72	11 4	...	Strass Somerein.....	6 33	5 40	...
8 21	6 15	4 9	**Neuszony**(Komorn)	12 84	11 19	...	Zurndorf	6 53	6 0	...
...	...	...	,, *(Rest.)*(220)d	2 33	11 37	...	Parndorf	7 16	6 21	2 & 3
...	...	...	Nagy Igmund.....	2 11	12 13	...	**Bruck** *(Rest)* ...arr	7 28	6 33	a.m.
...	...	...	Kis Ber	2 56	12 57	...	,, ...dep	7 28	6 33	11 5
...	...	...	Mor.....	4 44	1 49	...	Wilfleinsdorf	7 37	6 32	11 34
...	...	...	Bodalik	5 7	2 12	...	Trautmansdorf	7 46	6 41	11 39
...	...	...	Moha	5 31	2 37	...	Götzendorf	7 56	6 51	12 25
11 31	8 51	5 67	**Stuhlweissenburg**	5 53	2 59	p.m.	**Gramatneusiedl** a	8 8	7 3	12 50
...	...	...	,, **(220,225)**dp	6 33	4 12	12 2	,, dep	8 12	7 7	1 20
...	...	...	Dinnyés.....	6 52	4 31	12 20	Gutenhof Veim	8 19	7 14	1 32
...	...	...	Nyék	7 15	4 53	1 9	Himberg	8 25	7 21	1 55
...	...	...	Martonvásár	7 37	5 15	1 41	Lanzendorf.....	8 33	7 28	2 22
...	...	...	Tétény	8 0	5 49	2 32	Schwechat Kledeg ...	8 39	7 34	2 45
...	...	...	Promontor	8 23	6 3	2 59	Simmering	8 49	7 45	3 06
11 59	10 04	7 39	**Buda** (Pesth) .....arr	8 36	6 16	3 13	**Vienna**, ... *(Rest)*...d	8 56	7 53	3 38

Dis.	Stations.	1—3.	1—3.	1—3.
		a.m.	p.m.	p.m.
0	**Vienna** ..... dep	7 0	5 50	...
12	Simmering	7 7	5 57	...
24	Schwechat Kledering	7 16	6 5	...
36	Lanzendorf	7 22	6 11	...
48	Himberg	7 29	6 19	...
60	Gutenhof Veim	7 35	6 26	...
72	**Gramatneusiedlar**	7 40	6 32	...
...	,, **(225)** dep	7 45	6 36	...
84	Götzendorf	7 57	6 50	...
96	Trautmannsdorf.....	8 5	6 59	...
108	Wilfleinsdorf	8 14	7 8	...
120	**Bruck** ..... arr	8 22	7 16	...
...	,, *(Rest)* .....dep	8 46	7 43	...
132	Parndorf	9 1	8 0	...
144	Zurndorf	9 20	8 19	...
156	Strass Sommerein	9 40	8 41	...
168	Wieselburg	10 2	9 5	...
180	Miklos	10 24	9 25	...
192	**Raab (218, 228)**arr	10 50	9 58	...
...	,, *(Rest.)*.....dep	11 26	10 16	...
204	St. Janos	11 7	10 47	...
216	Acs.....	12 72	11 4	...
228	**Neuszony**(Komorn)	12 84	11 19	...
...	,, *(Rest.)*(220)d	2 33	11 37	...
240	Nagy Igmund.....	2 11	12 13	...
252	Kis Ber	2 56	12 57	...
264	Mor.....	4 44	1 49	...
276	Bodalik	5 7	2 12	...
288	Moha	5 31	2 37	...
300	**Stuhlweissenburg**	5 53	2 59	p.m.
...	,, **(220,225)**dp	6 33	4 12	12 2
312	Dinnyés.....	6 52	4 31	12 20
324	Nyék	7 15	4 53	1 9
336	Martonvásár	7 37	5 15	1 41
348	Tétény	8 0	5 49	2 32
360	Promontor	8 23	6 3	2 59
372	**Buda** (Pesth) .....arr	8 36	6 16	3 13

UPPER DRAUBURG and WOLFSBERG.

Dis.	Stations.	1—3.	1—3.	1—3.
		p.m.	p.m.	a.m.
0	**Unter Draubourg** dep	2 15	6 30	...
12	St. Paul	2 35	6 50	...
24	**Wolfsberg** ..... arr	2 49	7 4	...
...	,, dep	2 55	7 10	6 30
36	**Lavamund**	3 16	7 31	6 51
48	**Marburg** ..... arr	3 34	7 49	7 9
...	,, dep	3 40	7 55	7 15
60	**Pragerhof**	4 0	8 15	7 35
72	**Pettau**	4 20	8 35	7 55
84	**Friedau**	4 40	8 55	8 15
96	**Esseg**	5 0	9 15	8 35
108	**Peterwardein**	5 20	9 35	8 55
120	**Karlowitz**	5 40	9 55	9 15
132	**Semlin**	6 0	10 15	9 35
144	**Belgrade**	6 20	10 35	9 55

MARBURG and FRANZENSFESTE.—K.K. priv. Sudbahn Gesellschaft.

2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1—3.	1—3.	1—3.
gl.kr.	gl.kr.		a.m.		p.m.			a.m.	a.m.	a.m.
...	...	**Gratz** .....dep	6 20	...	12 52	...	**Innsbruck** ...dep	9 46	12 3	...
...	...	**Marburg** ...arr	8 45	...	2 15	...	**Verona** ..... ,,	5 15	6 20	...
			a.m.		p.m.		**Botzen** ..... ,,	11 29	12 25	6 5
From	Marburg	**Marburg (211)** dep	9 20	...	2 50	...	**Franzensfeste** a	1 45	2 34	8 10
1 26	0 95	**St. Lorenzen**.....	10 14	...	3 49	...		p.m.	a.m.	a.m.
2 30	1 53	**Unter Draubourg 236**	11 35	...	5 15	...	**Franzensfeste** dp	2 45	4 50	8 25
2 34	2 24	**Sleiburg**.....	12 48	...	6 14	...	**Mühlbach**	3 14	5 10	8 50
3 6	2 50	**Klagenfurt(231)**a	2 8	a.m.	7 19	...	**Brueneck**.....	4 52	6 8	10 20
...	...	,, ...dep	2 45	6 10	7 27	...	**Olang**	5 30	6 35	11 7
6 84	5 13	**Maria Wörth**.....	3 15	6 40	7 51	...	**Niederdorf**	6 1	7 7	11 42
7 20	5 40	**Velden**.....	3 36	7 4	8 11	...	**Toblach**.....	6 27	7 18	12 20
7 92	6 04	**Villach (231)** ...arr	4 13	7 43	8 45	...	**Innichen**.....	6 44	7 30	12 40
...	...	,, ...dep	4 35	8 0	...	...	**Abfaltersbach**	7 45	8 16	1 54
9 0	6 75	**Paternion-Feistritz**	5 7	8 50	...	...	**Lienz**	8 59	9 12	3 40
9 72	7 29	**Spittal**.....	5 36	9 31	...	...	**Ober Drauburg**	...	9 44	4 22
10 08	7 97	**Kleblach-Lind**.....	6 17	10 26	...	...	**Dellach**.....	...	9 56	4 43
11 16	8 37	**Greifenburg**	6 39	10 54	...	...	**Greifenburg**	...	10 5	5 3
11 52	8 64	**Dellach**	6 56	11 17	...	...	**Kleblach-Lind**.....	...	10 29	5 37
12 6	9 5	**Ober Draubarg**	7 12	11 36	...	a.m.	**Spittal**.....	...	11 1	6 23
12 96	9 72	**Lienz** (Prag time) a	7 47	12 24	...	6 40	**Paternion-Feistr.** ...	...	11 26	7 7
14 4	10 58	**Abfaltersbach**	9 30	3 8	...	8 34	**Villach** .....arr	a.m.	11 58	7 45
14 94	11 21	**Innichen**.....	10 21	4 17	...	9 45	,, ...dep	6 30	12 15	8 7
15 19	11 34	**Toblach**	10 23	4 31	...	9 59	**Villach** .....arr	6 59	12 53	8 51
15 59	11 48	**Niederdorf**.....	10 46	4 48	...	10 16	**Maria Wörth**.....	7 14	1 9	9 11
16 54	12 49	**Olang**	11 24	5 30	...	11 7	**Klagenfurt**.....arr	7 40	1 35	9 40
17 64	13 50	**Brueneck**.....dep	12 8	6 15	...	11 56	,, ...dep	8 0	2 15	...
17 64	13 50	**Mühlbach**	1 18	7 25	...	1 6	**Bleiburg**.....	9 20	3 25	...
18 0	13 50	**Franzensfeste** arr	1 42	7 49	...	1 30	**Unter Draubarg** ...	10 13	4 21	...
		(205)	a.m.	p.m.		p.m.	**St. Lorenzen**	11 32	5 37	...
...	...	**Franzensfeste** d	4 37	8 33	...	2 25	**Marburg** ..... arr	12 34	6 30	...
...	...	**Botzen** .....arr	6 36	10 24	...	4 20		p.m.		
...	...	**Verona** ..... ,,	11 50	...	...	9 55	**Marburg** ...dep	2 41	7 30	...
...	...	**Innsbruck** ...arr	6 59	...	...	6 24	**Gratz** .....arr	4 5	9 45	...

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Central Swiss Railway.—OLTEN TO LUCERNE.—Schweizerische Centralbahn.

Stations	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	
BALE.....dep	7 0	10 30	2 15	5 5	
AARAU..... ,,	7 50	11 14	3 10	6 7	
BIEL	5 20	9 15	1 0	4 27	
BERNE	6 0	9 38	1 38	4 40	
(238, 240)	a.m.	a.m.	noon	p.m.	p.m.
Olten .....dep	5 0	8 19	12 0	3 41	6 45
Aarburg	5 12	8 27	12 7	3 49	6 53
Zofingen (**238**)	5 27	8 37	12 17	3 59	7 3
Neblikon	5 58	9 0	12 40	4 22	7 26
Sursee	6 30	9 20	1 0	4 42	7 48
Sempach	7 7	9 39	1 19	5 1	8 9
Lucerne	7 55	10 7	1 48	5 32	8 40

Stations	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3
	a.m.	a.m.	p.m.	p.m.	p.m.
Lucerne.....dp	6 7	9 50	1 30	4 30	7 18
Sempach.....	6 41	10 22	2 4	5 0	8 13
Sursee	7 1	10 42	2 24	5 19	8 42
Neblikon	7 22	11 1	2 44	5 37	9 12
Zofingen	7 44	11 23	3 6	5 59	9 41
Aarburg	7 54	11 32	3 15	6 8	9 55
Olten .....arr	8 1	11 39	3 22	6 15	10 5
	a.m.	p.m.	p.m.	p.m.	p.m.
BERNE .....arr	10 5	1 52	6 0	8 52	...
BIEL ..... ,,	10 11	2 20	6 12	9 25	...
AARAU ..... ,,	8 41	12 26	4 11	6 57	10 50
BALE ..... ,,	9 38	1 20	5 3	7 50	...

From	Olten
0 40	0 30
0 90	0 65
2 0	1 40
3 0	2 10
4 0	2 90
5 50	3 85

1 cl. fr. c.	2 cl. fr. c.	3 cl. fr. c.
6 90	4 85	3 45
9 40	6 60	4 70
11 40	8 0	5 70
11 50	8 5	5 75

Stations.
ZURICH.....dep
Zug .....
LUCERNE.....dep
Zug .....
ARTH pr Str. dep
Zug .....
Rigi-Klösterli .....
Rigi-Kaltbad .....
Rigi-Staffel .....
Rigi-Kulm ...arr

Stations.
Arth.....dep
Oberarth .....
Goldau .....
Arth .....
Rigi-Kaltbad .....
Rigi-Staffel .....
Rigi-Klösterli .....
Rigi-Kulm ...arr

ARTH and RIGI-KULM.

NEUCHATEL, CHAUX-DE-FONDS, and LOCLE.—Chemin de Fer de Jura Industriel.

(All 1, 2, 3 classes.)	a.m.	a.m.		a.m.	p. m.	p.m.
Arr. From BIENNE	...	6 58	...	11 11	3 47	7 37
,, ,, PONTARLIER	...	7 28	...	8 32	3 5	6 42
,, ,, LAUSANNE ...	...	7 48	...	10 55	3 22	7 11
Neuchatel (247) .....dep	...	8 14	...	11 45	4 12	8 30
Corcelles ..... ,,	...	8 27	...	12 0	4 25	8 43
Hauts-Geneveys ..... ,,	...	9 35	...	1 11	5 33	9 51
Convers (248) .....arr	...	9 50	...	1 26	5 48	10 6
Dep. for SONCEBOZ	...	10 15	2 & 3	3 40	7 0	...
Chaux-de-Fonds.....arr	...	10 5	p.m.	1 39	5 59	10 17
,, ...dep	7 30	10 15	12 2	2 19	6 9	10 34
Eplatures ..... ,,	7 41	10 33	12 13	2 30	6 20	10 45
Locle .....arr	7 51	10 43	12 23	2 40	6 30	10 55

(All 1, 2, 3 classes.)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Locle .....dep	4 40	9 10	1 5	*2 48	5 28	8 26
Eplatures ..... ,,	...	9 23	1 18	3 1	5 41	8 33
Chaux-de-Fonds.....arr	5 0	9 32	1 27	3 10	5 50	8 42
,, ...dep	5 25	9 43	1 39		5 59	...
Convers .....arr	5 35	9 53	1 49		6 9	...
Arr. from SONCEBOZ ...	...	8 23	1 47		5 0	...
Hauts-Geneveys .....dep	5 53	10 9	2 5		6 25	...
Corcelles ..... ,,	6 51	11 5	3 1		7 31	...
Neuchatel ..... arr	7 2	11 16	3 12		7 32	...
Dep. For BIENNE.....	7 55	11 30	3 28		7 37	...
,, ,, PONTARLIER	9 0	12 0	5 14		7 57	...
,, ,, LAUSANNE ...	7 5	11 21	4 0		7 48	...

* 2 & 3 Class.

WYL TO EBNAT.—Toggenburgerbahn.

2 cl.	3 cl.	Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
			a.m.	a.m.	p.m.	p.m.	
...	...	Fro WINTERTHURar	7 2	11 35	4 37	8 22	...
Frm	Wyl.	WYL fro St Gall ,,	6 57	10 50	2 30	8 16	...
—	—	**Wyl (244)**.....dep	7 12	12 8	4 53	8 30	...
1 5	0 75	Bütschwyl	7 50	12 36	5 30	9 3	...
1 40	1 0	Lichtensteig	8 8	12 49	5 46	9 17	...
1 60	1 15	Wattwyl	8 18	12 55	5 55	9 24	...
1 95	1 40	**Ebnat-Kappel**ar	8 30	1 5	6 8	9 35	...

EBNAT TO WYL—Toggenburger.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	
	a.m.	a.m.	p.m.	p.m.	
Ebnat-Kappel d	5 40	9 40	3 25	7 10	...
Wattwyl	5 53	9 52	3 37	7 21	...
Lichtensteig	6 2	9 59	3 44	7 29	...
Bütschwyl	6 17	10 13	3 58	7 44	...
Wyl (244).....arr	6 45	10 45	4 30	8 13	...
For ST. GALLEN ,,	7 10	12 0	4 43	8 27	...
,, WINTERTHUR	7 2	10 58	6 6	8 22	...

ETZWEILEN and SINGEN.—Schweizerische Nationalbahn.

Stations.	1—3	1,2,3	2 & 3	1,2,3			
(238)							
Etzweilen	9 20	12 30	4 0	6 30	...	...	...
Ramsen	9 32	12 45	4 16	6 52	...	...	...
Rielasingen.....	9 39	12 55	4 25	7 5	...	...	...
Singen 136 arr	9 46	1 5	4 35	7 15	...	...	...

Stations.	1—3	1,2,3	1—3	1—3			
	a.m.	a.m.	p.m.	p.m.			
Singen .....dep	6 5	10 10	1 50	5 35	...	...	...
Rielasingen.....	6 15	10 17	2 4	5 42	...	...	...
Ramsen	6 24	10 23	2 16	5 48	...	...	...
Etzweilen 238	6 40	10 35	2 35	5 58	...	...	...

WOHLEN and BREMGARTEN.

* Sun. & Market days.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
Wohlen .....dep	6 35	11 45	4 15	6 40	...
Bremgarten.....arr	6 50	12 0	4 30	6 55	...
Bremgarten.....dep	9 40	1 40	5 40	7 55	...
Wohlen .....arr	9 55	1 55	5 55	8 10	...

CONSTANCE, WINTERTHUR, AARAU, and ZOFINGEN.

E M Dis	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
			a.m.	a.m.	p.m.	p.m.	
—	Constance .....dep	...	5 30	9 25	1 0	4 40	...
1½	Emmishofen	...	5 31	9 29	1 6	4 44	...
5	Ermatingen	...	5 50	9 43	1 25	5 0	...
8½	Berlingen	...	6 2	9 54	1 43	5 13	...
10½	Steckborn	...	6 10	10 1	1 54	5 21	...
14½	Mammern	...	6 20	10 12	2 12	5 32	...
17½	Stein	...	6 32	10 24	2 34	5 46	...
19½	Etzwyllen (239)...	...	6 45	10 38	2 50	6 0	...
21½	Stammheim	...	6 54	10 48	3 3	6 8	...
31½	Dorlikon-Altikon....	...	7 30	11 15	3 40	6 38	...
34	Busach	...	7 41	11 24	4 5	6 48	...
36½	Oberwinterthur	...	7 50	11 33	4 20	6 56	...
38½	Winterthur (235 ...	...	8 0	11 40	4 30	7 5	...
...	ZURICH .....arr	...	9 13	1 2	5 48	7 52	...
...	LUCERNE ..... arr	a.m.	12 3	4 26	8 57	9 3	p.m.
...	Winterthur ....dep	6 26		11 45			6 15
44½	Effretikon (242).....	6 45		12 8	...	...	6 39
47½	Bassersdorf	7 0	...	12 18	...	...	6 51
50½	Kloten	7 6	...	12 24	...	...	6 57
53½	Seebach	7 16	...	12 36	...	...	7 7
55½	Affoltern	7 25	...	12 43	...	...	7 13
59	Oerlikon-Dällikon	7 39	...	12 54	...	...	7 26
62½	Wurenlos	7 53	...	1 11	...	...	7 39
65½	Wettlingen (245) a	7 59	...	1 18	...	...	7 46
...	BASEL .....arr	...	...	...	...	...	...
...	ZURICH ..... dep	5 30	...	11 52	...	...	7 5
...	Wettlingen .....dep	8 4	...	1 19	...	...	7 49
66½	Baden	8 17	...	1 21	...	...	7 54
69½	Mellingen	8 35	...	1 37	...	...	8 7
73½	Othmarsingen	8 49	...	1 49	...	...	8 18
75½	Lenzburg (238)	9 11	...	1 58	...	...	8 26
78½	Hunzenschwyl	9 20	...	2 5	...	...	8 33
80½	Suhr .....arr	9 29	...	2 13	...	...	8 40
...	Suhr .....dep	9 38	...	2 17	...	...	8 46
83½	Aarau (236)...arr	9 48	...	2 26	...	...	8 55
...	BASEL ..... arr	1 20	...	5 3	...	...	7 45
...	BERNE ..... arr	1 52	...	6 0	...	...	8 35
...	Sohr (241) ..... dep	9 37	...	2 18	...	...	8 47
91½	Zofingen (239) arr	10 30	...	2 55	...	...	9 25
...	LUCERNE ..... arr	1 48	...	5 32	...	...	7 55

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.				a.m.	p.m.
LUCERNE.....dep	...	...	...	...	9 30	1 30
Zofingen .....dep	6 0	...	...	...	11 35	4 10
Suhr .....arr	6 32	...	...	...	12 5	5 4
BERNE .....dep	7 12	...	...	...	6 0	1 38
BASEL ..... "	7 25	...	...	...	6 0	2 15
Aarau .....dep	6 17	...	...	...	12 0	4 53
Suhr .....arr	6 27	...	...	...	12 10	5 3
Suhr .....dep	6 37	...	...	...	12 16	5 14
Hunzenschwyl	6 46	...	...	...	12 25	5 27
Lenzburg	6 53	...	...	...	12 33	5 45
Othmarsingen	7 2	...	...	...	12 41	5 56
Mellingen	7 13	...	...	...	12 53	6 14
Baden	7 28	...	...	...	1 8	6 42
Wettlingen .....arr	7 32	...	...	...	1 12	6 47
ZURICH .....arr	8 20	...	...	...	2 9	7 47
BASEL .....d p	...	...	...	...	...	...
Wettlingen..... dep	7 35	...	...	...	1 13	7 0
Wurenlos.....	7 44	...	...	...	1 21	7 11
Buchs Dällikon	7 58	...	...	...	1 34	7 31
Affoltern	8 15	...	...	...	1 48	7 49
Seebach	8 20	...	...	...	1 56	8 2
Kloten	8 31	...	...	...	2 7	8 15
Bassersdorf	8 40	...	...	...	2 16	8 26
Effretikon	8 52	...	...	...	2 29	8 40
Winterthur ...arr	9 10	...	a.m.	6 30	10 37	9 0
LUCERNE .....dep	...	...	a.m.	6 30	10 37	...
ZURICH ..... "	...	7 30	10 10	2 33	...	6 15
Winterthur ...dep	...	8 20	11 1	4 45	...	7 45
Oberwinterthur	...	8 28	11 11	4 55	...	7 55
Seuch	...	8 35	11 23	5 4	...	8 4
Dorlikon-Altikon.....	...	8 45	11 34	5 15	...	8 17
Stammheim	a.m.	9 11	12 10	5 51	...	9 2
Etzwyllen (239)...	6 42	9 25	12 25	6 5	...	9 10
Stein	6 58	9 33	12 31	6 12	...	...
Mammern	7 14	9 47	12 41	6 25	...	...
Steckborn	7 35	10 0	12 50	6 36	...	...
Berlingen	7 44	10 8	12 57	6 44	...	...
Ermatingen	8 3	10 21	1 8	6 56	...	...
Emmishofen	8 31	10 37	1 22	7 12	...	...
Constance .....arr	8 35	10 40	1 25	7 15	...	...

MURI, AARAU, and OLTEN.

Stations.	1 & 3	2 & 3	2 & 3		1,2,3	2 & 3	2 & 3		
	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.		
Muri .....dep	...	6 35	11 45	...	...	4 45	6 35	...	...
Wohlen (239)	...	6 55	12 5	...	...	5 7	7 10	...	...
Hendschiken	...	7 10	12 27	...	...	5 22	7 31	...	...
Lenzburg (238)	...	7 19	12 39	...	...	5 31	7 52	...	...
Rupperswyl	...	7 28	12 58	2 & 3	...	5 40	8 6	...	...
Aarau (245) .... arr	...	7 39	12 49	a.m.	...	5 58	8 20	...	...
ZURICH.....dep	6 30	9 52	11 58	...	3 35	4 48	7 5	...	...
Aarau ..... dep	5 0	7 50	11 14	2 28	3 10	6 7	9 0	...	...
Olten (230, 240) arr	5 30	8 9	11 38	3 0	3 30	6 26	9 45	...	...
		a.m.	p.m.		p.m.	p.m.			
LUCERNE .....arr	...	10 7	1 48	...	5 32	8 40	...	...	...
BERNE ..... "	8 25	10 5	1 59	...	6 0	8 52	...	...	...
BASEL .....arr	7 45	9 38	1 30	...	5 3	7 50	...	...	...

OLTEN, AARAU, and MURI.

Stations.	1,2,3	2 & 3	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3		
	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.		
BASEL ...dep	7 0	8 0	10 30	2 15	5 5	...	7 35	...	...
BERNE ... "	6 0	...	9 34	1 38	4 40	...	7 12	...	...
LUCERNE "	6 7	...	9 50	1 30	4 30	...	...	...	...
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
Olten .....dep	6 18	10 20	12 4	3 47	6 37	7 30	10 15	...	...
Aarau .....arr	6 41	11 5	12 26	4 11	6 57	8 10	10 50	...	...
ZURICH ... "	9 56	...	2 9	5 40	8 20	10 40	...	...	...
Aarau .....dep	6 52	1	2 38	4 23	7 18	...	...	...	...
Rupperswyl ...	9 3	...	12 49	4 40	7 19	...	...	...	...
Lenzburg.....	9 13	...	12 58	5 5	7 28	...	...	...	...
Hendschiken ...	9 19	...	1 5	5 21	7 35	...	...	...	...
Wohlen	9 37	...	1 23	5 48	7 53	...	...	...	...

LAUSANNE, PAYERNE, and LYSS.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3		
	a.m.	a.m.	p.m.			
Lausanne ...dep	5 45	10 45	6 50	...	...	...
Palezieux .. arr	6 46	11 46	7 41	...	...	...
" (246) dep	6 53	11 53	7 50	...	...	...
Chatillens	7 8	12 9	8 5	...	...	...
Moudon	7 40	12 43	8 36	...	...	...
Lucens	7 52	12 56	8 47	...	...	...
Granges-Marnand	8 9	1 15	9 3	...	...	...
Payerne (242)	8 35	1 55	9 30	...	...	...
Corcelles	8 41	2 1	9 36	...	...	...
Dompierre.....	8 48	2 8	9 43	...	...	...
Avenches	9 2	2 33	9 57	...	...	...
Morat (242).....	9 21	2 43	10 15	...	...	...
Lyss .....arr	10 23	6 29	...	...	...	...

Stations.	2 & 3	2 & 3	2 & 3			
	a.m.	a.m.	p.m.			
Lyss .....dep	...	11 30	2 27	...	...	...
Morat	5 50	12 32	3 57	...	...	...
Avenches	6 7	12 51	4 16	...	...	...
Dompierre	6 21	1 6	4 31	...	...	...
Corcelles	6 29	1 14	4 39	...	...	...
Payerne.....	6 50	1 35	7 0	...	...	...
Granges-Marnand	7 11	1 54	7 19	...	...	...
Lucens	7 30	2 12	7 37	...	...	...
Moudon	7 45	2 28	7 53	...	...	...
Chatillens	8 15	2 59	8 25	...	...	...
Palezieux ... arr	8 33	3 18	8 44	...	...	...
" ...dep	8 37	3 22	8 50	...	...	...

Central Swiss Railway.—OLTEN TO LUCERNE.—Schweizerische Centralbahn.

1 cl. fr. c.	2 cl. fr. c.	3 cl. fr. c.	Stations.	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3
6 90	4 85	3 45	BALE ....dep	...	a.m. 7 0	a.m. 10 30	p.m. 2 15	p.m. 5 5
9 40	6 60	4 70	AARAU .... „	...	7 50	11 14	3 10	6 7
11 40	8 0	5 70	BIEL	...	5 20	9 15	1 0	4 27
11 50	8 5	5 75	BERNE	...	6 0	9 38	1 38	4 40
			(238, 240)	a.m.	a.m.	noon	p.m.	p.m.
From	Oltn		Olten ....dep	5 0	8 19	12 0	3 41	6 45
0 40	0 30	0 20	Aarburg	5 12	8 27	12 7	3 49	6 53
0 90	0 65	0 45	Zofingen (238)	5 27	8 37	12 17	3 59	7 3
2 0	1 40	1 0	Nebikon	5 58	9 0	12 40	4 22	7 26
3 0	2 10	1 50	Sursee	6 30	9 20	1 0	4 42	7 48
4 0	2 90	2 0	Sempach	7 7	9 39	1 19	5 1	8 9
5 50	3 85	2 75	Lucerne	7 55	10 7	1 48	5 32	8 40

1 cl. fr. c.	2 cl. fr. c.	3 cl. fr. c.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Fro'	Luc	erne		a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	Lucerne ....dp	6 7	9 50	1 30	4 30	7 18
...	...	...	Sempach	6 41	10 22	2 4	5 0	8 13
...	...	...	Sursee	7 1	10 42	2 24	5 19	8 42
...	...	...	Nebikon	7 22	11 1	2 44	5 37	9 12
...	...	...	Zofingen	7 44	11 23	3 6	5 59	9 41
...	...	...	Aarburg	7 54	11 32	3 15	6 8	9 55
...	...	...	Olten ....arr	8 1	11 39	3 22	6 15	10 5
				a.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	BERNE ....arr	10 5	1 52	6 0	8 52	...
...	...	...	BIEL .... „	10 11	2 20	6 12	9 25	...
...	...	...	AARAU .... „	8 41	12 26	4 11	6 57	10 50
...	...	...	BALE .... „	9 38	1 20	5 3	7 50	...

NEUCHATEL, CHAUX-DE-FONDS, and LOCLE.—Chemin de Fer de Jura Industriel.

(All 1, 2, 3 classes.)	a.m.	a.m.		a.m.	p.m.	p.m.
Arr. From BIENNE	...	6 58	...	11 11	3 47	7 37
„ „ PONTARLIER	...	7 28	...	8 32	3 5	6 42
„ „ LAUSANNE ...	...	7 48	...	10 55	3 22	7 11
Neuchatel (247) ......dep	...	8 14	...	11 45	4 12	8 30
Corcelles .... „	...	8 27	...	12 0	4 25	8 43
Hauts-Geneveys .... „	...	9 35	...	1 11	5 33	9 51
Convers (248) ....arr	...	9 50	...	1 26	5 48	10 6
Dep. for SONCEBOZ	...	10 15	2 & 3	3 40	7 0	...
Chaux-de-Fonds......arr	...	10 5	p.m.	1 39	5 59	10 17
„ ...dep	7 30	10 15	12 2	2 19	6 9	10 34
Eplatures .... „	7 41	10 33	12 13	2 30	6 20	10 45
Locle ....arr	7 51	10 43	12 23	2 40	6 30	10 55

(All 1, 2, 3 classes.)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Locle ....dep	4 40	9 10	1 5	*2 48	5 28	8 20	...
Eplatures .... „	...	9 23	1 18	3 1	5 41	8 33	...
Chaux-de-Fonds......arr	5 0	9 32	1 27	3 10	5 50	8 42	...
„ ...dep	5 25	9 43	1 39	2 & 3 Class. *	5 59	...	...
Convers ....arr	5 35	9 53	1 49		6 9	...	...
Arr. from SONCEBOZ ...	...	8 23	1 47		5 0	...	...
Hauts-Geneveys ....dep	5 53	10 9	2 5		6 25	...	...
Corcelles .... „	6 51	11 5	3 1		7 21	...	...
Neuchatel .... arr	7 2	11 16	3 12		7 32	...	...
Dep. For BIENNE.........	7 55	11 30	3 28		7 37	...	...
„ „ PONTARLIER	9 0	12 0	5 14		7 57	...	...
„ „ LAUSANNE ...	7 5	11 21	4 0		7 48	...	...

WYL TO EBNAT.—Toggenburgerbahn.

2 cl.	3 cl.	Stations.	2 & 3	2 & 3	2 & 3	2 & 3	
			a.m.	a.m.	p.m.	p.m.	
...	...	Fro WINTERTHUR ar	7 2	11 55	4 37	8 22	...
Frm	Wyl.	WYL fro St Gall. „	6 57	10 50	2 30	8 16	...
—	—	Wyl (244) ......dep	7 12	12 8	4 53	8 30	...
1 5	0 75	Bütschwyl	7 50	12 36	5 30	9 3	...
1 40	1 0	Lichtensteig	8 8	12 49	5 46	9 17	...
1 60	1 15	Wattwyl	8 18	12 55	5 55	9 24	...
1 95	1 40	Ebnat-Kappel ar	8 30	1 5	6 8	9 35	...

EBNAT TO WYL.—Toggenburger.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	
	a.m.	a.m.	p.m.	p.m.	
Ebnat-Kappel d	5 40	9 40	3 25	7 10	...
Wattwyl	5 53	9 52	3 37	7 21	...
Lichtensteig	6 2	9 59	3 44	7 29	...
Bütschwyl	6 17	10 13	3 58	7 44	...
Wyl (244)......arr	6 45	10 45	4 30	8 13	...
For St. GALLEN „	7 10	12 0	4 43	8 27	...
„ WINTERTHUR	7 2	10 55	6 6	8 22	...

ETZWEILEN and SINGEN.—Schweizerische Nationalbahn.

Stations. (238)	1—3	1,2,3	2 & 3	1,2,3			
	a.m.	p.m.	p.m.	p.m.			
Etzweilen	9 20	12 30	4 0	6 30	...	...	...
Ramsen	9 32	12 45	4 16	6 52	...	...	...
Rielasingen.........	9 39	12 55	4 25	7 5	...	...	...
Singen 136 arr	9 46	1 5	4 35	7 15	...	...	...

Stations.	1—3	1,2,3	1—3	1—3		
	a.m.	a.m.	p.m.	p.m.		
Singen ......dep	6 5	10 10	1 50	5 35	...	...
Rielasingen	6 15	10 17	2 4	5 42	...	...
Ramsen	6 24	10 23	2 16	5 48	...	...
Etzweilen 238	6 40	10 35	2 35	5 58	...	...

WOHLEN and BREMGARTEN.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	
* Sun. & Market days	a.m.	p.m.	p.m.	p.m.	
Wohlen (238) dep	9 40	1 25	5*50	7 55	...
Bremgarten ......arr	9 55	1 40	6 0	8 10	...

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	
	a.m.	a.m.	p.m.	p.m.	
Bremgarten ......dep	6 35	11 45	4 45	6*40	...
Wohlen ... ...arr	6 50	12 0	5 0	6 55	...

ARTH and RIGI-KULM.

Stations.								
ZURICH.........dep	...	...	...	...	...	...	...	...
ZUG ....arr	...	...	...	...	...	...	...	...
LUCERNE.......dep	...	...	...	...	...	...	...	...
ZUG ....arr	...	...	...	...	...	...	...	...
ZUG, pr Str. dep	...	...	...	...	...	...	...	...
ARTH pr. Str. arr	...	...	...	...	...	...	...	...
Arth............ dep	...	...	...	...	...	...	...	...
Oberath	...	...	...	...	...	...	...	...
Goldau	...	...	...	...	...	...	...	...
Kräbel............	...	...	...	...	...	...	...	...
Fruttli	...	...	...	...	...	...	...	...
Rigi-Klösterli	...	...	...	...	...	...	...	...
Rigi-Staffel	...	...	...	...	...	...	...	...
Rigi-Kulm ...arr	...	...	...	...	...	...	...	...

Stations.								
Rigi-Kulm ...dep	...	...	...	...	...	...	...	...
Rigi-Staffel	...	...	...	...	...	...	...	...
Rigi-Klösterli	...	...	...	...	...	...	...	...
Fruttli	...	...	...	...	...	...	...	...
Kräbel	...	...	...	...	...	...	...	...
Goldau	...	...	...	...	...	...	...	...
Oberarth	...	...	...	...	...	...	...	...
Arth ....arr	...	...	...	...	...	...	...	...
ARTH pr. Str dep	...	...	...	...	...	...	...	...
ZUG, pr. Str. arr	...	...	...	...	...	...	...	...
ZUG .... dep	...	...	...	...	...	...	...	...
LUCERNE.......arr	...	...	...	...	...	...	...	...
ZUG ....dep	...	...	...	...	...	...	...	...
ZURICH ....arr	...	...	...	...	...	...	...	...

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THUN, BERNE, OLTEN, and BASEL.

E.M. Dis.	1 Cl. fr. c.	2 Cl. fr. c.	3 Cl. fr. c.	Stations.	2 & 3 a.m.	1,2,3	2 & 3	1,2,3 a.m.	2 & 3	1,2,3 a.m.	2 & 3	1,2,3 p.m.	1,2,3 p.m.
...	...	...	...	INTERLAKEN .....dep.	...	...	...	6 15	...	10 0	...	...	3 30
—	—	—	—	Scherzligen ..... ,,	...	...	...	8 0	...	11 44	...	...	5 25
2	Fro	m T	hun	**Thun**	5 35	...	...	8 15	...	11 55	...	3 20	5 45
10	0 90	0 65	0 45	Kiesen	6 3	...	...	8 31	...	12 13	...	3 36	6 3
16	1 50	1 5	0 75	Münsingen	6 28	...	...	8 45	...	12 27	...	3 50	6 17
24	2 30	1 65	1 15	Gümligen (248).....	6 56	...	...	9 4	...	12 48	...	4 10	6 38
...	...	...	...	LUCERNE ..... arr	...	...	...	...	...	...	...	...	...
32	...	...	...	GENEVA P. FRIEB... dep	...	...	...	...	...	7 37	...	11 42	...
...	...	...	...	**Berne** ..... arr	7 23	...	...	9 21	...	1 5	...	4 25	6 55
—	Fro	m B	erne	**Berne (246)** .....dep	...	a.m. 6 0	...	a.m. 9 38	...	p.m. 1 38	p.m. 3 25	p.m. 4 40	p.m. 7 12
8	0 80	0 60	0 40	Zollikofen (248)	...	6 14	...	9 52	...	1 52	3 48	...	7 33
12	1 20	0 85	0 60	Schönbühl	...	6 21	...	9 59	...	...	3 59	...	7 42
24	2 30	1 65	1 15	**Burgdorf (249)**	...	6 43	...	10 21	...	2 16	4 41	5 15	8 11
...	...	...	...	SOLOTHURN .....dep	...	...	...	...	...	...	...	...	...
40	4 0	2 80	2 0	**Herzogenbuchsee** arr.	...	7 12	...	10 51	...	2 39	5 25	5 38	8 46
...	...	...	...	SOLOTHURN.....(242 arr	...	...	...	...	...	...	...	...	...
...	...	...	...	**Herzogenbuchsee** dep.	...	7 13	...	10 52	...	2 41	5 44	5 39	8 49
48	4 80	3 40	2 40	Langenthal	...	7 29	...	11 8	...	2 54	6 8	5 51	9 9
55	5 50	3 85	2 70	Murgenthal.....	...	7 43	...	11 22	...	3 8	6 25	...	9 25
64	6 40	4 50	3 20	Aarburg	...	8 0	...	11 39	...	3 21	6 52	6 14	9 46
68	6 70	4 70	3 35	**Olten** ..... arr.	...	8 7	...	11 46	...	3 28	7 2	6 21	9 55
...	11 50	8 5	5 75	LUCERNE ..... ,,	...	10 7	...	1 48	...	5 32	...	8 40	...
...	...	...	...	AARAU ..... ,,	...	8 41	...	12 26	...	4 11	...	6 57	10 50
...	...	...	...	ZURICH..... ,,	...	9 58	...	2 9	...	5 40	...	8 20	...
...	...	...	...	LUCERNE .....dep.	...	6 7	...	9 50	...	1 30	...	4 36	...
...	...	...	...	GENEVA ..... ,,	...	...	...	...	...	...	...	...	...
...	...	...	...	NEUCHATEL ..... ,,	2 & 3	...	...	...	...	...	...	...	...
...	...	...	...	ZURICH ..... ,,	a.m.	6 30	...	9 52	...	1 35	2 & 3	4 48	...
...	...	...	...	AARAU ..... ,,	5 0	7 50	...	11 14	...	3 10	p.m.	6 7	p.m.
...	Fro	m Ol	ten	**Olten (238)**.....dep.	5 34	8 20	...	12 2	...	3 45	4 56	6 34	7 20
...	0 90	0 65	0 45	Läufelfingen	6 6	8 41	a.m.	12 23	p.m.	4 6	5 27	6 55	7 50
...	1 90	1 35	0 95	Sissach	6 37	9 3	11 31	12 43	3 16	4 27	5 56	7 16	8 14
...	2 50	1 75	1 25	Liestal	6 59	9 15	11 52	12 56	3 37	4 39	6 17	7 27	8 31
...	3 10	2 20	1 55	Pratteln	7 20	9 25	12 12	1 6	3 57	4 49	6 34	7 37	8 48
...	3 50	2 45	1 75	Muttenz	7 30	...	12 22	...	4 7	...	6 43	...	8 58
...	3 90	2 75	1 95	**Basel** (Centr. B.) **134** arr.	7 45	9 38	12 40	1 20	4 25	5 3	7 0	7 50	9 15
...	...	...	...	**Basel** (Centr. B.) **133** dep.	8 2	9 41	...	1 25	...	5 15	...	8 10	...
...	...	...	...	**Basel** (Bad. B.) .....arr.	8 12	9 50	...	1 35	...	5 25	...	8 20	...

RIGI-SCHEIDECK-BAHN.

Stations.		Stations.
Rigi-Scheideck.....	dep	Rigi-Kaltbad.....dep
Rigi-First.....	...	Rigi-First.....
Rigi-Unterstetten.....	...	Rigi-Unterstetten.....
Rigi-Kaltbad.....	arr	Rigi-Scheideck..... arr

UETLIBURG BAHN.

Zurich to Uetliberg. (in half an hour) 10.30 a.m.; 2.0, 3.15, and 5.15 p.m.; return 11.45 a.m.; 2.30, 4.30, 7.30 p.m.

RIGIBAHN.

Stations.									Stations.								
dep	LUCERNE Str	...	...	...	...	...	...	...	**Rigi Kulm** dep	...	...	...	...	...	...	...	...
arr	VITZNAU ,,	...	...	...	...	...	...	...	Staffel.....	...	...	...	...	...	...	...	...
									Staffelhöhe	...	...	...	...	...	...	...	...
	Vitznau ...dep	...	...	...	...	...	...	...	**Kaltbad** ...arr	...	...	...	...	...	...	...	...
	Romiti Felsenthr	...	...	...	...	...	...	...	**Kaltbad** ...dep	...	...	...	...	...	...	...	...
	Kaltbad ...arr	...	...	...	...	...	...	...	Romiti Felsenthr	...	...	...	...	...	...	...	...
	Kaltbad ...dep	...	...	...	...	...	...	...	**Vitznau** ...arr	...	...	...	...	...	...	...	...
	Staffelhöhe	...	...	...	...	...	...	...									
	Staffel.....	...	...	...	...	...	...	...	dep	VITZNAU Str	...	...	...	...	...	...	...
	Rigi Kulm arr	...	...	...	...	...	...	...	arr	LUCERNE ,,	...	...	...	...	...	...	...

LOCARNO and BIASCA.—Gothard Railway.

E.M.	Stations.	1—3	1—3	1—3	1—3
...	ARONA, Str....dep	...	4 30	10 0	2 40
...	LOCARNO ,, ...arr	...	9 10	2 40	7 40
		a.m.	a.m.	p.m.	p.m.
—	**Locarno** .....dep	6 30	9 40	3 15	8 50
13½	**Bellinzona**.....arr	7 15	10 30	4 0	9 35
...	,, ...dep	7 19	10 42	4 5	9 45
25½	**Biasca** .....arr	8 0	11 27	4 46	10 26
...	BIASCA(per dil.) d	...	...	5 10	11 30
...	AIROLO ..... arr	...	...	10 25	4 45
...	ANDERMATT arr	...	...	...	9 30
...	,, ...dep	...	...	...	9 50
...	FLUELEN (Stir)arr	...	...	...	1 30
...	LUCERNE (Str)arr	...	...	...	4 20

Stations.	1—3	1—3	1—3	1—3
LUCERNE, Str.dep	...	...	5 0	a.m. ...
FLUELEN (dil.) ,,	...	...	7 45	... ...
ANDERMATT arr	...	...	12 50	... ...
ANDERMATT dep	...	a.m.	1 15	... ...
AIROLO..... ,,	...	6 0	5 10	... ...
BIASCA .....arr	...	9 20	8 35	... ...
	a.m.	a.m.	p.m.	p.m.
Biasca .....dep	6 30	9 57	1 44	9 20
Bellinzona.....arr	7 11	10 42	2 25	10 1
,, ...dep	7 15	10 52	2 30	10 10
Locarno .....arr	8 0	11 42	3 15	10 55
LOCARNO, Str. dep	10 15	...	3 40	4 10
ARONA ,, ...arr	4 5	...	6 0	9 15

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BASEL, OLTEN, BERN, and THUN.

Stations.	2 & 3		1 & 2	2 & 3	1,2,3	2 & 3	1,2,3	2 & 3	1,2,3	2 & 3	1,2,3	2 & 3
	a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	p.m	p.m	p.m
Basel Badisch Stat. dep	...	...	6 10	...	10 5	...	1 50	...	4 56	...	7 12	...
,, Central ..... arr	...	...	6 20	...	10 15	...	2 0	...	5 0	...	7 25	...
,, ,, ... dep	6 0	...	7 0	8 0	10 30	10 45	2 15	2 45	5 5	5 45	7 35	...
Muttenz ..... ,,	6 12	...	...	8 16	...	11 1	...	3 1	...	7 51	...	...
Pratteln ..... ,,	6 20	...	7 13	8 25	10 43	11 10	...	3 10	5 18	8 0	...	...
Liestal ..... ,,	6 36	...	7 23	8 45	10 53	11 33	2 36	3 30	5 28	8 20	...	...
Sissach ..... ,,	6 56	...	7 34	9 11	11 5	11 50	2 48	3 50	5 40	8 45	...	...
Läufelfingen ..... ,,	7 28	...	7 55	9 47	11 27	...	3 12	...	6 4	9 25	...	...
Olten ..... arr	7 49	...	8 13	10 10	11 45	...	3 31	...	6 22	9 48	...	...
AARAU ..... ,,	...	...	8 41	11 5	12 26	...	4 11	...	6 57	10 56	...	...
ZURICH ..... ,,	...	...	9 58	...	2 9	...	5 40	...	8 20	...	...	...
GENEVA ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...
NEUCHATEL ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...
LUCERNE ..... ,,	...	2 & 3	10 7	...	1 48	...	5 32	...	8 40	...	...	...
ZURICH ..... dep	...	a.m.	6 30	...	9 52	...	1 35	...	4 48	...	...	...
AARAU ..... ,,	...	5 0	7 50	2 & 3	11 14	...	3 10	...	6 7	...	...	...
LUCERNE ..... ,,	...	...	6 7	a.m.	9 50	...	1 30	...	4 30	...	...	...
Olten ..... dep	...	5 35	8 25	9 9	12 5	...	3 47	...	6 39	...	...	...
Aarburg ..... ,,	...	5 45	8 32	9 15	12 12	...	3 55	...	6 47	...	...	...
Murgenthal ..... ,,	...	6 5	...	9 41	12 24	...	4 10	...	7 2	...	...	...
Langenthal ..... ,,	...	6 28	8 55	10 10	12 38	...	4 26	...	7 18	...	...	...
H.-Buchsee ..... arr	...	6 46	9 5	10 32	12 48	...	4 39	...	7 31	...	...	...
SOLOTHURN ..... dep	...	...	...	...	...	...	...	...	...	...	...	...
H.-Buchsee ..... dep	...	6 51	9 6	10 51	12 50	...	4 41	...	7 33	...	...	...
SOLOTHURN ..... arr	...	...	...	...	...	...	a.m.	p.m.	...	...	...	...
Burgdorf ..... ,,	...	7 37	9 31	11 48	1 15	...	5 16	...	8 8	...	...	...
Schönbühl ..... ,,	...	8 5	...	12 19	...	...	5 37	...	8 29	...	...	...
Zollikofen ..... ,,	...	8 17	9 53	12 34	1 39	...	5 46	...	8 38	...	...	...
Bern ..... arr	1,2,3	8 35	10 5	12 55	1 52	...	6 0	...	8 52	...	...	...
GENEVA per Freiburg ... ,,	a.m.	2 & 3	3 2	...	9 7	...	...	...	...	...	...	...
Bern ..... dep	5 52	8 56	10 38	...	2 12	...	6 20	...	...	...	...	...
LUCERNE ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...
Gümligen ..... ,,	6 12	9 33	10 53	...	2 29	...	6 39	...	...	...	...	...
Münsingen ..... ,,	6 29	10 4	11 6	...	2 47	...	6 57	...	...	...	...	...
Kiesen ..... ,,	6 43	10 31	11 16	...	3 2	...	7 12	...	...	...	...	...
Thun ..... arr	7 2	10 57	11 30	...	3 20	...	7 30	...	...	...	...	...
Scherzligen ..... ,,	7 12	...	11 59	...	3 28	...	...	...	...	...	...	...
INTERLAKEN ..... ,,	9 5	...	1 45	...	5 25	...	...	...	...	...	...	...

DARLIGEN and BONIGEN.—Brunig-Bahn.

Stations.	1 & 2	1 & 2	1 & 2				
	a.m.	a.m.	p.m.				
THUN ..... dep	7 0	11 40	3 15	...	...	...	...
SCHERZLIGEN ..dep				...	...	...	...
DARLIGEN Stmr arr	8 40	1 20	5 0				
Darligen ..... arr	9 10	1 50	5 30	5 35	...	...	...
Interlaken ..... arr	9 25	2 5	5 50	5 50	...	...	...
Bonigen ..... dep							
BONIGEN Stmr. dep							
BRIENZ ..... arr	11 0	4 15	7 10	...	...	...	...

Stations.	1 & 2	1 & 2	1 & 2				
	a.m.	a.m.	p.m.	p.m.			
BRIENZ Steamer dep							
BONIGEN ..... arr	...	...	...	...	...	...	...
Bonigen ..... dep	...	...	...	...	...	...	...
Interlaken ..... dep	6 15	10 0	3 00	3 15	...	...	...
,, ... arr	6 25	10 15	3 45	3 45	...	...	...
Darligen Stmr dep	7 35	11 40	5 20	...	...	...	...
DARLIGEN ..... ,,	8 10	11 35	5 35	...	...	...	...
SCHERZLIGEN ..arr							
THUN ..... ,,							

CHIASSO and LUGANO.—Gothard Railway.

F.M.	Stations.	1—3	1—3	1—3				
		p.m	a.m.					
...	BELLINZONA dep	11 15	7 40	...	...	...	...	...
...	LUGANO ..... arr	3 5	11 30	...	...	...	...	...
		a.m.	a.m.	p.m.				
—	**Lugano** ..... dep	6 55	11 53	5 10	...	...	...	...
9½	Maroggio ..... ,,	7 19	12 19	5 36	...	...	...	...
11½	Capolago ..... ,,	7 27	12 28	5 42	...	...	...	...
14½	Mendrisio ..... ,,	7 39	12 43	5 54	...	...	...	...
—	**Chiasso (256)** ...arr	7 55	1 0	6 10	...	...	...	...
...	CHIASSO ..... dep	8 35	1 20	6 30	...	...	...	...
...	COMO ..... arr	...	...	...	...	...	...	...
...	MILAN ..... ,,	11	4	9	...	...	...	...

Stations.	1—3	1—3	1	3			
	a.m.	p.m.	p.m.				
MILAN .....dep	6 0	1 10	5 45	...	...	...	...
COMO .....dep	...	...	...	...	...	...	...
CHIASSO.....arr	7 50	3 0	7 35	...	...	...	...
	a.m.	p.m.	p.m.				
Chiasso .....dep	8 13	3 18	7 50	...	...	...	...
Mendrisio ..... ,,	8 32	3 42	8 9	...	...	...	...
Capolago ..... ,,	8 41	3 52	8 18	...	...	...	...
Margogio..... ,,	8 49	4 1	8 26	...	...	...	...
Lugano .....arr	9 13	4 26	8 50	...	...	...	...
LUGANO .....dep	10 15	4 50	...	...	...	...	...
BELLINZONA arr	1 45	8 20	...	...	...	...	...

WINTERTHUR AND WALDSHUT.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
[238-44	a.m.	a.m.	p.m.	p.m.	p.m.			
Winterthur .....dep	5 54	8 32	1 10	5 10	7 30	...	...	...
Flaagen ..... ,,	6 15	8 57	1 35	5 29	7 55	...	...	...
Bulach (243) ..... dep	6 32	9 30	2 2	5 50	8 17	...	...	...
Glattfelden ..... ,,	6 39	9 41	2 10	5 57	...	...	...	...
Eglisau ..... ,,	6 46	9 52	2 18	6 3	...	...	...	...
Weisch-Kaiferstuhl ...	7 2	10 13	2 36	6 17	...	...	...	...
Rumikon ..... ,,	7 12	10 27	2 47	6 26	...	...	...	...
Reckingen ..... ,,	7 18	10 34	2 54	6 32	...	...	...	...
Koblenz ..... ,,	7 39	11 3	3 20	6 53	...	...	...	...
Waldshut (133)...arr	7 46	11 10	3 28	7 0	...	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	noon	p.m.	p.m.		
Waldshut 245dp	...	8 5	12 10	4 10	7 23	...	...
Koblenz ..... ,,	...	8 16	12 24	4 23	7 34	...	...
Reckingen..... ,,	...	8 35	12 50	4 46	7 53	...	...
Rumiken ..... ,,	...	8 41	1 0	4 54	7 59	...	...
Weisch-Kaiferstu. ...	...	8 51	1 10	5 5	8 9	...	...
Eglisau ..... ,,	...	9 7	1 25	5 23	8 25	...	...
Glattfelden ..... ,,	...	9 15	1 46	5 30	8 33	...	...
Bulach (243) dep	6 40	9 28	2 13	5 45	8 45	...	...
Pfungen..... ,,	7 1	9 47	2 23	6 6	9 1	...	...
Winterthur arr	7 30	10 9	2 45	6 30	9 20	...	...

AARAU, SUHR, AND ZOFINGEN.

1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1,2,3	1,2,3			
			[238-35	a.m.	p.m.	p.m.			
Fro	Aft	an	**Aarau** .....dep	9 17	2 0	8 28	...	...	...
0 25	0 25		Suhr ..... ,,	9 37	2 18	8 47	...	...	...
0 40	0 40		Ober-Entfelden ...	9 49	2 25	8 55	...	...	...
0 55	0 55		Kölliken ..... ,,	10 1	2 32	9 2	...	...	...
1 50	1 50	1 5	**Zofingen (230)** d	10 30	2 55	9 25	...	...	...

Stations.	1,2,3	1,2,3	2 & 3				
	a.m.	a.m.	p.m				
Zofingen.....d	6 0	11 35	4 10	...	...	...	...
Kölliken ..... ,,	6 21	11 58	4 43	...	...	...	...
Ober-Entfelden.. ,,	6 27	12 5	4 58	...	...	...	...
Suhr ..... ,,	6 35	12 17	5 15	...	...	...	...
Aarau .....arr	6 45	12 26	5 25	...	...	...	...

OLTEN and BIEL.

Stations.	1, 2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
(236, 241)	a. m.	a.m.	p. m.	p.m.	p. m.
Olten ..... dep	5 5	8 21	12 3	3 48	6 41
Solothurn ..... arr.	6 50	9 9	1 19	5 9	8 8
„ (249) ..... dep.	7 35	9 21	1 22	5 13	8 18
Peterlen	8 2	9 55	2 3	5 55	9 5
Biel (Bienne [241]) „	8 42	10 11	2 20	6 12	9 23
NEUCHATEL ..	10 40	11 11	3 47	7 37	...
GENEVA	6 25	3 2	9 7	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3
		a.m.	a. m.	p. m.	p.m.
GENEVA ..... dep	...	...	5 40	11 42	...
LAUSANNE. .. „	...	...	8 10	1 22	...
NEUCHATEL .. „	...	7 55	11 30	3 28	4 50
Biel (Bienne) ..... dep.	5 30	9 15	1 0	4 27	6 35
Pieterlen	5 57	9 32	1 16	4 47	6 55
Solothurn ..... arr.	6 18	10 13	1 53	5 13	7 40
„ ..... dep.	6 30	10 18	1 58	5 16	8 8
Olten ..... arr	8 3	11 41	3 24	6 15	9 47

WADENSWEIL AND EINSIEDELN.

Stations.	2	3	2	3	2	3
	a.m.	a.m.			p.m.	
ZURICH ..... dep	5 12	10 5	...	...	6 5	...
RICHTERSW ... „	...	...	...	...	...	...
(249)	a.m.	noon	p.m.	p.m.	p.m.	...
Wadenswell ... dep	8 0	12 0	3 45	7 20	...	...
Burghalden	8 11	12 11	3 56	7 31	...	...
Samstagern	8 21	12 21	4 6	7 41	...	...
Se Indelsct	8 33	12 33	4 18	7 53	...	...
Biberbrücke	8 45	12 45	4 30	8 5	...	...
Einsiedeln ... arr	9 0	1 0	4 45	8 20	...	...

Stations.	2	3	2	3	2	3
	a.m.	a.m.	p.m.	p.m.		
Einsiedeln ... dep	6 30	10 5	1 50	4 50	...	...
Biberbrücke ..... „	6 45	10 20	2 5	5 5	...	...
Schindelegi ..... „	6 57	10 31	2 17	5 17	...	...
Samstagern ..... „	7 9	10 42	2 29	5 29	...	...
Burghalden ..... „	7 19	10 51	2 39	5 39	...	...
Wadenswell ... arr	7 30	11 2	2 50	5 50	...	...
(249)	a.m.		p.m.		p.m.	
RICHTERSW ... arr	...	...	...	...	7 0	...
ZURICH ..... „	8 52	12 25	...	...	...	...

LYSS and MORAT.

All 2 & 3 class.	a.m.	a.m.	p.m.	p.m.		(All 2 & 3 Cl.)	a.m.	a.m.	a.m.	p.m.	
BIEL ..... dep	7 27	10 15	12 47	6 25	...	Morat (238) .. dep	6 45	9 28	11 50	5 25	...
BERNE ..... „	7 37	9 50	1 25	6 0	...	Kerzers ..... „	7 4	9 48	12 10	5 44	...
	a.m.	a. m.	p. m.	p.m.	...	Fraschels ..... „	7 11	9 55	12 17	5 51	...
Lyss (249) ..... dep	8 32	11 30	2 27	7 5	...	Aarburg ..... „	7 30	10 13	12 37	6 10	...
Aarburg ..... „	8 45	11 43	2 39	7 18	...	Lyss ..... arr	7 40	10 23	12 47	6 20	...
Fraschels ..... „	9 2	12 0	2 56	7 35	...						
Kerzers ..... „	9 10	12 8	3 3	7 43	...	BERNE	8 47	11 10	2 3	7 45	...
Morat (238) ... arr	9 28	12 25	3 20	8 0	...	BIEL	8 50	12 15	3 20	7 15	...

BALE, DELEMONT, SONCEBOZ, BIEL, and NEUCHATEL.

Stations.	2 & 3	2 & 3	1, 2, 3	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	2 & 3
LUCERNE dp	...	...	6 7	...	...	9 50	1 30	4 30
ZURICH ... „	...	...	6 30	4 48	...	9 15	1 0	4 48
(234-9)			a. m.	a. m.		p.m.	p.m.	p.m.
Bale ..... dep	...	...	10 10	6 50	...	2 5	5 15	8 15
Dornach-Arlcs.	...	...	10 32	7 9	...	2 27	5 37	8 43
Laufen ..... „	...	...	11 4	7 41	...	3 59	6 0	9 25
Barschwyl ..... „	...	...	11 12	7 49	...	3 7	...	9 34
Liesberg ..... „	...	...	11 21	7 58	...	3 16	...	9 43
Delsmt 248 ..... „	...	...	11 43	8 17	...	3 38	6 25	10 10
dp for Porentru	...	a.m.	12 10	8 35	p.m.	4 0	6 30	...
Delsmt ..... d	...	4 40		8 25	12 5	3 48	6 38	...
Moutier ..... „	...	5 16	...	8 47	1 7	4 24	7 14	...
Sorvilier ..... „	...	5 53	...	...	1 47	4 52	7 42	...
Reconvilier ..... „	...	6 14	...	...	2 12	5 10	8 1	...
Tavannes [248]	...	6 23	...	9 26	2 42	5 18	8 10	...
Sonceboz ar	...	6 40	...	9 40	3 0	5 33	8 25	...
Dep. for.			1, 2, 3					
Chaux de Fonds	...	6 55	a.m.	10 6	3 32	...	8 40	...
Sonceboz dp	...	6 43	11 35	9 45	3 22	5 36	8 30	...
Biel (248) ar	...	7 17	12 10	10 10	4 5	6 7	9 5	2 & 3
Dep for Berne	a.m.	7 27	12 47	10 15	1 & 2	6 25	p.m.	p.m.
Biel ..... dep	5 53	8 *57	12*35	10 20	4 17	6 30	2 38	7 35
Douanne	6 9	9 17	1 0	10 34	...	6 46	2 53	7 47
Neuveville	6 20	9 39	1 20	10 44	4 40	6 58	3 8	8 10
Cornaux	6 24	10 9	1 56	...	...	7 14	3 26	8 41
St Blaise [247]	6 49	10 26	2 19	11 3	4 59	7 27	3 37	9 0
Neuchâtel ar	6 58	10 40	2 35	11 11	5 7	7 37	3 47	9 15
PARIS ..... „	10 55	...	...	...	5 35	5 40	...	...

Stations.	2 & 3	2 & 3	1, 2,		1 & 2	1, 2, 3	2 & 3	1 & 2	1, 2,
PARIS ..dep	8 30	...	...	...	7 40	...	...	...	...
(247)	a.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Neuchâtel dp	5 40	7 37	7 9	9	11 30	1 57	3 29	4 58	...
St. Blaise	5 53	7 51	8 5	9 15	11 40	2 13	3 39	5 1	...
Cornaux	6 7	8 4	8 14	9 24	11 49	2 28	...	5 11	...
Neuveville	6 40	8 36	8 39	9 40	12 7	3 7	3 56	5 46	...
Douanne	7 1	8 53	8 43	9 51	12 21	3 27	...	5 43	...
Biel ..... arr	7 20	9 12	8 57	10 3	12 35	3 47	4 17	6 6	...
arr. from Berne	...	am	8 50	2 & 3	2 30	...	4 10	6 17	6
Biel ..... dep	...	5* 54	9 7	10 35	2 42	...	4* 25	7 36	7
Sonceboz ar	...	6 35	9 45	11 25	3 22	...	4 55	8 15	8
Arr from									
Chaux de Fonds	...	6 33	9 37	11 27	...	...	4 51	8 10	...
Sonceboz dp	...	6 40	9 50	12 15	...	...	5 0	8 25	...
Tavannes	...	7 9	10 12	12 52	...	...	5 19	8 53	...
Reconvilier	...	7 9	10 19	1 5	...	...	...	9 15	...
Sorvilier	...	7 23	10 33	1 30	...	...	...	9 15	...
Moutier	...	7 45	10 55	2 10	...	...	5 53	9 47	...
Delsmont ar	2 & 3	8 10	11 20	2 52	...	...	6 15	10 20	...
ar from Porentru	a.m.	5 57	11 25	3 30	...	...	6 0	...	...
Delsmont dp	5 0	8 17	11 43	3*38	...	...	6 25	...	...
Liesberg	5 24	8 35	12 3	3 56	...	...	6 45	...	...
Barschwyl	5 34	...	12 11	...	...	...	6 53	...	...
Laufen	5 46	8 47	12 19	4 9	...	...	7 2	...	...
Dornach-Arlcs.	6 25	9 16	12 49	4 36	...	...	7 34	...	...
Bale 249 arr	6 50	9 33	1 10	4 53	...	...	7 55	...	...
ZURICH ... „	9 58	2 10	5 44	8 30	...	...	...	...	...
LUCERNE „	10 7	1 40	5 32	8 40	...	...	...	...	...

EFFRETIKON and HINWEIL.

All 2 & 3 Class.	a.m.	p.m.	p.m.	a.m.
ZURICH ..... dep.	6 15	1 2	6 15	...
WINTERTHUR . „	6 40	1 15	6 20	...
Effretikon 238	7 38	1 50	7 3	11 ...
Fehraltorf	8 0	2 10	7 25	11 ...
Kempten	8 21	2 35	7 45	11 ...
Wetzikon	8 29	3 10	7 53	12 ...
Hinwell ..... arr	8 40	3 20	8 3	12 ...
Hinwell ..... dep	6 4	12 20	5 47	...
Wetzikon	6 16	12 38	6 0	...
Kempten	6 24	12 48	6 3	...
Fehraltorf	6 45	1 13	6 25	...
Effretikon ..... arr	7 4	1 35	6 47	...
ZURICH ..... „	7 47	2 18	7 38	...
WINTERTHUR „	7 55	2 2	7 13	...

WINTERTHUR and WETZIKON.

Stations.	2 & 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
(241)	5 25	12 30	6 35	7 10	...	...	...
Uster ..... dep	5 45	12 50	6 55	7 30	...	...	...
Feldbach 238	6 40	1 48	7 48	8 24	...	...	...
Rüti ..... „	6 56	2 4	8 4	8 40	...	...	...
Wetzikon ..... „	7 15	2 23	8 23	8 59	...	...	...
Hinwell ..... arr	7 25	2 33	8 33	9 9	...	...	...
Hinwell ..... dep	5 30	12 40	6 40	7 16	7 16	8	8
Wetzikon ..... „	5 40	12 50	6 50	7 26	7 26	8 10	8 10
Rüti ..... „	5 58	1 8	7 8	7 44	7 44	8 28	8 28
Feldbach 238 ..... „	6 14	1 24	7 24	8 0	8 0	8 44	8 44
Uster ..... „	7 9	2 19	8 19	8 55	8 55	9 39	9 39
WINTERTHUR ... arr	7 30	2 40	8 40	9 16	9 16	10 0	10 0

PFAFFIKON and WALLENSTADT.

Stations.	2 & 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Pfäffikon ..... dep	5 45	12 45	6 45	7 20	...	...	...
Uetikon ..... „	6 9	1 9	7 9	7 44	...	...	...
Rapperswyl ..... „	6 25	1 25	7 25	8 0	...	...	...
Schmerikon ..... „	6 40	1 40	7 40	8 15	...	...	...
Uznach ..... „	6 50	1 50	7 50	8 25	...	...	...
Schmerikon ..... dep	6 55	1 55	7 55	8 30	...	...	...
Gaster ..... „	7 10	2 10	8 10	8 45	...	...	...
Wallenstadt ..... arr	7 20	2 20	8 20	8 55	...	...	...
Wallenstadt ..... dep	5 30	12 30	6 30	7 5	7 5	7 50	7 50
Gaster ..... „	5 40	12 40	6 40	7 15	7 15	8 0	8 0
Schmerikon ..... „	5 55	12 55	6 55	7 30	7 30	8 15	8 15
Uznach ..... „	6 5	1 5	7 5	7 40	7 40	8 25	8 25
Schmerikon ..... dep	6 15	1 15	7 15	7 50	7 50	8 35	8 35
Rapperswyl ..... „	6 30	1 30	7 30	8 5	8 5	8 50	8 50
Uetikon ..... „	6 46	1 46	7 46	8 21	8 21	9 6	9 6
Pfäffikon ..... arr	7 10	2 10	8 10	8 45	8 45	9 30	9 30

* 1, 2, 3 Cl. † 2 & 3 class. ‖ 1 & 2 Cl.

CHUR, SURGANS, GLARUS, RAPPERSCHWYL, & ZURICH.

ORDINARY.

From	Chur		stations.	2 & 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	2 & 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	2 & 3 cl.
				a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
			Chur ..... dep.	4 50	8 0	11 0	12 53	5 15	8 0	
1 50	1 5	0 75	Landquart	5 14	+ 24	11 37	1 15	5 40	8 30	
2 30	1 60	1 15	Ragatz (Pfaffers).....	5 27	8 46	12 2	1 31	5 58	8 48	
2 80	1 95	1 40	**Sargans ...(244)**...	5 40	9 0	2 15	1 43	6 15	9 2	
4 30	3 0	2 15	**Wallenstadt**	6 4	9 29	3 12	2 6	6 43		
5 20	4 30	3 10	**Weesen** .....arr.	6 39	10 5	4 15	2 36	7 19	a.m.	
From	Glarus		**Glarus** .....dep.	7 5	...	9 30	4 10	...	6 57	11 45
1 0	0 65	0 45	Näfels	7 21	...	9 51	4 26	...	7 10	12 1
1 50	0 90	0 65	**Weesen** ...arr	7 30	...	10 0	4 35	...	7 18	12 10
From	Weesen		**Weesen** .....dep.		6 42	10 10	4 55	2 38	7 24	...
0 50	0 30	0 25	Ziegelbrucke **(249)**...		6 51	10 17	5 12	2 46	7 31	...
1 75	1 25	0 90	Utznach		7 22	10 40	6 2	3 5	7 56	2 & 3
3 0	2 10	1 50	**Rapperschwyl** ar.	a.m.	7 47	11 2	6 35	3 26	8 18	p.m.
From	Rapperswyl		**" 243)**dep.	5 10	7 55	11 10	...	3 32	8 23	4 30
0 80	0 55	0 40	Ruti ....**(243)**.....	5 36	8 13	11 27	...	3 44	8 40	4 47
1 75	1 25	0 90	Wetzikon	6 7	8 32	11 49	...	3 58	9 0	5 11
2 50	1 75	1 25	**Uster**	6 25	8 51	12 7	...	4 10	9 18	5 33
3 70	2 20	1 45	**Wallisellen (245)**	6 58	9 18	12 34	...	4 29	9 44	6 8
4 70	2 20	1 45	**Zurich (245)** .. arr.	7 18	9 34	12 53	...	4 42	10 2	6 27

ORDINARY.

1 cl.	2 cl.	3 cl.		stations.	1, 2, 3 cl.	2 & 3 cl.	1, 2, 3 cl.	2 & 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	2 & 3 cl.
fr. c.	fr. c.	fr. c.			a.m.	a.m.	a.m.	p.m.	p.m.	o.m.	p.m.
1 0	0 70	0 50		**Zurich** .....dep.	5 5	...	9 10	12 35	2 12	8 53	9 38
2 30	1 60	1 15		**Wallisellen**	5 25	...	9 30	1 0	2 27	6 4	9 58
3 0	2 10	1 45		**Uster**	5 52	...	9 58	1 44	2 52	6 34	10 37
3 90	2 20	1 45		Wetzikon	6 8	...	10 16	2 9	3 6	6 51	10 1
4 70	2 20	1 45		Ruti	6 26	...	10 36	2 42	3 22	7 12	10 29
4 70	2 20	1 45		**Rapperschwyl** ar.	6 37	...	10 48	3 0	3 32	7 24	10 45
...	...	...		**" (243)**dep	6 45	8 5	11 2	...	3 40	7 32	...
6 0	3 25	2 20		Utznach	7 6	8 47	11 32	...	4 5	7 57	...
...	...	...		Ziegelbrucke	7 32	9 36	12 8	...	4 35	8 24	...
7 50	4 30	2 95		**Weesen** .....arr	7 37	9 45	12 13	...	4 40	8 29	p.m.
From	Chur			**Weesen** ...dep.	7 45	10 20	...	...	4 50	7 30	2 45
6 70	4 65	3 35		Näfels	7 55	10 33	...	...	5 3	7 43	2 55
7 40	5 20	3 70		**Glarus** .....arr.	8 10	10 50	...	...	5 20	8 0	3 10
...	...	...		**Weesen** .....dep.	7 42	10 5	12 18	...	4 44	8 32	...
9 50	6 5	4 0		Wallenstadt	8 18	11 29	12 50	a.m.	5 18	9 5	...
10 90	7 6	4 70		**Sargans**	8 51	2 40	1 21	6 30	5 48	9 33	...
11 50	7 45	5 0		**Ragatz (Pfaffers)**.....	9 6	3 2	1 34	6 42	6 3	9 45	...
12 20	7 95	5 40		Landquart	9 24	3 32	1 53	7 2	6 22	10 2	...
13 70	8 80	6 5		**Chur**	9 53	4 15	2 20	7 30	6 50	10 25	...

RAPPERSCHWYL and PFAFFIKON.

All 1, 2, 3 Class.

stations.	a.m.	a.m.	p.m.	p.m.
Rapperschwyl .. dep	7 30	11 5	3 8	7 40
Pfaffikon ..... arr	7 40	11 15	3 18	7 50
Pfaffikon ... dep	7 55	11 30	3 50	8 0
Rapperschwyl ...arr	8 5	11 40	4 0	8 10

ZURICH, ZUG, LUCERNE.—Schweizerische Nordostbahn.

Stations.	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3			Stations.	[248	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.				a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Zurich[245]	6 38	9 40	2 2	6 30	...	...	**Lucerne**...d	...	6 30	10 37	1 52	5 45	7 10	
Altstetten	6 47	9 49	2 11	6 39	...	...	**Zug**.....a	...	7 21	11 27	2 47	6 36	8 59	
Zug.....a	8 10	11 8	3 32	7 59	...	...								
" .....d	8 13	11 11	3 35	8 3	...	...	" .....d	5 8	7 26	11 30	2 50	6 40	...	
Lucerne...a	9 2	12 3	4 26	8 57	...	...	Altstetten	7 43	8 49	12 50	4 8	8 2	...	
							Zurich[243a	7 56	8 58	12 59	4 18	8 10	...	

ZURICH, SULGEN, and ROMANSHORN.

All 1, 2, 3 Class.	a.m.	a.m.	p.m.	p.m.
Zurich .....dep	4 55	10 10	2 33	6 15
Winterthur ...	5 57	10 54	3 43	7 23
Frauenfeld	6 27	11 16	4 15	7 56
Romanshorn ...	7 44	12 10	5 40	9 18
All 2 & 3 class.	a.m.	a.m.	p.m.	p.m.
Sulgen .....dep	7 15	10 30	3 25	6 50
Kradolf	7 21	10 40	3 32	6 57
Sitterthal	7 31	10 56	3 43	7 6
Bischofszell ...	7 38	11 5	3 51	7 16
Hauptwell ...	7 51	11 20	4 7	7 29
Gossau (244)a	8 10	12 38	4 30	7 50

All 2 & 3 class.	a.m.	a.m.	p.m.	p.m.
Gossau ...dep	5 40	8 50	1 55	5 35
Hauptwell.....	6	9 18	2 14	5 54
Bischofszell ...	6 13	9 32	2 23	6 6
Sitterthal	6 22	9 34	2 24	6 8
Kradolf	6 33	9 48	...	6 17
Sulgen ... arr.	6 40	10 3	2 40	6 28
All 1, 2, 3 class.	a.m.	a.m.	p.m.	p.m.
Romanshorn	6 8	9 55	12 55	2 25
Frauenfeld	7 32	11 18	3 25	3 19
Winterthur ...	8 8	11 55	4 10	3 43
Zurich (243)a	9 13	1 2	5 48	4 28

BADEN and BULACH.

All 2 & 3 Cl.	a.m.	p.m.	p.m.	p.m.	p.m.	
Baden (245) dep	8 22	1 25	4 0	8 25	...	
Würenlos	8 40	1 52	4 18	8 43	...	
Buchs	8 59	2 17	4 37	9 2	...	
Neiderglatt	9 14	2 37	4 52	9 17	...	
Bulach (243) arr	9 25	2 49	5 2	9 26	...	

+ 2 & 3 Cl.	a.m.	a.m.	p.m.	p.m.
Bulach .....dep	5 50	9 35	1 3	5 55
Niedergiatt	6 0	9 48	1 13	6 5
Buchs	6 20	10 16	1 33	6 25
Würenlos	6 35	10 34	1 47	6 39
Baden(238)....arr	6 48	10 50	2 2	6 52

ZURICH, DIELSDORF, & BULACH.

E M 2 Cl.	3 Cl.		stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	Bulach	2 & 3	2 & 3	2 & 3	2 & 3
Dis. fr. Zu.	fr. c.			a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
From Zurich	1 30	0 75	**Zurich** .....dep	6 30	9 15	12 35	4 0	7 30	**Bulach** .....dep	6 34	9 25	2 25	6 5
9¼	...	...	**Oberglatt**.....arr	6 51	9 41	2 45	6 23	...	**Oberglatt**.....arr	6 51	9 40	6 23	...
...	...	...	**" "**.....dep	6 37	9 27	2 30	6 6	...	**Dielsdorf**dep	6 54	9 43	6 26	...
...	...	...	**Dielsdorf**arr	6 54	9 43	2 45	6 23	...	**Oberglatt** dep	6 58	9 46	6 27	...
9¼	1 60	1 15	**Bulach (243)**a	9 5	5 2	5 42	8 40	...	**Zurich** ....arr	7 30	10 17	7 5	8 30

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Winterthur	...	...	2 19	5 53	...	8 59
Bauma	...	7 1	3 38	7 14	...	...
Wald	5 15	7 45	10 17	3 0	6 50	8 15
Rüti (243) ...	5 30	8 0	10 32	3 15	7 5	8 30

[All 1, 2, 3 class.]	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Rüti	...	6 30	8 15	11 33	3 50	7 30
Wald	...	6 47	8 35	12 30	5 40	7 40
Bauma	6 15	...	9 15	1 24	5 43	8 17
Winterthur ...	7 29	...	10 21	2 30	6 48	...

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WINTERTHUR, ST. GALL, RORSCHACH, SARGANS, and CHUR.—Vereinigte Schweizerbahnen.

Stations.	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3	1,2,3
									a.m.
GENEVA ..... dep.	...	...	...	...	...	...	...	a.m.	7.37
LAUSANNE via Neuen ,,	...	...	...	...	...	...	...	...	8.10
LAUSANNE ,, Frieb ,,	...	...	...	...	...	...	5 0	10. 7	
NEUCHATEL ..... ,,	...	...	...	...	a.m.	...	7 55	11 30	
BERN ..... ,,	...	...	...	...	6 0	...	9 38	1 38	
BALE (via Bötzberg) ,,	...	...	...	...	7 15	...	10 40	2 32	
LUCERNE ..... ,,	...	...	...	a.m.	6 30	...	10 37	1 52	
AARAU ..... ,,	...	...	...	...	8 44	a.m.	...	12 29	4 15
SCHAFFHAUSEN ..... ,,	a.m.	...	...	6 40	9 22	10 45	...	3 33	6 40
ZURICH ..... ,,	4 55	...	...	7 26	10 10	...	...	3 33	6 15
238, 241, 245)	a.m.	a.m.		a.m.	a. m.	p.m.	p.m.	p.m.	p.m.
Winterthur ..... dep	...	6 0	...	8 16	10 58	12 15	...	3 46	7 27
Eschlikon	...	6 45	...	8 50	11 43	1 35	...	4 24	8 8
Wyl (239)	...	7 10	...	9 8	12 0	2 30	...	4 43	8 27
Flawyl	...	7 54	...	9 36	12 34	3 42	...	5 16	8 55
Gossau (243)	...	8 13	...	9 46	12 46	3 58	...	5 29	9 6
Winkeln (243)	...	8 25	...	9 58	12 56	4 20	...	5 41	9 18
St. Gallen ..... arr.	...	8 40	a.m.	10 10	1 10	4 52	...	5 55	9 30
,, ... dep.	5 50		7 40	10 15	1 20		2 10	6 5	
Rorschach Station...arr.	6 23		8 13	10 50	1 52		2 48	6 40	
,, (244) Haven ,,	6 28		8 18	10 54	2 0		2 52	6 44	
To ROMANSHORN (245) ...	...		...	...	...		...	...	
Rorschach Station...dep.	6 35		8 30	11 6	...		3 3	6 55	
Haven ...dep	6 30		8 20	10 55	...		2 54	6 46	
Rheineck	6 50		9 0	11 20	...		3 20	7 13	
St. Margrethen (244) ...	6 59		9 30	11 29	...		3 36	7 26	
Au	7 5		9 49	11 35	...		3 41	7 32	
Altstatten	7 26		10 47	11 55	...		4 10	7 55	
Oberriet	7 38		11 11	12 5	...		4 25	8 7	
Haag	8 3		12 16	12 33	...		4 54	8 39	
Buchs (228)	8 14	2 & 3	12 30	12 45	...		5 8	8 54	
Sargans (243) ..... arr.	8 40	a.m.	p.m.	1 15	...		5 40	9 28	
,, ... dep.	8 51	6 30	2 40	1 21	...		5 48	9 33	
Ragatz (for Pfäffers)	9 6	6 42	2 2	1 34	...		6 3	9 45	
Landquart	9 24	7 2	3 32	1 53	...		6 22	10 2	
Chur or Coire ..... a.	9 53	7 30	4 15	2 20	...		6 50	10 25	
CHUR (per Post) ..... dep.	...	...	...	5 0	...		4 30	4 30	
THUSIS ..... arr.	...	...	...	8 0	...		7 30	7 30	
SPLUGEN ..... ,,	...	...	...	...	...		11 45	11 45	
CHIAVENNA (Post)... ,,	...	...	...	...	...		6 0	...	
,, ... dep.	...	...	...	...	...		12 30	...	
COLICO (Steamer) ...dep.	...	...	...	...	...		3 50	...	8 29
COMO ..... ,,	...	...	...	...	...		...	...	
LECCO ..... arr.	...	...	...	...	...		7 10	...	
MILAN	...	...	...	...	...		2 40	9 45	

Extra.—St. Gallen to Rorschach 4.48 and 8.5 p.m.

Stations.	2 & 3	2 & 3	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3	2 & 3	1,2,3
									p.m.
MILAN ..... dep.	...	...	...	...	...	...	...	...	1 35
LECCO ..... ,,	...	...	...	...	...	...	...	...	...
COMO (Str. via Bergamo)	...	...	...	...	...	...	...	p.m.	3 40
COLICO ..... dep	...	...	...	...	...	...	...	p.m.	8 45
CHIAVENNA (Post)...arr.	...	...	...	...	...	...	...	p.m.	11 25
,, ... dep.	...	...	...	...	...	...	...	a.m.	2 20
SPLUGEN ..... ,,	...	...	...	a.m.	...	...	...	a.m.	10 40
THUSIS ..... ,,	...	...	...	4 45	...	...	...	p.m.	1 35
CHUR ..... arr.	p.m.	...	a.m.	7 30	a.m.	p.m.	a.m.	a.m.	p.m.
Chur or Coire ..... dep.	8 0	Rorschach to St. Gallen 12.27 p.m.	...	8 0	4 50	12 53	11 0	5 15	
Landquart	8 30		...	8 24	5 14	1 15	11 37	5 40	
Ragatz (for Pfäffers)	8 48		...	8 40	5 27	1 31	12 2	5 58	
Sargans ..... arr.	9 2		a.m.	8 51	5 37	1 40	12 15	6 10	
,, ... dep.			5 45	8 59		1 48	p.m.	6 17	
Buchs	...		6 16	9 24	...	2 16	3 7	6 48	
Haag	...		6 26	9 33	...	2 24	3 26	6 56	
Oberriet	...		6 55	9 44	...	2 49	4 22	7 22	
Altstatten	...		7 10	10 18	...	3 0	4 47	7 36	
Au	...		7 32	10 36	...	3 18	5 26	8 4	
St. Margrethen (244)	...		7 42	10 44	...	3 28	5 43	8 15	
Rheineck	...		7 53	10 53	...	3 35	6 0	8 27	
Rorschach ..... ar.	...		8 12	11 6	...	3 47	6 30	8 43	
,, Haven ..... arr.	...		8 18	11 11	...	3 52	6 44	8 48	
To ROMANSHORN	...		a.m.	...	p.m.	...	...	...	
Rorschach Haven ...dep.	...		6 30	8 20	11 13	2 2	3 55	6 46	8 50
,, Station ,,	1,2,3		6 35	8 30	11 21	2 8	4 5	7 0	9 0
St. Gallen ..... arr.	a.m.		7 25	9 18	12 2	3 0	4 48	7 47	9 45
,, ... dep.	5 55	+	6 40	9 45	1 30	...	5 0	6 55	
Winkeln	6 9		7 8	10 1	1 45	...	5 16	7 14	...
Gossau (243)	6 17		7 27	10 10	1 53	...	5 27	7 25	...
Flawyl	6 28		7 49	10 21	2 3	...	5 38	7 39	...
Wyl (239)	7 2		9 3	10 55	2 35	...	6 6	8 22	...
Eschlikon	7 16		9 28	11 9	2 50	...	6 20	8 42	...
Winterthur (238, 241)	7 56		10 30	11 47	3 28	...	7 0	9 40	...
	a.m.		a.m.	p.m.	p.m.		p.m.		
ZURICH ..... arr.	9 13		11 50	1 2	4 28	...	7 52	...	
SCHAFFHAUSEN	9 10		12 13	...	4 47	...	8 30	p.m.	
AARAU ..... arr	11 11		2 22	3 7	6 4	...	...	...	
LUCERNE ..... ,,	12 3		...	4 26	8 57	...	...	++	
BALE (via Bötzberg) ,,	12 50		...	4 44	7 38	...	...	p.m.	
BERNE ..... ,,	1 52		...	6 0	8 50	...	...	...	
NEUCHATEL ..... ,,	3 47		...	7 37	...	...	...	...	
LAUSANNE via Frieb ,,	6 22		...	10 15	...	...	...	...	
LAUSANNE ,, Neuch ,,	6 40		...	...	...	...	...	...	
GENEVA	9 7		...	...	...	...	...	...	

ST. MARGRETHEN and HEIDEN.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Heiden ..... dep	7 15	9 56	12 53	3 40			
Schwendi ..... ,,	7 26	10 7	1 4	3 51			
Rorschach Bhf. ..... arr.	7 51	10 41	1 41	4 26			
Rorschach Bhf. ..... dep.	8 7	11 1	1 47	4 32			
Rorschach Haf. ..... arr.	8 10	11 4	1 50	4 35			

Stations.	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3	2 & 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Rorschach (244) ..... dep	6 35	11 20	2 15	6 51			
Rorschach Bhf. ..... ,,	8 41	11 30	2 21	6 57			
Schwendi ..... ,,	9 19	12 4	2 50	7 34			
Heiden ..... arr.	9 30	12 15	3 10	7 46			

ST. MARGRETHEN and LINDAU.—Voraribergerbahn.

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.
St. Margrethen (244) ....a.	9 24	11 50	7 44
,, (Bav.) Time dep	9 34	11 50	7 44
Lautrach (234) ..... arr	9 56	12 12	8 2
,, ... dep	...	12 20	8 12
Bregenz ..... ,,	...	12 37	8 20
Lindau ..... arr	...	12 55	8 35

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Lindau ..... dep	9 5	2 0	7 15
Bregenz ..... ,,	9 38	2 34	7 46
Lautrach ..... arr	9 47	2 43	7 55
,, ... dep	10 10	3 10	8 3
St. Margrethen (Bav.) arr	10 28	3 28	8 23

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Stations.																			
(523)																			
Rorschach St. d	...	...	...	a.m.	a.m.	...	...	6 45	11 27	...	1 54	...	...	...	...	...	5 27	...	...
" Hafen	...	2 a 3	...	...	8 20	...	...	...	11 22	...	1 58	...	...	...	...	...	...	...	...
Romanshorn ar	...	p.m.	...	...	8 53	...	...	7 29	...	...	2 36	...	...	...	...	...	...	...	...
Romanshorn dp	...	7 5	...	...	6 8	...	...	9 55	...	...	3 25	12 55	4 0	6 10	...	...	...	...	...
Weinfelden	...	8 33	...	...	6 36	...	...	10 11	...	...	3 58	1 5	5 5	7 2	...	...	...	...	...
Frauenfeld ... (248)	...	9 22	...	5 35	7 12	...	...	10 58	...	...	4 17	1 35	5 55	7 36	...	...	...	...	...
Winterthur ... ar	...	...	...	6 25	8 0	1, 2, 3	11 55	...	...	...	3 43	4 10	6 40	9 15	...	...	...	...	...
(133)					a.m.	a.m.	a.m.			1, 2, 3					1, 2, 3				
Schaffhausen dp	...	...	...	...	6 40	9 23	10 45	...	...	3 33	...	...	6 0	...	...	...	...	...	...
Dachsen	...	...	...	...	6 53	9 33	10 55	...	...	3 41	...	...	6 10	...	...	...	...	...	...
Andelfingen	1, 2, 3	1, 2, 3	...	...	7 27	10 1	11 19	...	...	3 2	...	...	6 35	...	...	...	...	...	...
Winterthur a	p.m.	a.m.	1, 2, 3	8	3 10	35	11 50	...	...	3 25	...	...	7 2	...	...	...	...	...	...
Winterthur dep	6 20	5 15	6 40	8 18	10 43	12 5	1 15	3 49	...	4 33	...	...	7 10	8 22	...	...	...	...	...
Wallisellen ... (360)	7 16	6 2	7 25	8 58	11 39	12 45	2 0	...	...	5 26	...	...	7 40	9 0	...	...	...	...	...
Zurich ..... arr	7 39	6 23	7 47	9 13	11 50	1 2	2 18	4 28	5 48	7 52	...	...	7 52	9 17	...	...	...	...	...
	2 & 3	1, 2, 3	2 & 3	1, 2, 3	2 & 3	1, 2, 3	2 & 3	1, 3, 3	1, 2, 3	1 & 2	3 & 3	1, 2, 3	2 & 3	1, 2, 3	2 & 3				
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.				
Zurich ..... dep	5 30	6 30	7 50	9 52	...	11 52	1 35	4 48	5 5	7 5	8 22								
Altstetten	5 42	...	8 4	...	...	12 5	1 44	...	5 20	7 17	8 35								
Wettingen (238)	6 25	...	8 48	...	10 45	12 48	...	...	6 3	7 48	9 18								
Baden (243)	6 30	7 0	8 56	10 35	10 52	12 56	2 19	5 21	6 11	7 55	9 26								
Turgi ..... arr	...	7 8	9 6	10 39	11 3	1 8	2 28	5 28	6 22	8 3	9 36								
Turgi ..... dep	...	7 12	...	10 35	...	...	2 35	5 32	...	8 8	...								
Waldsh't (133	...	7 48	...	11 10	...	...	3 29	6 8	...	8 42	...								
	1, 2, 3	2 & 3								2 & 3									
Turgi ..... dep	...	7 9	9 9	10 34	11 4	1 10	2 29	5 29	6 24	8 5	9 40								
Brugg (249)	...	7 17	9 23	10 42	11 13	1 20	2 37	5 38	6 36	8 15	9 50								
Schinznach	...	7 25	9 36	...	...	1 48	...	...	6 50	8 24	...								
Wildegg	...	7 31	9 48	10 57	...	1 55	2 52	5 51	7 1	8 32	...								
Aarau (238) .. arr	...	7 48	10 15	11 11	...	2 22	3 7	6 4	7 25	8 50	...								
OLTEN ..... arr	...	8 9	...	11 38	...	1 30	3 30	6 26	...	9 45	...								
BALE ..... "	...	...	...	...	...	...	...	...	...	...	...								
PARIS ..... "	...	...	...	...	...	...	...	...	...	...	...								
BERN ..... "	...	10 5	...	1 52	...	...	6 0	8 52	...	...	...								
THUN ..... "	...	...	...	...	...	...	...	...	...	...	...								
via FRIBURG .. "	...	11 20	...	3 33	...	...	7 37	7 0	...	...	...								
Bern LAUSANNE "	...	1 17	...	6 22	...	...	10 15	9 45	...	...	...								
" NEUENBURG "	...	11 11	...	3 47	...	...	7 37	6 58	...	...	...								
via LAUSANNE "	...	1 22	...	6 40	...	...	...	9 48	...	...	...								
GENEVA .. "	...	3 2	...	9 7	...	...	10 5	11 37	...	...	...								

Stations.																			
Bas. Bel. via																			
GENEVA ..... dep	...	...	p.m.	p.m.	...	...	p.m.	a.m.	...	a.m.	...	...	...	...	...	...	...	...	...
LAUSANNE ..	...	...	...	4 33	...	...	...	8 10	...	1 23	...	...	...	...	...	...	...	...	...
NEUENBURG ..	...	...	...	4 50	7 37	...	...	7 55	11 30	...	3 28	...	...	...	...	...	...	...	...
via LAUSANNE ..	...	...	...	...	6 50	...	...	5 0	10 7	...	1 37	...	...	...	...	...	...	...	...
Bern FRIBURG ..	...	...	4 20	9 35	...	...	7 48	12 56	...	5 33	...	...	...	...	...	...	...	...	...
THUN ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BERN ..... "	...	...	7 18	6 0	...	...	9 38	1 38	...	6 40	...	...	...	...	...	...	...	...	...
PARIS ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BALE ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
OLTEN ..... "	...	...	10 15	8 18	...	...	12 4	3 47	...	6 37	7 30	...	...	...	...	...	...	...	...
	2 & 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3	1 & 2	1, 2, 3										
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.										
Aarau ..... dep	...	6 20	8 44	9 0	12 29	4 15	5 58	7 0	8 23	...	...	...	...	...	...	...	...	...	...
Wildegg	...	6 32	8 57	9 13	12 46	4 29	6 11	7 13	8 46	...	...	...	...	...	...	...	...	...	...
Schinznach	...	6 48	...	9 34	12 53	...	6 2	...	8 59	...	...	...	...	...	...	...	...	...	...
Brugg	5 15	7 2	9 17	9 50	1 3	4 45	6 14	7 30	9 20	...	...	...	...	...	...	...	...	...	...
Turgi ..... arr	5 26	7 11	9 18	10 0	1 9	4 52	6 24	7 38	9 30	...	...	...	...	...	...	...	...	...	...
Waldshut dep	...	...	8 5	...	12 10	4 10	6 45	...	9 6	...	...	...	...	...	...	...	...	...	...
Turgi ..... arr	...	...	8 50	...	1 0	4 47	7 28	...	9 22	...	...	...	...	...	...	...	...	...	...
Turgi ..... dep	5 28	7 13	9 19	10 2	1 10	4 53	6 26	7 38	9 36	...	...	...	...	...	...	...	...	...	...
Baden	5 47	7 28	9 29	10 20	1 21	5 5	6 44	7 49	9 49	...	...	...	...	...	...	...	...	...	...
Wettingen (236)	5 54	7 34	...	10 29	1 27	...	6 52	...	9 56	...	...	...	...	...	...	...	...	...	...
Altstetten	6 42	8 10	...	11 23	2 1	...	7 34	...	10 30	...	...	...	...	...	...	...	...	...	...
Zurich ..... arr	6 58	8 20	9 58	11 40	2 9	5 40	7 47	8 20	10 40	...	...	...	...	...	...	...	...	...	...
	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3	1 & 2	3 & 3	1, 2, 3	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3								
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.								
Zurich ..... dep	4 55	6 35	7 26	9 0	10 10	11 25	1 2	2 33	4 45	6 15	...								
Wallisellen	5 12	7 11	7 43	9 26	...	11 55	1 22	2 52	5 7	6 34	...								
Winterthur ... ar	5 52	7 54	8 10	10 20	10 50	12 47	2 2	3 31	6 0	7 13	...								
Winterthur dep	6 2	...	8 13	11 10	...	...	...	3 50	...	7 24	...								
Andelfingen	6 49	...	8 58	11 36	...	...	...	4 18	...	7 54	...								
Dachsen	7 26	...	9 1	12 3	...	...	...	4 39	...	8 20	...								
Schaffhausen ar	7 38	...	9 10	12 13	...	...	...	4 47	...	8 30	...								
Winterthur dep	5 57	...	8 30	11 25	10 54	1 8	...	3 43	...	7 21	...								
Frauenfeld	6 37	...	9 13	12 14	11 16	1 57	...	4 15	...	7 56	...								
Weinfelden	6 59	...	10 1	1 2	11 39	2 57	...	4 51	...	8 34	...								
Romanshorn ar	7 44	...	11 11	2 8	12 10	4 0	...	5 40	...	9 18	...								
Romanshorn dp	7 47	...	...	2 20	12 14	...	...	...	...	...	...								
Rorschach Hfn	8 16	...	...	2 50	12 39	...	...	...	...	...	...								
" Stat.	8 21	...	12 42	2 56	12 42	...	...	6 37	...	...	...								

* 2 & 3 Class.

via	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	Frm	Ersc	hach	Rorschach ..... dep.	5 20	6 50	8 45	11 27	1 54	5 27	...
9½	1 75	1 25	0 90	Romanshorn ..... arr	5 53	7 35	9 45	12 2	2 20	6 2	...
..	Frm	R'm'	shrn	.. .. dep	...	...	...	12 12	2 30	6 8	...
8½	0 50	0 35	0 25	Uttwil	...	...	...	12 19	2 42	6 17	...
8½	1 50	1 5	0 75	Münsterlingen	...	...	...	12 40	3 23	6 41	...
11½	2 25	1 60	1 15	Constance ..... arr.	...	...	...	12 50	3 42	6 54	...
..	..	..	..	SCHAFFHAUSEN arr.	...	...	...	2 29	5 56	9 15	...

via	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
..	..	..	..	SCHAFFHAUSEN dep.	...	...	5 10	9 23	1 45	...
Frm	Con	stnce		Constance ..... dep.	5 10	...	8 40	...	1 30	5 0
0 75	0 55	0 40		Münsterlingen	5 23	...	9 0	...	1 42	5 13
1 75	1 25	0 90		Uttwil	5 47	...	9 43	...	2 4	5 37
2 25	1 60	1 15		Romanshorn ..... arr.	5 54	a.m.	9 50	...	2 11	5 44
Frm	R'm'	shrn		.. .. dep	5 56	7 47	10 0	12 14	2 20	6 2
1 75	1 25	0 90		Rorschach ..... arr	6 31	8 21	11 1	12 48	2 56	6 37

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GENEVA, LAUSANNE, BOUVERET, and BRIGUE.

cl.	2 cl.	3 cl.	Stations. (36)	2 & 3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3
c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
From	Geneva		**Geneva** ....dep.	9 35	5 40	7 37	11 42	2 0	4 25	6 35	9 2
45	1 0	0 75	Coppet	10 33	6 8	8 5	...	2 28	4 53	7 22	9 30
90	1 70	1 25	Nyon	11 5	6 26	8 21	12 11	2 45	5 11	7 47	9 46
65	2 60	1 85	Rolle	11 45	6 51	8 41	12 29	3 8	5 36	8 19	10 6
15	2 95	2 10	Aubonne Allaman ..	12 3	7 1	8 54	12 38	3 18	5 46	8 32	10 14
10	3 60	2 60	Morges	12 28	7 21	9 13	12 53	3 36	6 6	8 57	10 28
35	4 50	3 20	**Lausanne** .....arr	a.m.	7 45	9 37	1 12	4 0	6 30	9 32	10 50
...	...	...	**(236), 246-7)** dep.	5 3	8 5	10 2	1 37	4 20	7 7	...	...
30	5 15	3 70	Cully	5 19	8 27	10 20	1 53	4 38	7 25	...	...
35	5 90	4 20	Vevey	5 38	8 56	10 45	2 13	5 1	7 55	...	...
85	6 25	4 45	Clarens	5 52	9 17	11 0	2 28	5 16	8 5	...	...
85	6 30	4 50	Vernex Montreux	5 58	9 25	11 9	2 39	5 25	8 14	...	...
75	6 55	4 65	Veytaux Chillon	6 12	9 42	11 25	2 43	5 41	8 31	...	...
50	6 70	4 75	Villeneuve	6 30	10 4	11 46	2 58	6 1	8 51	...	...
50	7 40	5 30	Aigle	6 39	10 14	11 55	3 6	6 10	9 0	...	...
95	7 70	5 50	Ollon-St. Triphon	6 51	10 27	12 6	3 16	6 21	9 7	...	...
35	8 0	5 70	Bex	7 0	10 37	12 15	3 25	6 30	...	...	...
60	10 15	7 35	**Bouveret** dep.	6 5	...	11 25	...	5 35	...	...	...
75	11 50	8 75	Monthey.....	6 39	...	11 58	...	6 8	...	...	...
85	8 30	5 95	**St. Maurice**ar	6 50	...	12 10	...	6 20	...	...	...
From	Geneva		**St Maurice** ...dep	7 7	...	12 25	...	6 40	...	...	...
95	9 10	6 55	Vernayaz	7 27	...	12 49	...	7 2	...	...	...
65	9 60	6 85	Martigny	7 38	...	1 5	...	7 16	...	...	...
65	10 20	7 35	Saxon les Bains	7 51	...	1 22	...	7 31	...	...	...
65	11 60	8 35	Sion	8 23	...	2 5	...	8 8	...	...	...
60	12 85	9 30	Sierre	8 51	...	2 43	...	8 41	...	...	...
65	13 60	9 85	Loueche (Leuk) ...	9 15	...	3 11	...	9 6	...	...	...
25	14 0	10 15	Tourtemagne	9 24	...	3 26	...	9 16	...	...	...
95	15 10	11 0	Viege (Visp)	9 49	...	4 2	...	9 47	...	...	...
5	15 80	11 5	**Brigue** (Brieg) arr	10 0	...	4 17	...	10 0	...	...	...

cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3
c.	fr. c.	fr. c.		a.m.		a.m.	a.m.	p.m.	p.m.
...	...	...	**Brigue** .....dep	...	...	5 35	...	10 15	4 50
...	...	...	Viège (Visp)	...	...	5 50	...	10 32	5 4
...	...	...	Tourtemagne	...	...	6 21	...	10 58	5 30
...	...	...	**Loueche** .....dep	...	...	6 35	...	11 10	5 41
...	...	...	**Sierre**	...	...	6 59	...	11 31	6 1
...	...	...	Sion	...	...	7 31	...	12 5	6 33
...	...	...	Saxon-les-Bains	...	...	8 8	...	12 39	7 4
...	...	...	Martigny	...	...	8 27	...	12 58	7 19
...	...	...	Vernayaz	...	...	8 39	...	1 11	7 29
...	...	...	**St. Maurice** ...arr	...	...	9 0	...	1 32	7 47
...	...	...	**St Maurice**dep	...	...	9 10	...	1 52	8 5
...	...	...	Monthey	...	...	9 24	...	2 6	8 19
...	...	...	**Bouveret**...arr	...	...	a.m. 9 53	...	2 35	p.m. 8 48
...	...	...	**St. Maurice** ..dep	...	...	7 30	11 20	...	1 47	4 0	8 0
...	...	...	**Bex**	...	5 35	7 44	11 31	...	2 1	4 15	8 13
...	...	...	**Ollon-St. Triphon** ...	...	5 44	7 52	11 39	...	2 9	4 26	8 21
...	...	...	**Aigle**	...	5 54	8 2	11 47	...	2 19	4 37	8 31
...	...	...	**Villeneuve**	...	6 15	9 23	12 4	...	2 40	5 0	8 52
...	...	...	**Veytaux Chillon**	...	6 22	8 30	12 10	...	2 47	5 7	8 59
...	...	...	Vernex Montreux	...	6 32	8 39	12 18	...	2 56	5 29	9 8
...	...	...	Clarens	...	6 37	8 44	12 23	...	3 1	5 26	9 13
...	...	...	Vevey	...	6 58	9 9	12 35	...	3 19	5 46	9 32
...	...	...	Cully	1,2,3	7 20	9 22	12 52	1,2,3	3 34	6 10	9 52
...	...	...	**Lausanne** .....arr	a.m.	7 40	9 40	1 7	p.m.	3 55	6 33	10 10
...	...	...	**" (246)** dep	...	5 40	8 0	9 57	1 32	2 45	4 15	7 0
...	...	...	Morges	...	6 7	8 27	10 22	1 53	3 22	4 42	7 27
...	...	...	Aubonne Allaman ..	...	6 27	8 47	10 42	2 8	3 46	5 2	7 47
...	...	...	Rolle	...	6 37	8 57	10 51	2 16	3 57	5 12	7 57
...	...	...	Nyon	...	7 3	9 23	11 15	2 34	4 31	5 38	8 34
...	...	...	Coppet	...	7 19	9 38	11 31	...	4 54	5 54	8 40
...	...	...	**Geneva (54)** ...arr	...	7 45	10 5	11 57	3 2	5 30	6 20	9 7

LAUSANNE and PONTARLIER.

M.	Stations. (246)	1,2,3 a.m.	2 & 3 a.m.	1 & 2 a.m.	1,2,3 p.m.
—	**Lausanne** dp	8 25	10 12	4 25	7 32
9½	Cossonay.....	8 59	11 12	4 49	8 5
18½	Vallorbes [58	10 25	2 17	6 07	9 30
14½	**Pontarlier** a	11 25	3 50	6 47	
	PONTARL'R d	11 39		6 57	
31	DIJON .....arr	15 4		11 18	
26	PARIS ..... "	4 10		*5 35	

Stations.	2 & 3	1 & 2	1,2,3	1,2,3
	p.m.	p.m.	a.m.	p.m.
PARIS .....dep	...	7 40	...	...
DIJON ..... "	...	*1 58	6 5	...
PONTARL'R ar	a.m.	*5 54	11 32	...
Pontarlier d	...	*6 50	12 37	5 35
Vallorbes	5 30	8 0	1 57	6 57
Cossonay.....	7 6	9 0	3 5	8 7
Lausanne ar	7 35	9 35	3 35	8 37

BERNE to FRIBOURG and LAUSANNE. (66) (GENEVA). Schweizerische Westbahn.

Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
GENEVA .....dep	...	...	...	...
LAUSANNE .....dep	...	...	...	...
Lausanne	5 0	8 30	1 30	6 30
Chexbres (Vevey)	5 39	9 12	2 10	7 10
Palezieux (236)	6 0	9 33	2 35	7 35
Vaudereus	6 23	9 56	2 58	7 58
Romont	6 41	10 14	3 16	8 16
Fribourg ..... arr.	7 38	11 26	4 26	9 26
" ..... dep.	7 45	11 30	4 30	9 30
Flamatt (Buffet)	8 23	12 13	5 13	10 13
BERN ..... arr	8 50	12 40	5 40	10 40
LUCERNE	11 10	3 0	7 50	1 0 a.m.
ZURICH	11 33	3 20	8 10	1 20
ST. GALLEN	1 30	5 45	10 30	3 45

Stations.	2 & 3 a.m.	1,2,3 a.m.	1 & 2 p.m.	1,2,3 p.m.	1,2,3 p.m.
ST. GALLEN .....dep	...	7 37	11 42	2 0	6 45
ZURICH ..... "	...	9 37	1 42	4 0	6 50
BASEL ..... "	...	11 27	4 30	6 50	...
LUCERNE ..... "	8 33	10 7	1 53	5 13	7 44
THUN ..... "	10 58	12 35	4 11	7 35	9 58
Bern (240) ..... dep.	11 26	1 0	4 44	8 0	10 26
Flamatt ..... arr.	11 50	1 26	5 10	8 23	10 50
Fribourg (238) ..... dep.	12 30	2 0	5 33	8 47	11 20
Romont (237) ..... "	1 13	2 43	6 16	9 30	12 3 a.m.
Vaudereus ..... "	1 30	3 0	6 33	9 47	12 20
Palezieux (236) ..... "	1 53	3 23	6 56	10 10	12 43
Chexbres (Vevey) ..... "	2 16	3 46	7 19	10 33	1 6
Lausanne (246) arr.	2 50	4 20	7 50	11 5	1 40
LAUSANNE .....dep.	3 0	4 30	8 0	11 15	1 50
GENEVA .....arr.	5 45	7 0	10 45	1 30	4 20

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BIEL (BIENNE), to NEUCHATEL and LAUSANNE (GENEVA).

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	2 & 3	1,2,3	1 & 2	1,2,3	2 & 3
Dist.	fr. c.	fr. c.	fr. c.					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	Zurich .....dep	—	—	—	6 30	—	9 52	—	1 35	—
—	—	—	—	Bale ..... ,,	—	—	—	7 0	—	10 30	—	2 5	—
—	—	—	—	Lucerne ... ,,	—	—	a.m.	6 7	5 30	9 40	—	1 30	—
—	—	—	—	Bern ..... ,,	—	—	7 37	7 37	9 50	1 25	3 17	—	6 0
				[242-8	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From		Biel.		**Biel** [Bienne] dep	—	5 53	8 57	10 20	12 35	2 38	4 17	6 30	7 25
5	—	—	—	Douanne	6	9	9 17	10 34	1 0	2 53	—	6 46	7 47
8½	—	—	—	Neuveville.....	—	6 20	9 39	10 44	1 20	3 8	4 40	6 58	8 10
9½	—	—	—	Landeron	—	6 26	9 50	—	1 33	3 14	—	7 4	8 21
18	—	—	—	**Neuchatel** ...arr	—	6 58	10 40	11 11	2 35	3 47	5 7	7 37	9 15
—	—	—	—	,, (?39-42) dep	5 0	7 5	11 35	11 21	—	4 0	—	7 48	—
21½	—	—	—	**Auvernier**	5 11	7 16	11 48	11 30	—	4 11	—	7 58	—
23½	—	—	—	Boudry	5 21	7 28	12 5	—	—	4 23	—	8 10	—
26½	—	—	—	Bevaix	5 32	7 37	12 16	—	—	4 32	—	8 19	—
28½	—	—	—	Gorgier St. Aubin	5 40	7 45	12 27	11 51	—	4 40	—	8 27	—
31½	—	—	—	Vaumarcus	5 47	7 52	12 36	—	—	4 47	—	8 34	—
33½	—	—	—	Concise	5 55	8 0	12 50	12 3	—	4 55	—	8 42	—
35½	—	—	—	Onnens Bonvil.lers	6 3	8 8	1 0	—	—	5 3	—	8 49	—
38	—	—	—	Grandson	6 12	8 17	1 11	12 15	—	5 12	—	8 58	—
40½	—	—	—	**Yverdon** ....arr	6 19	8 24	1 20	12 21	—	5 19	—	9 5	—
—	—	—	—	,, (242) dep	6 24	8 31	1 35	12 26	—	5 26	—	—	—
46½	—	—	—	Chavorna-Orbe..	6 43	8 51	2 4	12 41	—	5 46	—	—	—
51	—	—	—	Eclépens Sarras..	6 53	9 1	2 18	12 51	—	5 57	—	—	—
55	—	—	—	Penthalaz Cosson.	7 8	9 18	2 36	1 2	—	6 10	—	—	—
61	—	—	—	Bussigny	7 19	9 32	2 52	—	—	6 24	—	—	—
65½	—	—	—	**Lausanne** ...arr	7 35	9 48	3 20	1 22	—	6 40	—	—	—
From	Lausan	ne		LAUSANNE dep	8 0	9 57	4 15	1 32	—	7 0	—	—	—
—	6 35	4 50	3 20	GENEVA ... arr	10	5 11	57	6 20	3	2	—	9	7

BULLE and ROMONT.

Stations.	2 & 3	2 & 3	2 & 3	2 & 3.			
	a.m.	a.m.	p.m.	p.m.			
Bulle.....dep	5 50	10 35	7 30				
Sales ..... ,,	6 13	10 58	7 53				
Vuisternens..... ,,	6 21	11 7	8 1				
Romont ..... arr	6 29	11 23	8 17				
	a.m.	p.m.	p.m.				
Romont ...240 dep	8 20	12 15	8 53				
Vuisternens ..... ,,	8 29	12 26	9 16				
Sales ..... ,,	8 41	12 37	9 27				
Bulle.....arr	9 0	12 55	9 45				

LAUSANNE & ECHALLENS.

Departures from Lausanne and Ouchy, 7.45, 8.15, 8.30, 8.45, 9.0, 9.15, 9.45, 10.15, 10.45, 11.0, 11.15, 11.30, and 11.45, a.m.; 12.0, 1.0, 2.0, 3.0, 4.0, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15,

Stations.	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lausanne dep	8 30	9 2	12 30	4 25	7 35	8 45	9 0	9 15	9 45	10 15	10 45	11 0	11 15
Cheseaux ..... ,,	9 2	9 32	4 57	8 7									
Echallens arr	9 25	9 55	1 20	5 20	8 30								
Stations.	1 & 2	1 & 2	1 & 2	1 & 2									
	a.m.	p.m.	p.m.	p.m.									
Echallens dep	6 40	10 50	3 10	5 40									
Cheseaux ..... ,,	7 3	11 13	3 33	6 3									
Lausanne arr	7 35	11 45	4 5	6 35									

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1,2,3	1 & 2	1,2,3	2 & 3	1,2,3	1 & 2	1,2,3	2 & 3	1,2,3
Dist.	fr. c.	fr. c.	fr. c.					a.m.		a.m.		p.m.	p.m.	
From		Gen	eva.	GENEVA ...dep	—	—	—	5 40	—	11 42	—	2 0	4 25	—
—	6 35	4 50	3 20	LAUSANNE arr	—	—	—	7 45	—	1 12	—	4 0	6 30	—
					a.m.			a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m
From	L	ausa	nne.	**Lausanne**...dep	—	—	—	8 10	—	1 22	—	4 35	7 15	—
3½	0 75	0 55	0 40	Bussigny	—	—	—	8 26	—	1 34	—	4 51	7 31	11 34
8½	1 60	1 10	0 80	Penthalaz-Cosson.	—	—	—	8 41	—	1 46	—	5 5	7 45	12 25
13	2 30	1 60	1 15	Eclépens La Saraz	—	—	—	9 0	—	—	—	5 18	7 59	12 55
19½	2 95	2 5	1 45	Chavornay-Orbe	—	—	—	9 10	—	2 5	—	5 28	8 9	1 25
23	3 95	2 80	2 0	**Yverdon**..... arr	—	a.m.	—	9 28	—	2 19	—	5 46	8 27	2 2
—	—	—	—	,, ...dep	—	6 30	—	9 35	—	2 24	—	5 53	8 32	2 37
25½	4 40	3 10	2 20	Grandson	—	6 37	—	9 43	—	2 31	—	6 1	8 40	3 0
28½	4 90	3 45	2 45	Onnens Bonvillers	—	6 46	—	9 52	—	—	—	6 10	8 50	3 10
30½	5 20	3 65	2 60	Concise	—	6 53	—	9 59	—	2 43	—	6 17	8 57	3 30
33	5 70	4 0	2 85	Vaumarcus	—	7 2	—	10 8	—	—	—	6 26	9 5	3 52
35	6 25	4 0	3 5	Gorgier St. Aubin	—	7 9	—	10 16	—	2 54	—	6 33	9 12	4 13
38	6 55	4 70	3 35	Bevaix	—	7 18	—	10 25	—	—	—	6 42	9 21	4 35
40½	7 0	5 0	3 60	Boudry	—	7 27	—	10 34	—	—	—	6 50	9 29	4 59
43	7 45	5 35	3 85	**Auvernier**	—	7 39	—	10 46	—	3 14	—	7 2	9 41	5 32
45½	8 0	5 80	4 20	**Neuchatel**...arr	—	7 48	—	10 55	—	3 22	—	7 11	9 50	5 45
—	—	—	—	,, (247) dep	5 40	7 55	9 5	11 30	1 57	3 28	4 50	7 37	—	—
53½	9 30	6 80	5 0	Landeron	6 28	8 26	9 34	12 1	2 52	—	5 23	8 24	—	—
55½	10 0	7 35	5 45	Neuveville	6 40	8 32	9 40	12 7	3 6	3 56	5 30	8 36	—	—
59½	—	—	—	Douanne	7 1	8 43	9 51	12 21	3 27	—	5 45	8 53	—	—
65½	11 50	8 40	6 20	**Biel** [Bienne] arr	7 20	8 57	10 3	12 35	3 47	4 17	6 0	9 12	—	—
—	—	—	—	BERN. .....arr	8 47	11 10	11 10	2 3	—	7 45	7 45	—	—	—
—	—	—	—	LUCERNE ,,	3 50	1 48	5 5	5 32	—	8 40	9 7	10 7	—	—
—	—	—	—	BALE ..... ,,	—	5 5	4 53	—	—	7 55	—	—	—	—
—	—	—	—	ZURICH... ... ,,	—	2 9	—	5 40	—	8 20	—	—	—	—

NEUCHATEL and PONTARLIER.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	2 & 3	1,2,3	2 & 3	1 & 2	1,2,3
Dist.	fr. c.	fr. c.	fr. c.	[* PARIS TIME.]		a.m.	a.m.	p.m.	p.m.
—	—	—	—	BERN .....dep	—	6 0	7 37	3 17	—
—	—	—	—	BIEL..... ,,	—	5 53	10 20	4 17	6 30
				[247	a.m.	a.m.	p.m.	p.m.	p.m.
From	N	euch	atel	**Neuchatel** dep.	5 25	8 55	12 0	5 14	7 57
3½	0 55	0 45	0 35	**Auvernier**.....	5 40	9 6	12 18	5 23	8 7
21½	4 40	3 40	2 60	Verrieres(Swiss)...	9 15	10 40	4 40	6 28	9 40
23	6 10	4 70	3 55	**Pontarlier** † arr	9 50	11 5	5 15	6 57	10 5
—	—	—	—	* PONTARLIER d	—	11 39	—	6 57	—
—	—	—	—	DOLE .....arr	—	3 1	—	9 53	—
130½	25 30	17 55	12 95	DIJON (52) ,,	—	5 4	—	11 18	—
—	—	—	—	LYONS ..... ,,	—	9 49	—	3 14	—
315½	61 10	46 55	34 25	PARIS ..... ,,	—	11 0	—	5 35	—

Stations.	2 & 3	1 & 2	1,2,3	2 & 3	2 & 3	1 & 2	1,2,3	1
[† BERNE TIME.]		p.m.	a.m.				p.m.	
PARIS .....dep	—	7 40	—				—	
LYON ..... ,,	—	7 47	12 53				—	
DIJON ..... ,,	—	1 56	6 5				—	
DOLE ..... ,,	—	3 2	7 52				—	
* PONTARLIER a	—	3 58	11 32				—	
(52)	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
Pontarlier † dep	—	7 0	12 50	3 0	6 58			
Verrieres (Swiss)...	5 22	7 40	1 37	3 45	7 43			
Auvernier.....	7 15	8 46	2 56	6 22	—			
Neuchatel...arr	7 26	8 55	3 5	6 42	—			
BIEL (247) ,,	8 57	10 3	4 17	9 12	—			
BERN ..... ,,	11 10	11 10	7 45	—	—			

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LOCLE-BIEL.

Stations.	1,2,3	2 & 3	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Locle .....dep	4 40	...	9 10	1 5	2 48	5 28	8 20
Eplatures	...	...	9 23	1 18	3 1	5 41	8 33
Chaux de Fondaar	5 0	...	9 32	1 27	3 10	5 50	8 42
(230) dep	5 5	7 20	9 55		3 30	6 40	...
Convers.....arr	5 15	7 34	10 5		3 30	6 50	...
NEUCHATEL dep	...	...	...		...	...	...
Convers .....dep	5 24	7 45	10 15		3 40	7 0	...
Renan	5 39	8 8	10 30		3 55	7 15	...
Sonvillier	5 48	8 24	10 39		4 4	7 24	...
St. Imier	5 55	8 45	10 48		4 13	7 32	...
Villeret	6 0	8 53	10 54		4 19	7 38	...
Courtelary	6 10	9 6	11 5		4 29	7 48	...
Sonceboz(242)arr	6 32	9 37	11 27		4 51	8 10	...
DELEMONT ...arr	...	...	...		...	...	...
Sonceboz .....dep	6 43	9 45	11 35		5 36	8 30	...
Biel.....(242) ...arr	7 17	10 10	12 10		6 7	8 42	...
OLTEN ..... arr	...	...	...		...	...	...

Stations.	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3	2 & 3
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
OLTEN .....dep	...	...	...	...	...	...	...
Biel.....dep	...	5 54	9 7	10 35	2 42	4 25	7 30
DELEMONT ...dep	...	...	...	...	...	...	1,2,3
Sonceboz .....dep	...	6 55	10 6	11 47	3 52	4 55	8 45
Courtelary	...	7 18	10 30	12 21	3 55	...	9 3
Villeret	...	7 30	10 42	12 36	4 2	...	9 15
St. Imier	...	7 41	10 55	12 52	4 18	...	9 26
Sonvillier	...	7 50	11 4	1 6	4 27	...	9 35
Renan	...	8 3	11 17	1 24	4 40	...	9 48
Convers.....arr	...	8 23	11 37	1 47	5 0	...	10 8
NEUCHATEL...arr	...	...	...	...	...	...	...
Convers .....dep	...	8 33	11 47	1 57	5 10	...	10 18
Chaux de Fondaar	...	8 42	11 56	2 9	5 20	...	10 27
,, (230) dep	7 30	10 22	12 2	2 19	6 9	...	10 34
Eplatures	7 41	10 33	12 13	2 30	6 20	...	10 45
Locle .....arr	7 51	10 43	12 23	2 40	6 30	...	10 55

* 2nd and 3rd Class.

BIEL AND BERN.

Stations.	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Biel .....(242)	7 27	10 15	12 10	6 25	6 25	6 50	7 10
Lyss	7 52	10 32	1 11	3 10	6 50	7 10	7 35
Schüpfen	8 11	10 46	1 31	3 49	7 28	7 30	7 54
Münchenbuchsee ....arr	8 29	10 53	1 44	4 10	7 33	7 45	8 11
Zollikofen (240) ....arr	9 55	...	3 11	...	8 50	...	9 37
Dep. for BURGDORF ....dep	9 55	...	3 11	...	8 50	...	9 37
Berne.....(241) ..... arr	10 6	...	3 22	...	9 0	...	9 48
Dep. for THUN ..... ,,	8 36	2 46	4 25	...	6 25	...	7 15
,, LUCERNE ..... ,,	8 36	2 46	4 25	...	6 25	...	7 15
,, FRIBURG ..... ,,	10 30	4 25	6 20	...	8 20	...	9 10
Stations.	1,2,3	3 & 4	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Arr. from FRIBURG	7 5	8 53	...	1 29	4 20	6 15	...
,, LUCERNE	...	...	9 6	1 15	5 15	5 25	...
,, THUN	7 23	9 21	1 5	1 5	4 25	...	...
Berne .....(241-242)	7 37	9 30	1 26	3 17	6 40	...	...
Zollikofen (240) ....dep	7 53	9 50	1 40	...	6 56	6 16	...
Münchenbuchsee ....dep	8 10	10 24	1 53	3 56	6 21	6 33	...
Schüpfen	8 29	10 39	2 11	4 15	6 36	6 53	...
Lyss	8 50	11 36	2 30	4 10	7 15	...	...
Biel .....arr (242)	...	...	...	...	...	...	...

* 2nd & 3rd Class. † 1 & 2 Class.

DELLE, PORRENTRUY, AND DELEMONT.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
DIJON .....dep	...	2 17	6 5	...	9 19	...	...
DOLE ..... ,,	...	3 39	7 28	...	11 7	...	...
BESANÇON ..... ,,	...	4 49	9 44	a.m.	2 24	...	...
PARIS ..... ,,	...	8 20	9 40	12 35	...	8 5	...
BELFORT ..... ,,	...	6 58	12 5	2 37	...	6 35	...
(57, 60)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Delle .....dep	...	9 26	1 48	4 4	6 35	8 25	...
Courtemaiche	...	9 42	2 2	4 19	6 57	8 46	...
Porrentruy	6 0	10 10	2 23	4 45	7 40	9 0	...
Bourgenay	6 24	10 25	2 36	5 0	7 58	...	...
St. Ursanne	6 49	10 42	2 51	5 17	8 19	...	...
Glovelier	7 13	10 56	3 4	5 31	8 33	...	...
Basecourt	7 26	11 3	3 10	5 38	8 48	...	...
Courfaivre	7 40	11 11	3 18	5 46	8 56	...	...
Courtetele	7 48	11 17	...	5 52	9 6	...	...
Delémont .....arr	7 57	11 25	3 30	6 0	9 15	...	...
BALE (242) ..... ,,	9 38	1 10	5 13	7 55	...	...	...
BERNE ..... ,,	11 10	...	7 45	...	...	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
BERNE ..... dep	...	...	7 37	7 37	8 17	...	...
BALE ..... ,,	...	6 50	10 10	2 5	5 15	...	...
(242)	a.m.	a.m.	p.m.	p.m.	p.m.		
Delémont .....dep	6 5	8 35	12 10	4 0	6 30	...	...
Courtetele	6 16	8 43	12 19	4 8	6 38	...	...
Courfaivre	6 29	8 49	12 26	4 14	6 44	...	...
Basecourt	6 46	8 58	12 36	4 23	6 53	...	...
Glovelier	7 0	9 12	12 45	4 30	7 0	...	...
St. Ursanne	7 27	9 18	1 0	4 44	7 13	...	...
Courgenay	7 51	9 33	1 18	5 1	7 29	...	...
Porrentruy	8 28	9 52	1 48	5 24	7 45	...	...
Courtemaiche	8 44	10 3	2 1	5 35	7 57	...	...
Delle (57, 60) ...arr	9 0	10 18	2 18	5 50	8 10	...	...
BELFORT ..... ,,	...	11 10	3 25	6 30	8 55	...	...
PARIS ..... ,,	...	9 30	...	4 55	10 0	...	...
BESANÇON ..... ,,	...	1 31	8 14	...	7 33	...	...
DOLE ..... ,,	...	3 14	9 36	...	9 26	...	...
DIJON ..... ,,	...	5 4	10 55	...	11 13	...	...

BERN and LUCERNE.

Stations.	1,2,3	2 & 3	1,2,3	1,2,3	1,2,3	Cl.
(240-6)	a.m.	a.m.	p.m.	p.m.	p.m.	
Bern ..... dep	5 30	9 8	1 46	4 50	7 55	
THUN(242)dep	...	8 15	11 55	3 20	5 45	
Gumlingen d	5 47	9 42	2 3	5 7	8 18	
Konolfingen.....	6 17	10 35	2 30	5 37	8 47	
Aziwyl	6 24	10 54	2 38	5 46	8 56	
Signau	6 39	11 19	2 50	5 59	9 11	
Langnau	7 0	12 23	3 9	6 20	9 30	
Escholsmatt ...	7 38	1 29	3 45	6 58	...	
Schüpfheim ...	7 55	1 56	4 0	7 14	...	
Entlebuch	8 9	2 20	4 12	7 27	...	
Wohlhausen ...	8 27	2 56	4 27	7 43	...	
Malters	8 43	3 16	4 41	7 59	...	
Luzern ...(242)	8 55	3 34	4 53	8 11	...	
Lucerne ...arr	9 7	3 50	5 5	8 23	...	
ZURICH .. ,,	1 7	...	8 10	9 6	...	

* 3rd Class only. † Mon. and Tues. only.

Stations.	3 Cl.	1,2,3	1,2,3	1,2,3	3 Cl.	1,2,3
(242)		a.m.	a.m.	a.m.		p.m.
ZURICH ...dep		...	6 38	9 43		1 55
Lucerne...dep		5 30	9 40	12 10		5 50
Luzern		5 41	9 51	12 30		6 1
Malters		5 53	10 2	12 55		6 14
Wohlhausen ...		6 10	10 18	1 30		6 31
Entlebuch		6 33	10 38	2 10		6 54
Schüpfheim ...		6 51	10 58	2 38		7 13
Escholsmatt ...		7 14	11 19	3 12		7 38
Langnau	5 38	7 47	11 55	4 30		8 10
Signau	5 54	8 3	12 11	5 2		8 26
Zäsiwyl	6 7	8 15	12 23	5 26		8 38
Konolingen	6 16	8 23	12 31	5 43		8 46
Gumlingen a	6 46	8 48	12 57	6 28		9 12
THUN .....arr	...	11 30	3 20	7 30		...
Bern .....arr.	7 10	9 6	1 15	7 8		9 30

Tues. only. Wed. only.

GLARUS and LINTHTHAL.

Stations.	a.m.	p.m.	p.m.	p.m.
Glarus (249) .....dep	8 18	12 35	5 6	8 52
Schwanden	9 0	12 52	5 22	9 10
Ruti	9 43	1 20	5 48	9 35
Linththal .....arr	9 50	1 25	5 53	9 40

Stations.	a.m.	a.m.	p.m.	p.m.
Linththal .....dep	7 0	10 10	1 35	6 10
Ruti	7 6	10 18	1 40	6 16
Schwanden	7 34	11 10	2 3	6 39
Glarus ..... arr	7 50	11 39	2 19	6 55

ZURICH, ZIEGELBRUCKE, and GLARUS.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Zurich .....dep	5 12	8 0	10 42	12 35	3 20	5 20	7 30	8 58	9 21	11 30	1 23	3 20	5 30	7 30	8 50	11 30
Glarus	9 21	12 0	2 58	4 50	7 30	9 30	11 40	12 36	1	3	5	7	9	11	12	3
Netstall	9 30	12 10	3 8	5 0	7 40	9 40	11 50	12 46	1 10	3 10	5 10	7 10	9 10	11 10	12 10	3 10
Nafels	9 36	12 16	3 14	5 6	7 46	9 46	11 56	12 52	1 16	3 16	5 16	7 16	9 16	11 16	12 16	3 16
Uznach	9 45	12 27	3 27	5 27	7 48	9 51	12 3	12 59	1 23	3 23	5 23	7 23	9 23	11 23	12 23	3 23
Schmerikon	9 49	12 33	3 33	5 34	7 55	9 58	12 10	1 6	1 30	3 30	5 30	7 30	9 30	11 30	12 30	3 30
Rapperswil	9 58	12 42	3 42	5 43	8 4	10 7	12 19	1 15	1 39	3 39	5 39	7 39	9 39	11 39	12 39	3 39
Ziegelbrucke arr	10 3	12 47	3 47	5 48	8 9	10 12	12 24	1 20	1 44	3 44	5 44	7 44	9 44	11 44	12 44	3 44
Ziegelbrucke dep	10 5	12 50	3 50	5 50	8 10	10 14	12 26	1 22	1 46	3 46	5 46	7 46	9 46	11 46	12 46	3 46
Linth	10 12	12 57	3 57	5 57	8 17	10 21	12 33	1 29	1 53	3 53	5 53	7 53	9 53	11 53	12 53	3 53
Schwanden	10 18	1 3	4 3	6 3	8 23	10 27	12 39	1 35	1 59	3 59	5 59	7 59	9 59	11 59	12 59	3 59
Glarus ..... arr	10 34	1 19	4 19	6 19	8 39	10 43	12 55	1 51	2 15	4 15	6 15	8 15	10 15	12 15	1 15	4 15

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Zurich .....dep	5 12	8 0	10 42	12 35	3 20	5 20	7 30	8 58	9 21	11 30	1 23	3 20	5 30	7 30	8 50	11 30
Glarus	9 21	12 0	2 58	4 50	7 30	9 30	11 40	12 36	1	3	5	7	9	11	12	3
Netstall	9 30	12 10	3 8	5 0	7 40	9 40	11 50	12 46	1 10	3 10	5 10	7 10	9 10	11 10	12 10	3 10
Nafels	9 36	12 16	3 14	5 6	7 46	9 46	11 56	12 52	1 16	3 16	5 16	7 16	9 16	11 16	12 16	3 16
Uznach	9 45	12 27	3 27	5 27	7 48	9 51	12 3	12 59	1 23	3 23	5 23	7 23	9 23	11 23	12 23	3 23
Schmerikon	9 49	12 33	3 33	5 34	7 55	9 58	12 10	1 6	1 30	3 30	5 30	7 30	9 30	11 30	12 30	3 30
Rapperswil	9 58	12 42	3 42	5 43	8 4	10 7	12 19	1 15	1 39	3 39	5 39	7 39	9 39	11 39	12 39	3 39
Ziegelbrucke arr	10 3	12 47	3 47	5 48	8 9	10 12	12 24	1 20	1 44	3 44	5 44	7 44	9 44	11 44	12 44	3 44
CHUR (243) ...arr	9 33	12 23	3 23	5 23	7 48	9 51	12 3	12 59	1 23	3 23	5 23	7 23	9 23	11 23	12 23	3 23
Ziegelbrucke dep	9 38	12 28	3 28	5 28	7 53	9 56	12 8	1 4	1 28	3 28	5 28	7 28	9 28	11 28	12 28	3 28
Linth	9 45	12 34	3 34	5 34	8 0	10 3	12 15	1 11	1 35	3 35	5 35	7 35	9 35	11 35	12 35	3 35
Netstal	9 54	12 42	3 42	5 42	8 8	10 11	12 23	1 19	1 43	3 43	5 43	7 43	9 43	11 43	12 43	3 43
Glarus ..... arr	10 5	12 49	3 49	5 49	8 15	10 18	12 30	1 26	1 50	3 50	5 50	7 50	9 50	11 50	12 50	3 50

Stations.	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ziegelbrucke arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ziegelbrucke dep	5 10	6 6	7 32	10 0	11 2	12 26	3 26	5 30	8 30	10 18	12 3	1 43	4 18	6 38	9 24	11 30
Linth	5 16	6 12	7 38	10 6	11 8	12 32	3 32	5 36	8 36	10 24	12 9	1 49	4 24	6 44	9 30	11 36
Schwanden	5 23	6 19	7 45	10 13	11 15	12 39	3 39	5 43	8 43	10 31	12 16	1 56	4 31	6 51	9 37	11 43
Glarus ..... arr	5 40	6 34	8 0	10 28	11 30	12 54	3 54	6 0	8 58	10 46	12 31	2 11	4 46	7 6	9 52	11 58
Glarus ..... dep	5 45	6 39	8 5	10 33	11 35	12 59	3 59	6 5	9 3	10 51	12 36	2 16	4 51	7 11	9 57	12 3
Netstal	5 51	6 45	8 11	10 39	11 41	1 5	4 5	6 11	9 9	10 57	12 42	2 22	4 57	7 17	10 3	12 9
Linthal	6 0	6 54	8 20	10 48	11 50	1 14	4 14	6 20	9 18	11 6	12 51	2 31	5 6	7 26	10 12	12 18
Ruti	6 13	7 7	8 33	11 1	12 3	1 27	4 27	6 33	9 31	11 19	1 4	2 44	5 19	7 39	10 25	12 31
Schwanden	6 21	7 15	8 41	11 9	12 11	1 35	4 35	6 41	9 39	11 27	1 12	2 52	5 27	7 47	10 33	12 39
Rieterswil	6 30	7 24	8 50	11 18	12 20	1 44	4 44	6 50	9 48	11 36	1 21	3 1	5 36	7 56	10 42	12 48
Pfaffikon .....(243)...	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Lachen	6 43	7 37	9 3	11 31	12 33	1 57	4 57	7 3	10 1	11 49	1 34	3 14	5 49	8 9	10 55	1 1
Siebnen	6 48	7 42	9 8	11 36	12 38	2 2	5 2	7 8	10 6	11 54	1 39	3 19	5 54	8 14	11 0	1 6
Reichenburg	6 56	7 50	9 16	11 44	12 46	2 10	5 10	7 16	10 14	12 2	1 47	3 27	6 2	8 22	11 8	1 14
Bilten	7 6	8 0	9 26	11 54	12 56	2 20	5 20	7 26	10 24	12 12	1 57	3 37	6 12	8 32	11 18	1 24
Ziegelbrucke arr	7 14	8 8	9 34	12 2	1 4	2 28	5 28	7 34	10 32	12 20	2 5	3 45	6 20	8 40	11 26	1 32
Ziegelbrucke dep	7 16	8 10	9 36	12 4	1 6	2 30	5 30	7 36	10 34	12 22	2 7	3 47	6 22	8 42	11 28	1 34
Uznach	7 23	8 17	9 43	12 11	1 13	2 37	5 37	7 43	10 41	12 29	2 14	3 54	6 29	8 49	11 35	1 41
Nafels	7 34	8 28	9 54	12 22	1 24	2 48	5 48	7 54	10 52	12 40	2 25	4 5	6 40	9 0	11 46	1 52
Glarus ..... arr	7 51	8 49	10 11	12 39	1 41	3 5	6 5	8 11	11 9	12 57	2 42	4 22	6 57	9 17	12 3	2 9

BASEL and BRUGG.

Stations.	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
[132,242	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Basel .....dep	...	7 15	10 40	2 32	5 25	7 8	...	...
Muttenz	...	7 26	10 51	...	5 36	7 29	...	...
Pratteln	0	7 32	11 0	2 48	5 42	7 40	...	...
Rheinfelden	...	7 47	11 18	3 6	5 59	8 8	...	...
Möhlin	...	7 54	11 27	3 14	6 8	8 20	...	...
Stein	6 30	8 12	11 48	3 37	6 27	8 50	...	...
Elken	6 41	8 19	11 57	3 43	6 34	...	...	...
Frick	6 55	8 27	12 7	3 53	6 43	...	...	...
Hornussen	7 17	8 38	12 20	4 5	6 54	...	...	...
Bötzenegg	7 53	8 36	12 40	4 25	7 12	...	...	...
Brugg (245) ... arr	8 10	9 8	12 55	4 40	7 25	...	...	...
TURGI	10 0	9 18	1 9	4 52	7 36	...	...	...
BADEN	10 20	9 28	1 21	5 5	7 49	...	...	...
ZURICH	11 40	9 58	2 9	5 40	8 20	...	...	...

BRUGG and BASEL.

E.M. Dis.	Stations.	2 & 3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	2 & 3
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	ZURICH .....dep	...	6 30	9 52	1 35	4 48	5 5	...
—	BADEN	...	7 1	10 25	2 19	5 21	6 11	...
—	TURGI	...	7 9	10 34	2 29	5 29	6 24	...
—	Brugg	...	7 19	10 45	2 40	5 40	6 40	...
—	Bötzenegg	...	7 36	11 6	2 59	5 58	7 11	...
—	Hornussen	...	7 51	11 23	3 15	6 13	7 39	...
—	Frick	...	7 59	11 32	3 24	6 23	7 56	...
—	Elken	...	8 6	11 40	3 31	6 33	8 8	...
—	Stein	6 0	8 15	11 47	3 38	6 39	8 18	...
—	Möhlin	6 27	8 34	12 7	4 2	6 58	...	...
—	Rheinfelden	6 35	8 42	12 14	4 9	7 6	...	...
—	Pratteln	7 3	9 0	12 32	4 26	7 22	...	...
—	Muttenz	7 15	9 8	12 39	4 33	7 29	...	...
—	Basel ..... arr	7 35	9 18	12 50	4 44	7 38	...	...

BURGDORF and SOLOTHURN.

1 Cl. fr. c.	2 cl. fr. c.	3 cl. fr. c.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
...	...	...	BERN (240)dep.	6 0	9 38	1 38	4 40
B	urgdorf	...	Burgdorf ...dep.	6 46	10 25	2 20	5 25
0 50	0 35	0 25	Kirchberg	6 55	10 35	2 29	5 34
1 25	0 90	0 65	Utzenstorf.....	7 9	10 51	2 44	5 50
1 75	1 25	0 90	Biberist	7 22	11 11	3 0	6 10
2 0	1 40	1 0	DERENDINGEN d	...	...	...	...
2 50	1 75	1 25	Solothurn ...arr	7 32	11 21	3 10	6 20
...	...	...	BIEL ...(242) ,,	8 42	2 20	6 12	9 23

SOLOTHURN and BURGDORF.

1 Cl. fr. c.	2 Cl. fr. c.	3 Cl. fr. c.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 ...	1,2,3 p.m.	1,2,3 p.m.
			BIEL.....dep	5 20	9 34	...	1 0	4 27
...	...	...		a.m.	p.m.	p.m.	p.m.	p.m.
FroS	olot	hurn	Solothurn...dep	8 35	12 15	2 22	4 0	7 0
0 55	0 35	0 25	DERENDINGEN d	...	12 10	...	...	...
0 75	0 55	0 40	Biberist.....	8 46	12 28	2 32	4 17	7 11
1 50	1 5	0 75	Utzenstorf.....	9 1	12 45	2 45	4 41	7 26
2 0	1 40	1 0	Kirchberg ..... dep	9 17	1 3	3 0	4 59	7 42
2 50	1 75	1 25	Burgdorf (240)	9 27	1 10	3 10	5 9	7 50
...	...	...	BERN	10 5	1 52	6 0	6 0	8 50

WINKELN and URNASCH.—Appenzeller Bah

Stations.								
WINTERTHUR d	..	6 0	8 16	9 58	10 58	3 46	...	7 27
ST. GALLEN... ,,	5 55	...	9 45	...	1 30	5 0	6 55	...
[244	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Winkeln ....dep	6 13	8 30	10 6	1 1	1 49	5 44	7 19	9 20
Herisau .....arr.	6 28	8 45	10 21	1 18	2 4	5 59	7 34	9 35
.. ..dep.	6 40	...	10 30	...	2 20	6 20	...	...
Waldstatt ... ,,	7 0	...	10 48	...	2 40	6 39	...	...
Urnasch ..... ,,	7 20	...	11 7	...	3 2	7 0	...	...

Stations.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Urnasch .....dep	...	...	8 45	11 46	...	4 5	...	8 0
Waldstatt.....	...	...	9 7	12 5	...	4 25	...	8 19
Herisau .....arr	...	...	9 23	12 24	...	4 43	...	8 37
.. ..dep	5 50	8 0	9 35	12 33	1 24	4 54	6 45	8 55
Winkeln .....arr	6 4	8 15	9 50	12 48	1 39	5 9	7 0	9 10
ST. GALLEN ar	..	8 40	10 10	1 10	...	5 55	...	9 20
WINTERTHUR	7 56	...	11 47	...	3 28	7 0	9 40	...

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MODANE, TURIN, BOLOGNA, FLORENCE.—Ferro del' Alta Italia.

M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3		1 & 2	1,2,3		1 Cl	1,2,3	
ls.	L. c.	L. c.	L. c.		noon			a.m.	a. m.		p m	p.m.	
..	..	..	..	PARIS .....dep.	..	..	..	6 30	..	..	8 0	3 0	..
..	..	..	..	MACON.....	12 0	..	p.m.	9 0	..	a.m.	5 25	a5 35	..
..	..	..	..	GENEVA	3 25	p.m.	p.m.	9 15	..	..	..	a6 20	..
..	..	..	..	LYONS (Perrache)	12 30	p.m.	p.m.	8 5	..	a.m.	5 50	a6 0	..
..	..	..	..	CULOZ	5 28	p.m.	a.m.	12 0	..	a.m.	8 55	a9 55	..
..	..	..	..	CHAMBERY (56)	6 57	p.m.	a.m.	1 5	6 20	a.m.	10 1	11 17	..
..	..	..	..	Modane Paris t.	10 59	p.m.	a.m.	4 15	10 9	..	p1 12	p3 7	..
From	m	M	odan	e. ,, Rom. time	12 20	a.m.	..	5 30	11 30	..	..	2 40	4 20
3	3 15	2 30	1 70	Bardonnecchia	1 12	4 10	..	6 14	12 26	..	..	3 24	5 15
10	4 35	3 20	2 30	Oulx.....	1 42	4 45	..	6 40	1 0	..	..	3 50	5 48
18	5 5	3 55	2 65	Salbertrand	2 0	5 5	..	6 57	1 20	..	..	4 5	6 8
18	7 75	5 55	4 0	Bussoleno (251)...	2 58	6 11	..	7 53	2 28	..	..	5 0	7 15
18	7 15	5 15	3 80	Avigliana	3 33	7 6	..	..	3 20	..	..	..	8 8
18	11 40	8 10	5 80	Alpignano	..	7 30	..	..	3 42	..	..	8 32	..
57	12 95	9 20	6 60	**Turin** P.N ...arr.	4 10	8 0	1,2,3	8 50	4 10	1,2,3	6 1	9 4	1 & 2
				(250, 258)	a.m.	1 & 2	a.m.	1 & 2	a. m.	p. m.	1 & 2	p.m.	p.m.
..	..	..	..	Turin ,, ...dep.	4 55	7 25	7 50	9 30	11 5	1 0	7 30	4 45	6 40
75	14 45	10 30	7 35	Trofarello (258) ...	5 23	7 49	8 24	..	11 33	1 33	..	5 14	7 1
77	14 90	10 55	7 55	Cambiano	5 32	7 58	8 35	..	11 42	1 43	..	5 25	..
87	17 70	12 50	8 95	Villafranca.....	6 17	..	9 32	..	12 25	2 37	..	6 12	..
97	19 40	13 70	9 80	Asti (254-5).....	6 55	8 50	10 50	10 32	1 0	3 20	8 32	6 50	7 52
15	21 65	15 30	10 95	Felizzano	7 31	9 16	11 34	..	1 34	4 0	..	7 26	8 16
23	23 25	16 40	11 75	**Alessandria** arr.	7 58	9 35	12 7	11 9	2 0	4 30	9 8	7 52	8 34
..	..	..	..	,, **(254-5)** dep.	10 90	5 0	..	11 17	1 & 2	5 16	9 20	..	..
33	21 65	17 55	12 55	S. Giuliano.....	10 46	5 26	..	..	a.m.	5 42	..	..	..
37	25 75	19 15	13 7	Tortona (256).....	11 12	5 53	..	11 45	6 25	6 8	9 49	..	..
48	27 70	19 50	14 0	Voghera (256).....	12 20	6 50	..	12 9	6 45	6 50	10 12	..	..
53	28 70	20 20	14 50	Casteggio	12 28	7 7	..	..	..	7 [illegible]	..	..	..
61	30 5	21 15	15 15	Broni	1 4	7 31	..	..	..	7 31	..	..	..
63	30 50	21 50	15 40	Stradella	1 16	7 42	..	12 40	..	7 46	10 43	..	..
66	30 95	21 80	15 60	Arena-Po	1 26	7 51	..	..	..	7 56	..	..	..
84	34 25	24 10	17 25	**Piacenza** .....arr.	2 25	8 45	a.m.	1 22	..	8 55	11 26	..	..
				,, **(253)** ...dep.	5 50	9 5	5 0	1 30	..	p.m.	11 35	..	..
89	35 30	24 95	17 90	Pontenure	6 5	9 21	5 16	..	..	..	..	..	..
92	37 55	26 40	18 90	Alseno	6 42	9 56	5 53	..	..	..	..	..	..
06	38 35	26 95	19 30	Borgo S. Donnino...	6 58	10 10	6 8	2 19	..	..	..	..	..
12	39 25	27 70	19 80	Castelguelfo	7 15	10 27	6 25	..	..	..	..	..	..
20	40 85	28 70	20 55	**Parma** .....arr.	7 34	10 46	6 44	2 45	..	..	12 43	..	..
				,, ...dep.	7 55	10 55	6 55	3 48	..	..	12 47	..	..
27	44 0	30 95	22 15	Reggio.....	8 37	11 47	7 50	3 23	..	..	1 21	*	International Mail Trains.
43	46 70	32 85	23 50	**Modena (250)** ...	9 16	12 26	8 29	3 51	..	..	1 49	..	..
				,, ...dep	9 27	12 38	8 40	3 59	..	..	1 57	..	..
54	44 95	34 40	24 60	Samoggia	10 2	1 13	9 15	..	..	..	..	..	1,2,3
69	49 85	38 5	25 5	Lavino	10 17	1 28	9 30	..	1,2,3	..	..	..	p.m.
74	50 90	35 75	25 60	**Bologna** .....arr.	10 35	1 46	9 48	4 42	a. m.	..	2 40	p.m.	..
				,, **(250,264)** dp	12 20	2 24	..	5 15	7 30	..	3 10	6 0	..
79	51 70	36 30	26 0	Borgo Panigale.....	..	2 36	..	..	7 43	..	..	6 17	..
89	55 30	38 65	27 80	Vergato	1 25	3 50	..	6 13	8 54	..	4 4	8 8	..
12	57 55	40 40	28 90	Porretta	2 26	4 50	..	6 49	9 53	..	4 39	9 15	..
20	59 15	41 55	29 70	Pracchia	3 7	5 35	..	7 25	10 37	..	5 13	..	..
36	61 95	43 50	31 10	**Pistoja** .....arr	4 18	6 48	..	8 30	11 46	..	6 18	..	..
				,, **(258)** ...dep.	4 30	6 58	..	8 37	12 7	..	6 28	..	..
46	63 90	44 85	32 10	**Prato**	4 58	7 31	..	..	12 39	..	6 50	..	..
53	65 5	45 65	32 65	Sesto.....	5 16	7 56	..	..	1 1	..	..	..	..
57	65 80	46 20	33 5	**Florence** .....arr.	5 30	8 20	..	9 20	1 24	..	7 15	..	..
				ROME (660) dep	6 20	..	..	a6 0	..	..	3 40	p.m.	..

BUSALLA and GENOA.—(Local.)

Stations.	1,2,3	1,2,3	
	a.m.	p.m.	
(Dist. 14¼ miles)	..	..	..
Busalla-(250) dp	5 25	3 45	..
Pontedecimo	6 0	4 35	..
Rivarolo	6 25	5 15	..
Genoa .....arr	6 45	5 40	..

GENOA and PISTOIA.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
0	1 80	1 15	0 75	Genoa (Piazza Principe) dep.	7 0	10 0	1 30	3 45	8 0	..
7½	2 70	1 80	1 15	Sampierdarena	7 10	10 15	1 40	3 55	8 15	..
23	5 65	3 65	2 35	Rivarolo	7 50	10 51	2 20	4 35	8 55	..
28	6 45	4 15	2 65	Pontedecimo	8 0	11 0	2 30	4 45	9 5	..
33	7 25	4 70	3 0	Busalla	8 15	11 15	2 45	5 0	9 20	..
44	8 5	5 65	4 5	Maddalena	7 47	11 43	4 15	10 3	..	..
54½	9 95	7 0	5 0	Cuneo	8 20	12 15	4 47	10 32	..	..

TURIN, SAVIGLIANO, SALUZZO, and CUNEO.

M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dist	L. c.	L. c.	L. c.		a. m.	a. m.	p. m.	p.m.
—	From		Turin	**Turin (250)** dep.	5 15	9 0	1 38	7 40
9½	1 85	1 5	0 75	Trofarello.....	5 43	9 34	2 9	8 7
12½	2 30	1 60	1 15	Villastellone	5 56	9 47	2 22	8 19
14	3 20	2 30	1 65	Carmagnola.....	6 11	10 4	2 37	8 33
23½	4 30	3 5	2 15	Racconigi.....	6 37	10 30	2 53	8 49
28	5 10	3 60	2 55	**Cavaller-255**ar	6 39	10 32	3 5	9 0
..	..	..	..	**maggiore** ...dep	6 50	10 45	3 15	9 10
32½	5 90	4 15	2 95	**Savigliano** arr.	7 1	10 56	3 27	9 21
..	Fro	m	Tur	in **Savigliano** dp	7 16	11 15	3 45	9 36
10	1 85	1 30	0 95	**Saluzzo** ...arr	7 41	11 40	4 10	10 2
Fro	m	Sa	vigli	ano **Savigliano** dep.	7 11	11 8	3 40	9 11
39½	7 25	5 10	3 65	Fossano.....	7 32	11 29	4 0	9 50
44	8 5	5 65	4 5	Maddalena	7 47	11 43	4 15	10 3
54½	9 95	7 0	5 0	**Cuneo** .....arr.	8 20	12 15	4 47	10 32

SAVIGLIANO and BIELLA.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a. m.	p.m.	p.m.	p.m.	p.m.
TURIN P.N.	4 30	9 15	1 30	3 45	8 0	..
Savigliano (255) dep	5 50	10 45	3 0	5 0	9 20	..
Salmour	6 7	11 2	3 27	5 27	9 37	..
Saluzzo	6 30	11 30	3 50	5 50	10 0	..
Moretta	6 45	11 45	4 5	6 5	10 15	..
Cavallermaggiore	6 58	11 58	4 18	6 18	10 28	..
Fossano	7 20	12 20	4 40	6 40	10 50	..
Maddalena	7 35	12 35	4 55	6 55	11 5	..
Cuneo .....arr.	8 5	1 5	5 25	7 25	11 35	..

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
0	1 80	1 15	0 75	Turin P.N. ..... dep.	7 0	10 0	1 30	3 45	8 0	..
7½	2 70	1 80	1 15	Sampierdarena	7 10	10 15	1 40	3 55	8 15	..
23	5 65	3 65	2 35	Rivarolo	7 50	10 51	2 20	4 35	8 55	..
28	6 45	4 15	2 65	Pontedecimo	8 0	11 0	2 30	4 45	9 5	..
33	7 25	4 70	3 0	Busalla	8 15	11 15	2 45	5 0	9 20	..
44	8 5	5 65	4 5	Ronco	7 47	11 43	4 15	10 3	..	..
54½	9 95	7 0	5 0	Novi	8 20	12 15	4 47	10 32	..	..
59	10 45	7 55	5 40	Tortona	8 35	..	5 0	10 45	..	..
74	11 90	8 90	6 40	Alessandria	8 55	12 55	5 20	11 5	..	..
82	13 10	9 80	7 10	Felizzano	9 10	1 10	5 35	11 20	..	..
90	14 45	10 80	7 85	Asti	9 30	1 30	5 55	11 40	..	..
98	15 80	11 80	8 55	Villafranca	9 45	1 45	6 10	11 55	..	..
103	16 60	12 40	9 0	Castelnuovo	9 55	1 55	6 20	12 5	..	..
111	17 80	13 30	9 65	Villastellone	10 10	2 10	6 35	12 20	..	..
114	18 30	13 70	9 90	Turin ..... arr.	10 20	2 20	6 45	12 30	..	..

Fares by Express Trains are 10 per cent. higher than by Ordinary Trains throughout the Alta Italia system. There is also a tax of 5 centissimi upon every Railway Ticket.

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FLORENCE, BOLOGNA, TURIN, and MODANE.

Dis.	1 Cl. L.	1 Cl. L.	3 Cl. L.	3 Cl. L.	Stations.	1,2	1,2,3 a.m.	1,2,3 p.m.	1 & 2 a.m.	1,2,3 a.m.	1 & 2 p.m.	1,2,3 a.m.
					ROME ..... dep.	...	...	...	10 50	...	10 40	7 15
	From	Florence	lore	nce	Florence ... dep.	...	10 40	4 20	p7 40	...	a7 15	p8 20
5	0 95		0 65	0 5	Sesto	...	11 6	4 46	...	...	...	9 44
11	2 5		1 45	1 0	Prato	...	11 32	5 9	8 15	...	7 42	10 0
21½	3 85		2 70	1 95	Pistoja ..... arr.	...	12 0	5 38	8 37	...	8 2	10 36
					.. (258) dep.	1,2,3	12 20	5 48	8 5	...	8 12	10 50
37½	6 80		4 80	3 45	Pracchia	a.m.	1 35	7 23	9 39	...	9 18	12 10
46½	8 40		5 90	4 25	Porretta	5 0	2 22	8 12	10 41	...	9 58	1 0
59½	10 65		7 45	5 35	Vergato	6 2	3 5	8 58	11 16	...	10 30	1 55
73½	14 50		10 15	7 30	Borgo Panigale	7 26	4 5	9 58	...	...	...	...
82	14 95		10 50	7 50	Bologna ..... arr.	7 41	4 17	10 10	12 10	a.m.	11 25	2 57
					.. (264) dep		5 25		12 56	9 40	11 55	4 30
98½	16 10		11 25	8 10	Lavino		5 45	...	...	9 58	p.m.	4 50
93½	17 0		11 90	8 55	Samoggia		5 59	...	...	10 11	...	5 4
105	19 15		13 40	9 60	Modena (259) a ..... dep		6 32	...	1 39	10 44	12 38	5 38
							6 42	...	1 49	10 52	12 48	5 48
120½	21 95		15 40	11 0	Reggio		7 30	...	2 19	11 3	1 17	6 35
138	25 10		17 60	12 60	Parma ..... arr.		8 14	...	2 53	11 23	1 57	7 19
					.. dep.		8 25	...	2 57	12 40	1 54	7 29
146	26 60		18 60	13 35	Castelguelfo		8 46	...	...	1 1	...	7 50
151½	27 60		19 35	13 85	Borgo S. Donnino		9 6	...	...	1 22	2 21	8 10
156	28 40		19 90	14 25	Alsceno		9 19	...	...	1 36	...	8 23
167½	30 55		21 40	15 30	Pontenure		9 58	...	...	2 21	...	9 1
173½	31 55		22 10	15 80	Piacenza ..... arr.	a.m.	10 12	...	4 5	2 35	3 5	9 15
					.. (253) dep.		4 40		4 13	4 23	3 15	9 45
191½	34 85		24 40	17 45	Arena Po		5 35	...	...	5 24	...	10 45
194½	35 40		24 80	17 75	Stradella		5 47	...	4 57	5 37	3 56	10 59
196½	35 75		25	17 90	Broni		5 56	...	1 & 2 class	5 47	...	11 9
203½	37 30		26	0 18 60	Casteggio		6 21	...	p.m.	6 13	...	11 35
210	38		26 80	19 15	Vochera		6 45	...	8 49	5 33	6 38	4 30
220	40		28	20	Tortona		7 20	...	9 9	5 54	7 21	4 51
225	40 95		28 70	20 50	S. Giuliano	1,2,3	7 34	1,2,3	1 & 2 class	...	7 36	...
233½	42 55		29 80	21 30	Alessandria arr.	a.m	7 57	p.m.	a.m.	6 20	...	5 16
					.. dep.	a.m.	8 25	5 45	10 20	6 30	9 10	5 25
249	44 25	31	0	22 15	Felizzano		4 37	8 52		6 17	...	...
255½	46 55		32 60	23 30	Asti		5 17	9 34	7 2	11 5	7 13	9 57
264	48 10		33 70	24 10	Villafranca		5 50	10 7	7 37	...	...	...
279½	50 95		35 70	25 50	Cambiano		6 40	10 59	8 31	...	...	...
282½	51 40		36 0	25 75	Trofarello (252) ...		6 49	11 9	8 42	...	...	...
290½	52 85		37 0	26 45	Turin ..... arr.		7 15	11 35	9 10	12 12	8 25	11 5
						1,2,3 a.m.	1,2,3 a.m.			1 Cl. a.m.	1,2,3 p.m.	p.m.
					Turin ..... dep.	5 0	9 40	...	...	8 50	11 30	8 30
299	54 45		38 15	27 25	Alpignano	5 34	10 9	...	...	...	...	...
305½	55 70		39 0	27 90	Avigliana	6 3	10 36	...	...	...	12 11	...
319	58 5		40 65	29 5	Bussoleno (251) ...	7 6	11 33	...	...	9 58	12 49	9 44
...	60 75		42 55	30 40	Salbertrand	8 21	12 44	...	...	11 2	1 55	10 47
...	61 45		43	5 30 75	Oulx	8 40	1 3	...	...	11 17	2 12	11 2
344½	62 70		43 90	31 40	Bardonnecchia	9 20	1 40	...	...	11 55	2 50	11 36
357½	65 80		46 20	33 5	Modane Rom. t. a (54) .. Paris time d	10 0	2 20	...	...	12 34	3 30	12 15
							2 7	...	...	12 39	3 20	12 8
					CHAMBERY ..... arr	...	5 48	...	p.m.	3 45	6 53	3 10
					CULOZ	...	7 26	...	p.m.	4 50	8 14	4 9
					LYONS (Perrache) ..	...	11 31	p.m.	p.m.	8 35	12 48	7 2
					GENEVA	...	11 19	p.m.	p.m.	7 28	10 6	6 55
					MACON	...	12 32	a.m.	p.m.	8 6	p1 20	7 50
					PARIS	...	3 23	p.m.	a.m	5 15	a4 10	5 40

CUNEO, SALUZZO, SAVIGLIANO, and TURIN.

Dis.	From	L. c. Cuneo	L. c. Cuneo	L. c.	Stations.	All 1,2,3 class.	a.m.	a.m	p.m.	p.m
					Cuneo ..... dep		5 15	9 0	1 30	7 5
11½		2 5	1 45	1 5	Maddalena		5 42	9 30	2 1	7 36
15		2 75	1 90	1 40	Fossano		5 53	9 43	2 14	7 50
23		4 20	2 95	2 10	Savigliano ... arr.		6 10	10 1	2 32	8 8
From		S aluz zo.			Saluzzo ... dep.		5 35	9 25	2 0	7 35
10		1 85	1 30	0 95	Savigliano arr.		6 0	9 50	2 25	8 0
21		From C uneo			Savigliano ... dep.		6 20	10 11	2 44	8 20
26½		4 90	3 45	2 45	Cavallerm. arr.		6 30	10 22	2 55	8 31
					maggiore ... dep.		6 39	10 32	3 5	9 0
31		5 65	4 0	2 85	Racconigi		6 51	10 45	3 18	9 13
37½		6 90	4 75	3 40	Carmagnola		7 6	11 1	3 34	9 29
43½		7 71	5 40	3 85	Villastellone		7 19	11 15	3 49	9 44
46½		8 56	5 95	4 25	Trofarello		7 31	11 28	4 3	9 58
54½		9 95	7 0	5 0	Turin ..... arr.		7 54	11 55	4 32	10 26

TURIN, BUSSOLENO, and SUSA.

Dis.	From	L. c. Turin	L. c.	L. c.	Stations.	All 1,2 3 class.	a.m.	p.m.
28½		5 20	3 65	2 60	Turin ..... dep		5 0	9 40
33½		6 15	4 30	3 10	Bussoleno (251) ...		7 10	11 40
					Susa ..... arr		7 27	11 57

Stations.	All 1,2,3 class.	a.m.	p.m.	p.m.
Susa ..... dep		5 38	1 55	6 45
Bussoleno (250)		6 11	2 28	7 15
Turin ..... arr		8 0	4 10	9 4

THEVIGLIO AND CREMONA.

1 Cl. L.	2 Cl. L.	3 Cl. L.	Stations. (252-6)	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
From	Trevi	glio	Treviglio dep.	7 10	3 35	8 40
170	1 20	0 85	Casalctto-Vaprio	7 39	4 11	9 11
2 90	2 15	1 50	Crema	7 57	4 33	9 30
6 45	3 30	2 25	Soresina	8 29	5 15	10 4
7 35	3 70	2 60	Cremosina	8 40	5 34	10 25
9 3	4 15	3 70	Cremona ..... arr	8 58	6 15	10 43

TURIN and CHIERI.

1 Cl. L. c.	2 Cl. L. c.	3 Cl. L. c.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
			Turin P. N. dep	5 25	8 45	5 10
			Collano	5 45	9 0	5 40
			Chieri ..... arr	6 13	9 3	1 18

1 Cl. L. c.	2 Cl. L. c.	3 Cl. L. c.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
			From Chieri ..... dep	6 43	9 34	2 31
			Turin P. N. arr	7 30	10 25	3 25

CHIVASSO and IVREA.

Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.
Chivasso ..... dp	8 30	1 20	5 18	Ivrea ..... dep	6 55	10 25	3 50
Caluso	8 33	1 25	5 23	Caluso	7 15	10 45	4 10
Ivrea ..... arr.	9 10	1 50	10 55	Chivasso arr	7 20	10 52	4 15

NOTE.—Coming from Italy, Mont Cenis, into France, payment must be made into Francs. Notes as far as 30 dauer, henceforward in Gold.

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TURIN to MILAN and VENICE.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	L. c.	L. c.	L. c.	(250)	a.m.		a.m.	a.m.	a.m.		p.m.	p.m.
—	From Turin			**Turin** (P. Nuova) dp	6 40	...	4 20	9 5	11 0	...	5 30	8 5
38	0 70	0 50	0 35	**Turin** (Porta Susa)	7 5	...	4 37	9 20	11 17	...	5 57	8 37
104	1 95	1 35	1 0	**Settimo** .. (253)	7 25	...	4 56	...	11 34	...	6 20	9 2
18	3 35	2 30	1 65	**Chivasso** ..... arr.	7 47	...	5 17	9 49	12 0	...	6 42	9 37
...	...	...	...	,, (251) dep.	7 57	...	5 23	9 51	12 10	...	6 54	...
37½	6 80	4 75	3 40	**Santhià** ..... arr.	9 4	...	6 24	10 37	1 12	...	7 59	...
...	...	...	...	,, (250) dep.	9 15	...	6 32	10 39	1 20	...	8 12	...
40½	7 35	5 15	3 70	**San Germano**	9 27	...	6 43	...	1 30	...	8 23	...
49	8 95	6 25	4 50	**Vercelli** ..... arr	9 47	...	7 3	11 2	1 50	...	8 43	...
...	...	...	...	,, (252) dep.	9 54	...	7 12	11 7	1 58	...	8 55	...
53½	9 50	6 65	4 75	**Borgo Vercelli**	10 3	...	7 22	...	2 7	...	9 5	...
64	11 45	8 0	5 75	**Novara** (*Buffet*) arr.	10 31	...	7 50	11 34	2 35	...	9 34	...
...	...	...	...	,, (254 5) ...dep.	10 39	...	8 3	11 39	2 45	...	9 44	...
68½	12 45	8 75	6 25	**Trecate**	10 53	...	8 19	...	3 1	...	10 0	...
76	13 95	9 80	7 0	**Magenta**	11 15	...	8 39	...	3 21	...	10 27	1, 2, 3
85½	15 55	10 90	7 80	**Rho** (254)	11 40	...	9 5	12 23	3 47	...	10 57	1, 2, 3
93½	17 0	11 90	8 55	**Milan** ..... arr.	12 3	a.m.	9 27	12 41	4 10	p.m.	11 20	p.m.
...	...	...	...	,, (253-4-6) dep.	...	5 18	10 25	12 55	5 20	2 30	...	7 30
109½	19 95	13 95	10 0	**Casano**	...	6 3	11 9	...	6 7	3 16	...	8 16
113	20 65	14 45	10 35	**Treviglio** ..... arr.	...	6 14	11 20	1 29	6 18	3 27	...	8 27
...	...	...	...	,, (251-6) dep.	...	6 19	11 26	1 31	6 24	3 32	...	8 33
118½	21 70	15 20	10 90	**Morengo**	...	6 38	11 45	...	6 43	**	...	...
119½	23 75	16 60	11 90	**Chiari**	...	7 16	12 25	2 2	7 22	...	...	...
133½	24 40	17 10	12 25	**Rovato** ..... arr.	...	7 37	12 36	2 11	7 33	5 20	...	...
...	...	...	...	,, (253)...dep.	...	7 39	12 44	2 15	7 40	5 25	...	...
144½	26 30	18 45	13 20	**Brescia** ..... arr.	...	8 0	1 12	2 34	8 8	5 53	...	...
...	...	...	...	,, (255) dep.	...	8 8	1 23	2 40	8 16	...	...	...
155½	28 40	19 90	14 25	**Ponte S. Marco**	...	8 37	1 55	...	8 45	...	...	...
159	29 8	20 35	14 60	**Lonato**	...	8 51	2 10	...	9 1	...	...	...
161½	29 50	20 70	14 80	**Desenzano**	...	9 4	2 23	3 18	9 13	...	...	...
170½	31 15	21 80	15 60	**Peschiera**	...	9 32	2 51	3 37	9 40	...	...	...
174	31 75	22 25	15 95	**Castelnuovo**	...	9 42	3 2	...	9 50	...	...	...
178½	32 50	22 85	16 35	**Somma-campagna**	...	9 54	3 15	...	10 3	...	...	...
185½	33 75	23 70	16 95	**Verona** P. Nuova	1, 2, 3	10 17	3 39	...	10 29	1, 2, 3	...	...
187	34 10	23 95	17 15	**Verona** P. Vescova ar	a.m.	10 23	3 45	4 12	10 35	p.m.	...	...
...	...	...	...	,, ,, (258-9) dp	5 10	10 45	5 50	4 35	11 15	1 30	...	...
190½	34 80	24 40	17 50	**S. Martino**	5 22	10 57	6 2	...	...	1 48	...	...
194½	35 45	24 90	17 80	**Caldiero**	5 35	11 10	6 15	...	...	2 7	...	...
200	36 50	25 60	18 35	**San Bonifacio**	5 52	11 28	6 31	...	...	2 36	...	...
206½	37 70	26 45	18 95	**Montebello**	6 19	11 53	6 56	...	...	3 20	...	...
216½	39 55	27 75	19 85	**Vicenza** (263) arr.	6 46	12 19	7 24	5 34	12 48	4 7	...	...
...	...	...	...	,, ...dep.	6 56	12 27	7 34	5 37	1 18	p.m.	...	...
226½	41 35	29 0	20 75	**Pojana**	7 21	12 52	7 59	...	...	...	...	...
235½	42 90	30 10	21 55	**Padua** ..... arr.	7 44	1 15	8 21	6 9	2 17	...	...	...
...	...	...	...	,, (259, 263)dp	7 55	1 25	8 30	6 14	2 40	...	...	...
239½	43 60	30 60	21 90	**Ponte di Brenta**	8 6	1 36	8 41	...	2 54	...	...	...
247½	45 20	31 70	22 70	**Marano**	8 32	2 3	9 7	6 37	3 30	...	...	...
263½	46 20	32 40	23 20	**Mestre** ..... arr.	8 46	2 17	9 21	6 50	3 48	...	...	...
...	...	...	...	,, (259).....dep	8 57	2 27	9 32	6 58	4 4	...	...	...
258½	47 10	33 5	23 65	**Venice** ..... arr	9 10	2 40	9 45	7 10	4 20	...	...	...

TURIN, BRA, MONDOVI, and SAVONA.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
L. c.	L. c.	L. c.	(250)	a.m.	a.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
From Turin.			**Turin** ..... dep	...	5 15	9 0	3 7	**Savona** ..... dep	4 55	10 10	4 30	7 0	
1 50	1 5	0 75	**Trofarello**	...	5 43	9 31	3 38	**Santuario**	5 14	10 30	4 39	7 24	
5 10	3 60	2 55	**Cavallerm.** (250) a	...	6 39	10 32	4 37	**S. Giuseppe** arr	5 50	11 1	5 18	8 0	
			maggiore ...dep	...	7 5	10 50	4 45	**di Cairo** ...dep	6 0	11 13	5 23	8 21	
5 70	4 0	2 85	**Madonna Pilone** ...	...	...	11 0	...	**Sale**	6 38	12	6 15	9 27	
5 60	3 95	2 85	**Bra** ... (255) ...arr	...	7 27	11 13	5 6	**Niella**	7 33	12 43	6 55	...	
...	...	...	,, ...dep	...	7 33	11 33	5 16	**Mondovi** dep	7 0	12 0	6 35	...	
7 30	5 15	3 70	**Narzole**	...	8 6	12 10	5 50	**Carru** .....arr	7 40	12 40	6 15	...	
8 65	6 10	4 40	**Farigliano**	...	8 32	12 40	6 16	**Carru** .....dep	7 55	1 6	7 18	...	
9 10	6 40	4 60	**Carru** ..... arr	...	8 41	12 50	6 25	**Farigliano**	8 6	1 16	7 28	...	
—	—	—	**Carru**.....dep	...	8 55	1 15	7 25	**Narzole**	8 31	1 41	7 53	...	
1 65	1 15	0 85	**Mondovi** ...arr	...	9 35	1 55	8 5	**Bra**	9 2	2 12	8 24	...	
10 25	7 20	5 20	**Niella**	a.m.	9 9	1 21	6 53	,, ...dep	9 10	2 22	8 30	...	
12 5	8 45	6 10	**Sale**	5 36	9 53	2 3	7 31	**Madonna Pilone** ...	...	2 37	...	...	
14 30	10 5	7 30	**S. Giuseppe** ... arr	6 38	10 41	2 50	8 21	**Cavaller-** ...arr	9 30	2 45	8 50	...	
			di Cairo (256) d	6 44	11 6	2 55	8 28	**maggiore** dep	9 37	3 5	9 0	...	
15 90	11 15	8 0	**Santuario**	7 28	11 40	3 30	9 2	**Trofarello**	10 33	4 2	9 58	...	
16 70	11 70	8 45	**Savona** (253) arr	7 46	11 55	3 45	9 15	**Turin** (250) arr	11 0	4 32	10 36	...	

TURIN to RIVOLI.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
(258)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Turin .....dep	5 0	8 45	8 30	11 0	1 0	4 20	6 0	...	...	...	...	...
Borgo pea Coll.	5 20	7 5	8 50	11 20	1 20	4 40	6 20	...	...	...	...	...
Rivoli .....arr	5 35	7 20	9 5	11 35	1 35	4 55	6 35	...	...	...	...	...

VERCELLI and ALESSANDRIA.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	L. c.	L. c.	L. c.	(259)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	From Turin			**Turin** ..... dep	5 0	8 45	8 30	11 0	1 0	4 20	6 0	...
144	2 60	1 85	1 30	**Casale** (256) dp	6 0	9 45	9 30	12 0	2 0	5 20	7 0	...
175	4 75	3 40	2 40	**Valenza**	6 32	10 17	10 7	12 37	2 37	5 57	7 37	...
195	6 35	4 55	3 20	**Alessandria** (265)	6 55	10 45	10 30	1 0	3 0	6 20	8 0	...
...	...	...	...	,, (256) dep	7 0	10 50	10 43	...	...	...	...	...
205	7 40	5 30	3 85	**Casale**	7 32	11 22	11 15	1 32	3 32	6 52	8 32	...
230	9 40	6 80	4 85	**Valenza** (265)	8 12	11 58	11 50	2 8	4 8	7 28	9 8	...
244	10 45	7 55	5 40	**Alessandria** ..arr	8 34	12 20	12 12	2 30	4 30	7 50	9 30	...

TORTONA and NOVI.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
L. c.	L. c.	L. c.	* 1,2,3 Class.	a.m.	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	
From Turin			**Tortona** (250) dep	7 40	1 20	7 50	9 11	9 45	**Novi** ..... dep	5 50	7 35	9 40	11 50	1 30
10 70	7 15	4 80	**Pessolo**	8 13	1 48	8 19	...	...	**Pessolo**	6 6	7 50	9 55	12 5	1 45
14	9	6	**Novi** (255) ...arr	8 34	1 59	8 39	...	...	**Tortona** ..... Coll.	6 26	8 10	10 15	12 20	2 0

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VENICE and MILAN to TURIN.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2	1,2	1,2,3
Dist.	L. c.	L. c.	L. c.		p.m.			a.m.	a.m.	p.m.	p.m.			
—	Pas'	Vem	lee.	**Venice** .....dep.	9 15	...	...	5 25	9 5	2 5	6 55	...	...	...
5	0 35	0 65	0 50	**Mestre** .....arr.	9 32	...	...	5 38	9 17	2 18	7 8	...	...	...
				(250) ..... dep	9 47	...	...	5 50	9 29	2 28	7 18	...	...	...
11	2 5	1 45	1 5	**Marano**	10 10	...	...	6 6	9 43	2 44	7 31	...	...	...
13	2 50	1 70	1 20	**Dolo**	10 22	...	...	6 15	...	2 53	7 43	...	...	...
19½	3 55	2 55	1 80	**Ponte di Brenta**	10 44	...	...	6 32	...	3 10	8 0	...	...	...
23	4 20	2 95	2 10	**Padua** .....arr.	10 58	...	...	6 42	10 5	3 20	8 10	...	...	...
				(250) dep.	12 20	...	...	6 55	10 15	8 30	8 21	...	...	...
32½	5 90	4 15	2 95	**Pojana**				7 19	...	3 55	8 47	...	...	...
41½	7 60	5 30	3 80	**Vicenza** .....arr.	1 13	a.m.		7 42	10 50	4 18	9 10	...	...	...
				,, ...dep.	1 45	4 55		7 52	10 54	4 26	9 18	...	...	...
51½	9 40	6 80	4 70	**Montebello**		5 43		8 22	...	4 53	9 46	...	...	...
60½	10 75	7 75	5 40	**San Bonifacio**.....		6 22		8 48	...	5 21	10 14	...	...	...
65½	11 65	8 15	5 85	**Caldiero**		6 46		9 3	...	5 36	10 29	...	...	...
67½	12 35	8 65	6 20	**S. Martino**		7 5		9 16	...	5 49	10 42	...	...	...
71½	13 0	9 10	6 50	**Verona P. Vescarr.**	3 18	7 21		9 26	11 56	5 59	10 52	p.m.		
				,, **(250)** ,, dep.	4 50			9 55	12 20	6 30		1 50		
73½	12 35	9 35	6 70	**Verona P. Nuova**	5 0	...	...	10 6	...	6 40	...	2 2		
80½	14 70	10 30	7 25	**Sommacampagna**....	5 22	...	...	10 29	...	7 2	...	2 32		
85½	15 50	10 95	7 75	**Castelnuovo**.....	5 34	...	...	10 41	...	7 15	...	2 50		
87½	15 95	11 20	8 0	**Peschiera**.....	5 46	...	...	10 55	12 57	7 27	...	3 35		
97	17 70	12 40	8 90	**Desenzano**	6 15	...	...	11 25	1 18	7 56	...	4 19		
100	18 25	12 90	9 15	**Lonata**	6 26	...	...	11 37	...	8 7	...	4 36		
103½	18 90	13 20	9 40	**Ponte S. Marco**	6 36	...	...	11 48	...	8 18	...	4 55		
114½	20 85	14 60	10 45	**Brescia** .....arr.	7 5	a.m.	...	12 16	1 53	8 46	...	5 33	p.m.	
				,, **(255)** dep.	7 12	4 35	...	12 28	1 59	8 56	...		5 45	
124½	22 70	15 95	11 40	**Rovato** ..... arr.	7 40	5 4	...	12 56	2 19	9 24	...		6 14	
				,, ... dep.	7 45	5 10	...	1 2	2 25	9 29	...		6 18	
129½	23 55	16 55	11 80	**Chiari**	7 58	**	...	1 14	2 34	9 42	...		**	
139½	25 50	17 85	12 80	**Morengo**	8 34	...	...	1 50	...	10 18	...			
145½	26 80	19 60	13 30	**Treviglio** .....arr.	8 52	7 0	...	2 8	3 3	10 36	...		8	34
				,, **(251)** dep.	9 0	7 5	...	2 16	3 10	10 45	...		8	41
149½	27 20	19 10	13 65	**Canano**	9 12	7 16	...	2 29	...	10 57	...		8	21
165½	30 15	21 15	15 15	**Milan P.V** .... arr	9 58	8 0	a.m.	3 15	3 46	11 43	p.m.		9	5
				(253,256) dep	11 7		6 30	5 15	4 5		5 55			
173½	31 70	22 25	15 90	**Elo**	11 38	...	6 58	5 38	4 24	...	6 36	...		
182½	32 30	23 25	16 70	**Magnalia**	12 4	...	7 24	6 4	...	...	7 14	...		
190½	34 65	24 25	17 40	**Trecate**	12 30	...	7 45	6 30	...	...	7 44	...		
196½	35 80	25 15	18 0	**Novara** *Duke* arr.	12 48	a.m.	8 3	6 38	5 7		8 5	...		
				,, **(254)** dep.	1 18	4 55	8 25	6 55	5 13	...		...		
208½	37 70	26 50	18 95	**Borgo Vercelli**	1 50	5 23	8 51	7 23	...	...		...		
218½	39 25	26 90	19 20	**Vercelli**.....arr.	1 58	5 32	8 59	7 32	5 43	...		...		
				(252) dep.	2 8	5 42	9 7	7 40	5 47	...		...		
218½	39 75	27 90	19 95	**San Germano**	2 31	6 4	9 28	8 2	...	...		...		
221½	40 40	28 40	20 30	**Santhia**.....arr.	2 41	6 14	9 38	8 12	6 9	...		...		
				(250) dep.	2 47	6 21	9 48	8 24	6 11	1,2,3		...		
240½	43 80	30 75	22 0	**Chivasso** .....arr.	3 47	7 24	10 50	9 25	6 54	p.m.		...		
				(251) dep.	3 53	7 31	11 10	9 37	6 56	5 19		...		
247½	45 15	31 70	22 65	**Settimo**	4 18	7 55	11 36	10 2	...	6 17		...		
254½	46 40	32 60	23 30	**Turin** Porta Susa	4 45	8 20	12 8	10 35	7 30	6 49		...		
254½	47 10	33 5	24 65	**Turin** P. Nuova ar	4 55	8 32	12 20	10 46	7 40	...		...		

MILAN and PIACENZA.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1 & 2	1,2,3	1 & 2	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1 & 2	1,2,3	1 & 2	1,2,3	1,2,3
L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	Fcs	Mi	Ca	Milan ...dep	6 0	9 0	1,2,3	4 30	7 30	9 30
(250-1-6)								0 90	0 60	0 40	Rozendo	6 14	...		4 44	7 44	9 44
Fcs	Mi	Ca	Milan ...dep	6 0	9 0	1,2,3	4 30	2 5	1 45	1 5	Melegnano	6 38	11 59		5 18	8 18	10 18
0 90	0 60	0 40	Rozendo	6 14	...		4 44	3 75	2 65	1 80	Lodi	7 0	12 40		5 50	8 50	10 50
2 5	1 45	1 5	Melegnano	6 38	11 59		5 18	5 90	4 15	2 85	Casalpus-a	7 39	1 26		6 29	9 29	11 29
3 75	2 65	1 80	Lodi	7 0	12 40		5 50				ferlengo d	7 44	1 31		6 34	9 34	11 34
5 90	4 15	2 85	Casalpus-a	7 39	1 26		6 29				ferlengo a	7 49	1 36		6 39	9 39	11 39
			ferlengo d	7 44	1 31		6 34				Codogno	8 0	1 47		6 50	9 50	11 50
			ferlengo a	7 49	1 36		6 39				Melegnano	8 50	12 40		7 40	10 40	12 40
			Codogno	8 0	1 47		6 50				Milan ...arr	9 0	12 60		7 60	10 60	12 60

BRESCIA, BERGAMO, and LECCO.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
L. c.	L. c.	L. c.	**(252-5)**	a.m.	p.m.	p.m.	p.m.	p.m.
Pieces	Ba	ece's	**Brescia** dep	7 12	1 26	1 59	4 5	5 45
1 40	0 95	0 70	Ospitaletto	7 20	1 36	...	4 15	6 4
2 95	2 45	1 05	Rovato	7 55	1 10	2 45	5 15	6 18
3 90	2 25	1 60	Palazolo 255	8 18	1 34	3 10	5 41	...
4 20	2 65	2 10	Gorlago	8 40	1 56	3 33	7 6	...
5 85	3 90	2 60	Bergamo 256	9 7	2 20	3 54	7 40	...
6 65	4 35	3 25	Ponte S. P. ...	9 22	2 45	...	7 56	...
6 90	4 65	3 45	Mapello	9 31	2 55	...	8 5	...
8 60	6 05	4 30	Calcilzio 256	9 58	3 21	...	8 33	...
9 30	6 50	4 65	**Lecco** ...arr	10 10	3 35	...	8 45	...

				a.m.	a.m.	p.m.	p.m.	p.m.
			Lecco ..dep	5 10	11 39	...	*5 5	9 4
			Calcilzio... ,,	5 24	11 51	...	5 19	9 18
			Mapello ... ,,	5 53	12 24	...	5 48	* Class
			Ponte S. P. ,,	6 1	12 32	...	5 57	
Brescia a.m.	Bergamo, 4.45 a.m.	Intra-	Bergamo ,,	6 18	12 53	4 15	6 18	9 16
			Gorlago... ,,	6 40	1 15	4 38	6 41	9 40
			Palazzolo 256	7 0	1 37	5 0	7 3	10 3
			Rovato ... ,,	7 33	2 15	5 25	7 40	10 38
			Ospitaletto ,,	7 45	2 42	5 36	7 51	10 48
			Brescia arr	8 0	2 32	5 52	8 8	10 57

TURIN, SETTIMO, and RIVAROLO.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
			Turin (Piazza Milano) .....dep	6 35	10 30			4 40	7 30	9 30		6 0	9 0	1,2,3	4 30	7 30	9 30
			Turin (Porta Nuova)	6 40	11 0			4 44	7 44	9 44		6 14	...		4 44	7 44	9 44
			Turin (Porta Susa)	7 5	11 17			5 0	8 0	10 0		6 38	11 59		5 18	8 18	10 18
			Settimo (253)	7 18	11 56			5 18	8 18	10 18		7 0	12 40		5 50	8 50	10 50
from	Settimo.																
0 90	0 70	0 45	San Benigno	8 20	12 11			5 40	8 40	10 40		7 40	1 26		6 29	9 29	11 29
1 50	1 15	0 75	Bosconero	8 32	12 24			5 52	8 52	10 52		7 44	1 31		6 34	9 34	11 34
2 30	1 75	1 15	**Rivarolo**	8 50	12 40			6 10	9 10	11 10		8 0	1 47		6 50	9 50	11 50

			Stations.	1,2,3	1,2,3	1,2,3
				a.m.	a.m.	p.m.
...	...	...	**Rivarolo** ..... dep	6 45	10 30	3 10
...	...	...	Bosconero	7 2	10 47	3 26
...	...	...	San Benigno	7 14	10 59	3 39
...	...	...	**Settimo** ..... arr	7 35	11 20	4 0
...	...	...	**Turin** (Porta Susa) ..... ,,	8 13	11 55	4 37
...	...	...	**Turin** (Porta Nuova) ..... ,,	8 32	12 20	4 55
...	...	...	**Turin** (Piazza Milano) ..... ,,	8 50	12 40	5 15

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ALESSANDRIA AND SAVONA.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
L. c.	L. c	L. c	(250	a.m.	a.m.	p.m.	p.m.
A'es	sand	ria	**Alessandria** dp	6 35	10 26	3 20	9 30
1 85	1 30	0 95	Sezzè...............	7 11	11 0	4 10	10 5
3 20	2 25	1 60	Strevi	7 39	11 26	4 46	10 32
3 85	2 70	1 95	**Acqui** ....arr	7 49	11 36	4 58	10 42
...	...	...	,, ... dep	8 0	11 44	5 17	...
5 60	3 95	2 80	Ponti...............	8 28	12 16	5 49	...
9 55	6 70	4 80	**S. Giuseppe** ar	9 50	1 55	7 28	...
...	...	...	,, (252) dep	10 0	2 10	8 28	...
11 15	7 80	5 60	Santuario	10 32	2 42	9 2	...
11 95	8 40	6 0	**Savona** (257) ar	10 46	2 56	9 15	...

1 Cl.	2 Cl.	3 Cl	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
L. c.	L c.	L. c.		a.m.	a.m.	a.m.	p.m.
Fr,m	Sav	ona.	**Savona** ......dep	...	4 55	10 10	4 20
0 85	0 60	0 45	Santuario	...	5 14	10 30	4 39
2 45	1 70	1 25	**S. Giuseppe** ar	...	5 50	11 6	5 15
...	...	...	,, dep	...	6 5	11 40	5 28
6 40	4 50	3 25	Ponti...............	...	7 31	1 16	6 46
8 10	5 70	4 10	**Acqui** ....arr	...	8 0	1 47	7 13
...	...	...	,, ...dep	4 30	8 10	2 11	7 21
8 90	6 25	4 50	Strevi	4 42	8 23	2 31	7 34
10 25	7 20	5 15	Sezzè...............	5 6	8 49	3 10	8 0
11 95	8 40	6 0	**Alessand 255** a	5 40	9 25	3 55	8 35

ALESSANDRIA and PAVIA.

1 cl.	2 cl	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
L. c.	L. c.	L. c.		a.m.	p.m.	p.m.
Ales	sand	ria	**Alessandria** ......dep	6 35	2 5	5 35
1 60	1 15	0 80	**Valenza (252)** ...arr.	7 1	2 36	6 3
...	...	...	,, ...dep	7 7	2 44	6 10
2 40	1 70	1 20	Torreberretti	7 20	3 1	6 22
3 90	2 75	1 95	Lomello.....................	7 50	3 40	6 53
4 55	3 25	2 30	Ferrera	8 0	3 53	7 4
7 40	5 20	3 75	**Pavia 254-5)**......arr.	8 20	5 2	7 56

1 cl	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
L. c.	L. c.	L. c.		a.m.	p.m.	p.m.
Fro	m Pa	via.	**Pavia** ....dep.	5 47	2 5	5 50
2 85	2 0	1 45	Ferrera	6 41	3 16	6 44
3 55	2 50	1 80	Lomello.....................	6 53	3 34	6 56
5 0	3 50	2 55	Torreberretti	7 22	4 12	7 26
5 80	4 10	2 95	**Valenza (252)** .. arr.	7 34	4 27	7 38
...	...	...	,, ...dep.	7 39	4 35	7 46
7 40	5 20	3 75	**Alessandria (255)** a	8 5	5 5	8 12

ASTI and MORTARA.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.
Fro	m A	sti.	**Asti (250)** ...dep	...	7 30	4 15	8 10
2 75	1 95	1 40	Moncalvo.............	...	8 23	5 8	9 3
4 15	3 15	2 25	San Giorgio	...	9 0	5 42	9 37
5 25	3 70	2 65	**Casale (252)** ar	...	9 14	5 54	9 43
...	...	...	,, ... dep	4 36	9 40	6 5	
6 15	4 35	3 10	Terranova	4 55	10 2	6 21	...
8 40	5 90	4 20	**Mortara (254)**	5 40	10 52	6 58	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
L. c.	L. c.	L. c.	[250	a.m.	a.m.	p.m.	p.m.
Fr'm	Mor	tara	**Mortara** ... dep	...	6 30	3 20	8 0
2 45	1 70	1 25	Terranova	...	7 24	4 0	8 47
3 30	2 35	1 70	**Casale (252)** ar	...	7 41	4 13	9 3
...	...	...	,, ... dep	5 4	8 11	4 20	...
4 25	3 0	2 15	San Giorgio	5 21	8 34	4 35	...
5 95	4 15	3 0	Moncalvo	6 0	9 24	5 10	...
8 40	5 90	4 20	**Asti (250)** ...arr	6 46	10 20	5 53	...

MORTARA, NOVARA, and ARONA.

E.M. Dist.	1 cl. L. c.	2 cl. L. c.	3 cl. L. c.	Stations.	1,2,3	1,2,3	1,2,3	
					a.m.	a.m.	p.m.	
Fro	m M	orta	ra.	**Mortara (254-6)**...dep.	7 30	11 40	8 0	...
15½	2 85	2 0	1 45	**Novara** ....arr.	8 10	12 23	9 1	...
...	...	...	...	,, (252-5) ...dep.	8 18	12 55	9 50	...
23¾	4 30	3 5	2 15	Bellinzago	8 38	1 17	10 16	...
25¾	4 65	3 25	2 35	Oleggio	8 47	1 28	10 30	...
31¾	5 65	4 0	2 85	Varallo Pombia	9 4	1 46	10 47	...
32¾	5 90	4 15	2 95	Borgo Ticino	9 12	1 55	10 59	...
38¾	7 5	4 95	3 55	**Arona**..................arr.	9 25	2 8	11 15	..

E.M. Dist.	1 cl. L. c.	2 cl. L. c.	3 cl. L. c.	Stations.	1,2,3	1,2,3	1,2,3	
					a.m.	a.m.	p.m.	
—	From	m A	rona	**Arona**....................dep	6 15	9 25	5 30	...
6¼	1 15	0 80	0 60	Borgo Ticino	6 34	9 53	5 49	...
8	1 50	1 5	0 75	Varallo Pombia	6 43	10 3	5 57	...
13	2 40	1 70	1 20	Oleggio	6 59	10 28	6 13	...
15½	2 85	2 0	1 45	Bellinzago	7 8	10 38	6 21	...
23	4 20	2 95	2 10	**Novara** ....arr	7 27	11 2	6 40	...
...	...	...	...	,, ...dep	8 10	12 50	6 50	...
38¾	7 5	4 95	3 55	**Mortara**.................. arr	8 51	1 50	7 30	...

MILAN, PAVIA, and VOGHERA.

E.M. D s.	1 Cl. L. c.	2 Cl. L. c.	3 Cl. L. c.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	
					a.m.	a.m.	p.m.	p.m.	p.m.	
—	Fro	m Mi	lan.	**Milan (252)** dep	4 20	8 55	12 15	4 20	7 20	...
4½	0 80	0 60	0 40	Rogoredo	4 33	9 14	12 29	4 32	...	...
12½	2 30	1 60	1 15	Villamaggiore ...	4 59	9 52	12 59	4 56	...	...
17½	3 20	2 25	1 60	Certosa	5 14	10 11	1 14	5 10	...	...
22½	4 10	2 85	2 5	**Pavia** ......arr.	5 27	10 28	1 28	5 23	8 8	...
...	...	...	...	,, (254-5) dep	5 37	10 37	1 40	5 32	8 13	...
39½	7 20	5 5	3 65	**Voghera 250** a	6 25	11 41	2 28	6 18	8 45	...

E.M. Dist.	1 Cl. L. c.	2 Cl. L. c.	3 Cl. L. c.	Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3
					a.m.	a.m.	p.m.	p.m.	p.m.
Fro	m V	oghe	ra.	**Voghera** ...dep	6 49	7 57	12 15	4 44	7 [illegible]
16½	3 10	2 20	1 60	**Pavia** ......arr.	7 22	8 45	1 20	5 32	7 5[illegible]
...	...	...	...	,, dep.	7 26	9 0	1 28	5 42	8 [illegible]
21½	4 0	2 85	2 5	Certosa	...	9 14	1 47	5 56	8 2[illegible]
26½	4 90	3 50	2 50	Villamaggiore ...	...	9 29	2 6	6 11	8 3[illegible]
35	6 40	4 50	3 25	Rogoredo	...	9 54	2 41	6 38	9 [illegible]
39½	7 20	5 5	3 65	**Milan** ....arr	8 15	10 7	2 57	6 50	9 1[illegible]

MILAN and INCINO-ERBA.

All 1,2,3 class.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
Milan ....dep	6 30	8 30	10 30	12 30	2 30	4 30	6 30	...	...
Bovisa (255)	6 38	8 38	10 38	12 38	2 38	4 38	6 40	...	...
Paderno Dugnano...	6 59	8 58	10 51	12 59	2 51	4 59	7 1	...	...
Palazzolo (253)	7 4	9 3	...	1 4	...	5 4	7 6	...	...
Bovisio Mombello ...	7 15	9 13	11 2	1 15	3 2	5 15	7 15	...	...
Seveso S. Pietro.......	7 24	9 23	11 9	1 24	3 9	5 26	7 26	...	...
Mariano Comen	7 38	9 38	11 23	1 38	3 23	5 40	7 42	...	...
Incino-Erba arr	8 15	10 15	11 55	2 15	3 56	6 17	8 21	...	...

All 1,2,3 class.	a.m.	a.m.	a.m.	p.m.	p.m	p.m.	p.m.		
Incino-Erba dep	6 7	8 30	10 48	12 10	2 48	4 25	6 31	...	...
Mariano Comen.......	6 49	9 8	11 22	12 50	3 22	5 6	7 9	...	...
Seveso S. Pietro.......	7 6	9 22	11 34	1 6	3 34	5 24	7 24	...	...
Bovisio Mombello ...	7 18	9 31	11 41	1 17	3 42	5 33	7 33	...	...
Palazzolo (253)......	7 26	9 40	...	1 25	...	5 41	7 41	...	...
Paderno Dugnano...	7 34	9 45	11 51	1 33	3 52	5 46	7 46	...	...
Bovisa	8 0	10 4	12 4	2 0	4 4	6 5	8 7	...	...
Milan...............arr	8 7	10 11	12 11	2 7	4 11	6 12	8 14	...	...

MILAN, GALLARATE, ARONA, and VARESE.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	
L. c	L. c.	L. c.		a.m.	a.m	p.m.	
Fro	m M	ilan.	**Milan (252)** dep.	6 55	11 58	6 20	...
1 10	1 15	0 80	**Rho**	7 24	12 37	6 49	...
3 20	2 25	1 60	Legnano	7 52	12 56	7 20	...
4 65	3 25	2 35	**Gallarate**......arr	8 15	1 20	7 46	...
Frm	Gall	'rate	**Gallarate** dep.	8 25	1 35	8 0	...
2 15	1 55	1 10	**Varese** ......arr.	9 7	2 31	8 38	...
4 65	3 25	2 35	**Gallarate** ...dep.	8 21	1 28	7 55	...
6 60	4 60	3 30	Sesto Calende	8 56	2 4	8 31	...
7 65	5 25	3 85	**Arona**...........arr	9 10	2 18	8 45	...

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3		
L. c.	L. c	L. c.		a.m	a.m.	p.m.		
Fro	m A	rona	**Arona** ....dep.	6 25	9 35	4 35	...	...
1 5	0 75	0 55	Sesto Calende......	6 41	9 50	4 51	...	...
3 10	2 20	1 60	**Gallarate**......arr.	7 19	10 27	5 26	...	...
Fro	m Va	rese.	**Varese** ......dep.	6 35	9 42	4 35	...	...
2 15	1 55	1 10	**Gallarate**...arr.	7 13	10 20	5 23	...	...
3 10	2 20	1 60	**Gallarate** ..dep.	7 25	10 32	5 32	...	...
4 45	3 15	2 25	Legnano	7 50	10 55	5 55	...	...
6 5	4 25	3 5	**Rho**	8 17	11 21	6 25	...	...
7 65	5 35	3 85	**Milan (250)**...arr.	8 42	11 46	6 50	...	...

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PAVIA, CREMONA, and BRESCIA.

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	L. c.	L. c.	L. c.					
—	Fro	m	Pavia			a.m.	p.m.	p.m.
4¼	0 95	0 70	0 50	**Pavia (254)** dep.	...	7 45	1 45	6 0
21½	4 15	2 90	2 10	Motta S. Damiano	...	7 57	1 57	6 15
31½	4 90	3 45	2 50	Ospedaletto	...	8 51	2 55	7 35
36¼	4 90	3 45	2 50	**Casalpusterl.**	...	9 2	3 6	7 50
...	...	...	...	,, **(253)** dep	...	9 5	3 12	8 7
39¼	5 35	3 75	2 70	**Codogno** ...arr	...	9 13	3 21	8 17
...	...	...	...	,, ...dep	...	9 17	3 55	8 27
34½	6 2	4 40	3 15	Pizzighettone	...	9 30	4 17	8 47
39½	7 25	5 15	3 65	Acquanegra	...	9 45	4 40	9 7
46	8 50	6 0	4 25	**Cremona** ...arr	a.m.	10 5	5	9 33
...	...	...	...	,, **(251-9** d	5 10	10 12	5 30	...
53½	9 75	6 85	4 90	**Olmeneta**	5 30	10 29	5 58	...
60½	11 10	7 80	5 60	Verolanuova	6 0	10 54	6 41	...
69½	12 70	8 90	6 40	Bagnolo	6 29	11 10	7 24	...
78½	14 5	9 85	7 5	**Brescia** (252)e.	6 55	11 42	7 58	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1
L. c.	L. c.	L. c.					
Fro'	Bre	scia.	**Brescia** .....dep.	..	7 25	12 27	
1 65	1 15	0 85	Bagnolo	...	7 49	12 51	
3 25	2 25	1 65	Verolanuova	..	8 18	1 19	
4 60	3 20	2 35	**Olmeneta** ...dep.	...	8 45	1 45	
5 85	4 5	2 95	**Cremona** ...arr	a.m.	9 2	2 2	
...	...	...	,, **(251)** dep.	4 45	9 24	2 14	
6 95	4 85	3 50	Acquanegra	5 6	9 47	2 36	
8 0	5 55	4 0	Pizzighettone	5 22	10 3	2 52	
8 75	6 10	4 40	**Codogno** ...arr.	5 34	10 15	3 4	
...	...	...	,, ...dep.	5 38	10 42	3 21	
9 30	6 50	4 70	**Casalpusterl.**ar	5 46	10 50	3 31	
...	...	...	...dep.	5 50	11 0	3 55	
10 20	7 15	5 15	Ospedaletto	6 3	11 18	4 7	
13 35	9 40	6 70	Motta S. Damiano	7 1	12 31	5 0	
14 5	9 85	7 5	**Pavia** ..... arr.	7 12	12 45	5 11	

ALESSANDRIA to CAVALLERMAGGIORE.

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	L. c.	L. c.	L. c.	**(251—4)**	a.m.	a.m.	p.m.	p.m.
Fro	m Al	essa'	dria.	**Alessandria** dp	6 25	10 15	2 53	6 25
14½	2 60	1 85	1 30	Castelnuovo Belb.	7 16	11 6	3 57	7 34
16½	3 10	2 15	1 55	Incisa Belbo	7 24	11 14	4 7	7 45
18½	3 40	2 40	1 70	**Nizza Monfer.**	7 38	11 30	4 30	8 4
21½	4 0	2 80	2 0	Calamandrana	7 48	11 40	4 42	8 16
27½	5 0	3 50	2 50	S. Stefano Belbo	8 8	12 1	5 8	8 43
33½	6 15	4 30	3 10	**Castagnole** ...	8 38	12 30	5 45	9 15
...	...	...	...	**Castagnoletd**	9 10	1 20	5 41	...
13	2 45	1 70	1 25	**Asti (250)** arr	10	3	2 23	6 38
41½	7 60	5 30	3 80	**Alba**	9 8	1 8	6 30	9 45
53	9 65	6 75	4 85	**Bra (252)**	9 50	2 22	7 36	...
59	10 55	7 40	5 30	Madonna-Pilone	10 4	2 37	7 55	...
62½	11 15	7 80	5 60	**Mageiore a**	10 13	2 45	8 5	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1
L. c.	L. c.	L. c.						
Fro'	C. M	agg.	**C. Maggiore** dp	...	6 55	10 50	3 20	9
0 60	0 40	0 30	Madonna-Pilone	...	7 5	11 0	3 39	9
1 50	1 5	0 75	**Bra**	...	7 24	11 25	3 51	9
3 55	2 50	1 80	**Alba**	5 0	8 14	12 20	4 37	10
5 5	3 55	2 55	**Castagnole** ...	5 30	8 48	1 0	5 10	
...	...	...	**Asti(250)** dep	7 20	11 15	...	3 35	
2 45	1 70	1 25	**Castagnole**	8 23	12 14	...	4 46	
6 15	4 30	3 10	S. Stefano Belbo	5 54	9 13	1 25	5 35	
7 15	5 5	3 60	Calamandrana	6 16	9 34	1 48	5 58	
7 75	5 45	3 90	**Nizza Monfer.**	6 30	9 50	2 10	6 15	
8 15	5 70	4 10	Incisa Belbo	6 40	10 1	2 20	6 26	
8 50	5 95	4 2	Castelnuov. Belb.	6 49	10 10	2 28	6 3	
11 15	7 80	5 60	**Alessandriar**	7 41	11 5	3 20	7 30	

NOVARA, GOZZANO, and ORTA.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	L. c.	L. c.	L. c.		a.m.	p.m	p.m.
Fro	m N	ovar	a.	**Novara (252)**...dep.	8 30	1 20	7 0
22½	4 10	2 85	2 5	**Gozzano** .....arr.	9 45	2 40	8 20
...	...	...	...	**Orta** (Omnibus) arr	...	...	...

E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis	L. c.	L. c.	L. c.			a.m.	a.m.
Fro	m	G	ozza	**Orta (Omnibus)**...	...	...	...
22½	4 10	2 85	2 5	**Gozzano**	6 15	10 25	5
...	...	...	...	**Novara (254)**...	7 35	11 30	6

TURIN to ALESSANDRIA and GENOA.

Stations.	1, 2,3	1 & 2	1,2,3	1 & 2	1 & 2
(250)	a.m	a.m	a.m	p.m.	p.m.
Turin .....dep	4 55	7 25	7 50	9 30	1
Asti	6 52	8 56	9 10	11 32	3 28
Alessandriar	7 58	9 32	12 7	1 1	4 33
,, dep.	8 30	10 2	12 30	1 50	5 44
Frugarolo	8 47	...	12 47	5 7	5 57
Novi .....arr.	9 1	10 55	1 8	5 28	6 18
,, ...dep.	9 10	10 58	1 18	5 28	6 28
Serravalle	9 33	11 13	1 35	5 55	6 45
Arquata	9 42	...	1 47	6 7	6 57
Ronco	10 15	...	2 19	6 39	7 29
Busalla	10 31	11 49	2 35	6 55	7 45
Pontedecimo	11 6	12 21	3 10	7 30	8 20
Rivarolo	11 26	...	3 30	7 49	8 40
S. Pier d'Arena	11 38	12 39	3 43	8 3	8 53
Genoa (257) ar	11 45	12 45	3 50	8 10	9 0

Stations.	1, 2,3	1 & 2	1, 2, 3	1 & 2	1 & 2
	a.m.	a.m.	a.m.	p.m.	p.m.
Genoa .....dep.	...	4 15	4 40	7 35	1 50
S. Pier d'Arena ...	...	4 22	4 52	7 45	2 5
Rivarolo	...	...	...	...	2 13
Pontedecimo.....	...	4 40	5 23	8 3	2 36
Busalla	...	5 9	5 58	8 34	3 12
Ronco	...	...	6 9	...	3 23
Arquata	...	...	6 36	...	3 50
Serravalle	...	...	6 48	9 4	4 2
Novi (a) 252 a	...	5 44	7 0	9 16	4 14
,, ...dep.	...	5 52	7 10	9 23	4 25
Frugarolo	...	...	7 30	...	4 45
Alessandriaar	...	6 16	7 45	9 50	5 0
,, dep.	4 8	6 30	8 25	10 20	5 25
Asti	5 17	7 13	9 34	11 5	6 5
Turin(251)arr.	7 15	8 25	11 35	12 12	7 12

1,2,3	1,2,3	1,2,3	1
	a.m.	p.m.	p.
	7 25	12 27	
	7 49	12 51	
	8 18	1 19	
	8 45	1 45	
a.m.	9 2	2 2	
	9 24	2 14	
	9 47	2 36	
	10 3	2 52	
	10 15	3 4	
	10 42	3 21	
	10 50	3 31	
	11 0	3 55	
	11 18	4 7	
	12 31	5 0	
	12 45	5 11	

† a.m., 1,2,3 Class. ‡ 1 & 2 Class. ‖ 1,2,3 Class. See also local service between Busalla and Genoa, p. 250. (a) At Novi, change for Piacenza and Parma.

MILANO and SARONNO.

	a.m	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Milano .....dep	7 0	8 0	9 0	10 0	11 0	1 0	2 0	3 0	4 0	5 0	7 0	...
Bovisa (254)	7 8	8 8	9 8	10 8	11 8	1 8	2 8	3 15	4 8	5 8	7 15	...
Novate	7 15	8 15	9 15	10 15	11 15	1 15	2 15	3 22	4 15	5 15	7 22	...
Bollate	7 21	8 21	9 21	10 21	11 21	1 21	2 21	3 28	4 21	5 21	7 28	...
Garbagnate	7 29	8 29	9 29	10 29	11 29	1 29	2 29	3 37	4 29	5 29	7 37	...
Caronno	7 34	8 34	9 34	10 34	11 34	1 34	2 34	3 42	4 34	5 34	7 42	...
Saronno..... arr	7 41	8 41	9 41	10 41	11 41	1 41	2 41	3 48	4 41	5 41	7 48	...

	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Saronno .....dep	6 50	8 11	9 1	10 1	11 1	12 20	2 1	3 1	4 1	5 1	6 20	...
Caronno	6 57	8 8	9 8	10 8	11 8	12 27	2 8	3 10	4 8	5 8	6 27	...
Garbagnate	6 32	8 13	9 13	10 13	11 13	12 32	2 13	3 16	4 13	5 13	6 32	...
Bollate	6 40	8 22	9 22	10 22	11 22	12 40	2 22	3 27	4 22	5 22	6 40	...
Novate	6 45	8 27	9 27	10 27	11 27	12 45	2 27	3 32	4 27	5 27	6 45	...
Bovisa	7 3	8 34	9 34	10 34	11 34	1 3	2 34	3 39	4 34	5 34	7 3	...
Milano.....dep	7 10	8 41	9 41	10 41	11 41	1 10	2 41	3 46	4 41	5 41	7 10	...

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MILAN, ALESSANDRIA, and GENOA.

1 Cl.	2 Cl.	3 Cl	Stations.	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	Stations.	1 & 7	1, 2, 3	1 & 2	1, 2, 3	1, 2,	1 & 2
L. e.	L. e	L. e.	(252)		a.m.	a.m.		p.m.	p.m.	p.m.		a.m	a.m	a.m.	p.m.	p.m.	p.m
Fro'	Milan		Milan Staz. Cen		4 25	7 40	...	1 15	5 30	6 30	Genoa ..... dep	4 15	4 40	7 35	1 50	4 40	6 25
...	...	...	.. Porta Ticin.		4 41	7 55	...	1 36	5 52	6 45	Sampierdarena	4 22	4 52	7 45	2 5	4 55	6 36
1 55	1 10	0 80	Corsico.....		4 52	...	...	1 50	6 4	...	Rivarolo.....	...	5 0	...	2 18	5 3	...
3 35	2 35	1 70	Abbiategrasso ..		5 21	8 21	...	2 20	6 34	...	Pontedecimo.....	4 40	5 23	8 3	2 36	5 22	6 51
4 50	3 15	2 30	Vigevano		5 41	8 38	...	2 41	6 56	7 25	Busalla	5 9	5 58	8 34	3 12	6 4	7 25
6 0	4 20	3 5	Mortara .. arr		6 0	8 55	p.m.	3 0	7 15	7 40	Serravalle	...	6 48	9 4	4 2	6 54	7 57
...	...	...	.. (254) dp		6 8	9 3	2 10	3 10	8 4	7 47	Novi ..... arr	5 44	7 0	9 16	4 14	7 6	8 7
7 70	5 40	3 90	Sartirana		6 42	9 26	2 43	3 43	8 51	...	.. (252)...dep	5 52	7 10	9 23	4 25	7 10	8 17
8 50	5 90	4 25	Torrpberretti.....		6 55	...	2 57	3 55	9 8	...	Frugarolo	...	7 30	...	4 45	7 58	...
9 10	6 35	4 60	Valenza.....arr		7 7	9 43	3 9	4 7	9 25	8 24	Alessandria a.	6 16	7 45	9 56	5 0	7 55	8 42
...	...	...	.....dep		7 13	9 44	3 20	4 13	10 45	8 26	.. dep	6 25	8 10	10 15	6 0	14 45	9 27
10 65	7 45	5 40	Alessandria ar	a.m.	7 36	10 2	3 45	4 35	11 16	8 44	Valenza.....arr	6 42	8 35	10 39	6 22	5 7	9 42
...	...	...	.. (250) dp	6 40	8 30	10 25	1930	5 40	99 18	8 54	.. (254) dep	6 46	8 40	10 34	6 26	5 11	9 44
11 80	8 25	5 95	Frugarolo	...	8 47	...	12 47	5 57	...	...	Torreberretti.....	6 56	9 53	...	6 40	5 21	...
11 15	7 80	5 60	Novi.....arr	7 39	9 8	11 53	1 8	6 16	9 46	9 12	Sartirana	...	9 77	...	6 53	5 32	10 1
...	...	...	.....dep	7 40	9 16	10 56	1 18	6 28	9 56	9 27	Mortara ...arr	7 22	9 33	11 7	7 25	6 0	10 2
12 10	8 45	6 10	Serravalle.....	...	9 33	11 12	1 35	6 45	...	9 44	.....dep	...	9 44	11 15	7 40	6 20	10 21
14 70	10 30	7 40	Busalla.....	9 10	10 31	11 49	2 35	7 45	...	10 17	Vigevano	m.	10 7	11 80	8 5	6 44	10 43
15 80	11 5	7 95	Pontedecimo	9 46	11 6	12 21	3 10	8 29	...	10 47	Abbiat-grasso ...	d.	10 25	11 44	8 24	7 3	...
16 60	11 60	8 35	Rivarolo.....	...	11 26	...	3 30	8 40	...	...	Corsico	d	10 53	...	8 54	7 33	...
16 95	11 85	8 50	Sampierdarena...	10 21	11 38	12 39	3 41	8 53	...	11 4	Milan PortaTici	+	11 9	12 14	9 13	7 50	11 24
17 30	12 10	8 70	Genoa(253) arr	10 30	11 45	12 45	3 50	9 0	11 32	11 10	Milan Staz. Cen.	...	11 21	12 25	9 25	8 3	11 3

Extra.—Alessandria to Genoa 4,50 a.m., 1,2,3 Class.

MILAN and LECCO.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3					
Dist	L. e	L. e	L. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.					
—	Fro'	Milan		Milan .....dep.	6 20	8 30	9 45	10 15	1 10	3 20	5 20	6 40	...	...	...	...	...	...	...
7	0 80	0 60	0 40	Sesto S. Giovanni	6 33	8 46	9 57	10 27	1 22	3 43	5 33	6 53	...	...	...	...	...	...	...
13	1 50	1 5	0 75	Monza (256) ...arr.	6 43	8 59	10 7	10 37	1 32	3 53	5 43	7 3	...	...	...	...	...	...	...
...	...	...	...	.....dep	6 48	...	...	10 41	...	...	5 48	...	...	...	...	...	...	...	...
27½	5 5	3 55	2 65	Calolzio .....dep.	7 56	...	...	11 51	...	...	6 55	...	...	...	...	...	...	...	...
31½	5 85	4 10	2 95	Lecco .....arr.	8 8	...	...	12 3	...	...	7 8	...	...	...	...	...	...	...	...

LECCO and MILAN.

Dist.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
E.M.	L. e.	L. e.	L. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
...	Fro	m Lecco		Lecco ....dep	6 a.m.	...	...	10 10	...	...	...	...	...	...	7 30	...	...	...	
4½	0 80	0 60	0 40	Calolzio(253)....dep.	6 28	...	...	10 25	...	...	...	...	...	...	7 45	...	...	...	
23½	4 35	3 10	2 20	Monza (256).....arr	7 34	...	...	11 28	...	...	...	...	...	...	8 55	...	...	...	
...	...	...	...	.....dep	7 44	8 52	10 39	11 45	1 10	3 26	5 20	6 5	8 17	9 0	...	...	...	...	
27½	5 15	3 65	2 60	Sesto S. Giovanni.....	7 59	9 4	10 50	11 58	1 26	3 37	5 43	8 18	8 40	9 13	...	...	...	...	
31½	5 85	4 10	2 95	Milan .....arrive	8 8	9 45	11 1	12 10	1 40	3 49	5 55	8 30	9 0	9 25	...	...	...	...	

MILAN and CHIASSO.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
L. e.	L. e.	L. c.		a.m.	a.m.	p.m.	p.m.	L. e.	L. e.	L. c.		a.m.	a.m.	a.m.	p.m.
Fro m	Milan		Milan .....dep.	6 9	9 45	1 10	5 45	...	...	...	LUGANO dep	...	6 55	11 33	5 30
0 80	0 60	0 40	Sesto S. Giovanni	6 12	9 57	1 22	5 57	Fro'	Chi	asso	Chiasso ,,	7 5	8 54	1 40	6 50
1 50	1 5	0 75	Monza (256) dp	6 26	10 18	1 37	6 12	0 60	0 40	0 30	Como .....arr	7 13	9 3	1 48	6 58
4 90	3 45	2 45	Camerlata	7 39	11 25	2 50	7 24	...	...	...	.....dep	7 25	9 18	1 50	7 11
5 50	3 85	2 75	Como ..... arr	7 49	11 35	3 0	7 34	1 15	0 80	0 60	Camerlata	7 41	9 29	2 11	7 27
...	...	...	.....dep	8 0	11 45	3 10	7 45	4 15	3 15	2 25	Mopana	8 58	10 39	3 26	8 37
5 55	4 20	3 0	Chiasso (241) a.	8 10	11 55	3 20	7 55	5 15	3 60	2 60	Seco.....	9 4	10 59	3 37	8 49
...	...	...	LUGANO ... ,,	9 13	...	4 26	8 50	5 95	4 20	3 0	Milan ...arr	9 15	11 1	3 48	9 0

MILAN, TREVIGLIO, and BERGAMO.

Dist.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
E.M.	L. e.	L. e.	L. c.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.						a.m.	a.m.	p.m.	p.m.
...	Fro	m Milan		Milan ....dep.	5 18	10 25	2 30	5 20	7 30							6 26	8 10	2 25	7 30
6½	1 25	0 90	0 65	Limito	5 35	10 43	2 48	5 39	7 48							6 43	8 27	2 42	7 46
11½	2 15	1 55	1 10	Melzo.....	5 49	10 56	3 2	5 53	8 2							6 57	8 44	2 56	8
16½	2 95	2 10	1 50	Cassano	6 3	11 9	3 16	6 7	8 16							7 5	9 0	3 10	8
20	3 65	2 55	1 85	Treviglio .....arr.	6 14	11 20	3 27	6 18	8 27							7 16	9 12	1 & 2	8
...	...	...	...	,, (251,253) d.	6 25	11 30	3 38	6 32	8 38							7 29	9 26	...	8
26½	4 75	3 35	2 40	Verdello.....	6 45	11 50	3 58	6 58	8 53							7 42	9 40		8

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.	p.m.
Bergamo..... dep.	6 26	8 10	2 25	7 30	9 46
Verdello	6 43	8 27	2 42	7 46	10 3
Treviglio .....arr.	7 0	8 44	2 59	8 3	10 20
,, (251,253) d.	7 5	9 0	3 10	8 9	10 45
Cassano.....	7 16	9 12	1 & 2	8 21	10 57
Melzo.....	7 29	9 26	...	8 35	11 11
Limito	7 42	9 40		8	11

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VENTIMIGLIA, SAVONA, and GENOA.

R.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.	(Paris time.)			p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
From	Mess	el	ns.	MARSEILLES ...dep	...	...	1 00	...	...	7 50	...	...	
41¼	8 30	6 20	4 55	TOULON ..... ,,	...	...	3 41	...	6 40	9 49	...	...	
100¾	22 90	17 90	13 10	CANNES..... ,,	...	...	5 58	...	8 55	11 50	...	...	
129¾	27 10	20 75	15 20	NICE ..... ,,	...	...	6 44	8 19	12 30	2 34	6 50	...	
164¼	31 95	26 00	17 55	Ventimiglia ...arr	...	...	7 15	10 3	1 15	4 0	8 25	...	
				(55)			a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
From	m	Ve	ntimiglia	,, Roma Time dp	...	...	3 35	6 33	11 47	3 45	7 10	10 20	
3	0 60	0 40	0 30	Borghiera	...	...	3 46	6 45	11 58	3 56	7 21	10 31	
9¾	1 85	1 30	0 95	San Remo	...	...	4 12	7 10	12 23	4 20	7 39	10 58	
24¼	4 45	3 10	2 25	Porto Maurizio	...	...	5 4	8 10	1 11	5 11	8 13	...	
29¼	4 65	3 25	2 35	Oneglia	...	...	5 14	8 24	1 19	5 22	8 21	...	
39½	5 35	3 75	2 70	Diano Marina	...	...	5 25	8 36	1 30	5 31	...	...	
46	6 90	4 85	3 45	Alassio.....	...	...	6 2	9 11	2 6	6 10	...	...	
48¾	7 70	5 40	3 85	Albenga .....arr	...	...	6 13	9 32	2 17	6 21	8 59	...	
57¾	8 60	6 5	4 30	Loano	...	...	6 40	9 51	2 48	6 51	...	...	
49¾	9 5	6 35	4 55	Pietraligure.....	...	...	6 49	9 59	2 56	7 0	...	...	
53	9 85	6 75	4 85	Finalmarina	...	...	7 6	10 15	3 12	7 16	9 31	...	
58¾	10 65	7 45	5 35	Noli	...	...	7 20	10 30	3 26	7 31	...	...	
61½	11 0	7 70	5 50	Spotorno	...	...	7 28	10 39	3 34	7 39	...	...	
64	11 65	8 15	5 85	Vado.....	a.m.	...	7 44	10 55	3 50	7 55	...	...	
67	12 95	9 55	6 15	Savona (SS2) .....d	5 10	8	8 11	15	4	7	8 12	10 12	
74¼	13 60	9 50	6 80	Varazze	5 40	8	36	11 41	4	35	8 39	...	
78¼	14 25	10 0	7 15	Cogoleto	5 53	8	49	11 54	4	48	8 52	...	
85¼	15 50	10 85	7 75	Voltri	6 19	9	15	12 20	5	14	9 18	10 55	
88½	16 5	11 25	8 8	Pegli	6 34	9	30	12 33	5	29	9 34	...	
90	16 40	11 50	8 20	Sestri Ponente	6 43	9	39	12 41	5	38	9 43	...	
91½	16 85	11 85	8 35	Cornigliano	6 50	9	46	12 47	5	45	9 50	...	
92	16 75	11 75	8 40	S. Pier d'Arena dp	7 1	9	54	12 58	5	59	10 3	11 14	
94¼	17 20	12 5	8 60	Genoa P.P. (56-7 a	7 8	10	0 1	3	6	5	10	11 20	

R.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.	(56-7)		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
—	From	m	Genoa.										
2¼	0 60	0 35	0 25	Genoa P. P.....dep	...	4 25	7 0	8 30	12 55	4 15	7		
6¼	0 70	0 50	0 35	S. Pier d'Arena dp	...	4 33	7 10	8 44	1 8	4 20	8		
5	0 95	0 65	0 50	Cornigliano	...	4 40	...	8 50	1 14	4 25	8		
5	1 15	0 80	0 60	Sestri Ponente	...	4 53	...	9 4	1 30	4 32	8		
8¼	1 70	1 20	0 85	Pegli.....	...	5 8	7 28	9 20	1 47	5 9	8		
12¼	2 85	2 10	1 50	Cogoleto	...	5 30	...	9 44	2 10	5 32	9		
20¼	3 75	2 65	1 90	Varazze	...	5 43	...	9 59	2 23	5 45	9		
27¼	5 0	3 50	2 50	Savona (SS3) ....dep	...	6 19	8 16	11 4	3 9	6 28	10		
21½	5 65	4 0	2 85	Vado.....	...	6 30	...	11 15	3 20	6 39	10		
33¼	6 35	4 45	3 20	Spotorno	...	6 46	...	11 31	3 36	6 49	10		
36¼	6 70	4 70	3 35	Noli	...	6 53	...	11 38	3 43	6 57	10		
41¼	7 60	5 30	3 80	Finalmarina.....	...	7 6	8 50	11 53	3 56	7 14	...		
45¼	8 25	5 80	4 15	Pietraligure.....	...	7 23	...	12 8	4 14	7 30	...		
48	8 75	6 10	4 40	Loano	...	7 30	...	12 16	4 21	7 38	...		
53	9 65	6 75	4 85	Albenga .....arr.	...	7 47	9 15	12 32	4 38	7 56	...		
58¼	10 40	7 30	5 20	Alassio	...	8 4	...	12 48	4 55	8 13	...		
60¾	10 0	8 46	6 0	Diano Marina	...	8 38	...	1 28	5 25	8 37	...		
69¼	12 55	8 80	6 20	Oneglia	...	8 58	10 1	1 42	5 50	9 10	...		
70¾	12 90	9 5	6 45	Porto Maurizio.....	a.m.	9 9	10 10	1 52	6 0	9 19	...		
86¼	15 50	10 85	7 75	San Remo	6 17	9 56	10 44	2 43	6 53	10 10	...		
92	16 75	11 75	8 40	Bordighera	6 41	10 19	11 1	3 5	7 19	10 33	...		
94¼	17 20	12 5	8 60	Ventimiglia ...arr.	6 50	10 28	11 10	3 14	7 28	10 43	...		
				,, Paris time dp	6 35	10 30	12 45	3 18	7 25	10 90	...		
				(55)									
				NICE .....arr	8 16	11 56	2 22	5 6	9 10	11 8	...		
				CANNES..... ,,	10 54	2 49	3	6 43	10 37	1 5	...		
				TOULON..... ,,	8 15	1 54	7 9	...	4 59	8 17	...		
				MARSEILLES ... ,,	5 10	10 15	9 15	...	7 40	10 54	...		

GENOA and PISA.

R.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
Dist.	L. c.	L. c.	L. c.	(256-7)	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
From		Gen	oa.	Genoa P. P. dep	11 54	3 30	8 50	1 30	2 25	4 5	...	...	
1¼	0 35	0 25	0 20	,, P. B. dep	...	3 52	9 12	1 52	2 50	4 28	7 40	...	
2¼	1 40	0 85	0 70	Nervi	...	4 22	9 48	...	3 21	5 5	8 18	...	
13	2 40	1 70	1 20	Recco	...	4 56	10 25	...	3 57	5 43	9 4	...	
18¼	3 60	1 85	1 30	Camogli	...	5 6	10 33	...	4 6	5 52	9 17	...	
19¼	3 55	2 50	1 80	Rapallo	...	5 29	10 57	...	4 31	6 18	9 42	...	
23¼	4 15	2 95	2 25	Chiavari.....	1 2	6	0 11	25	3 6	5	6 57	10 17	
25¼	4 65	3 25	2 35	Lavagna.....	...	6	11	32	...	5	7 4	10 24	
28¼	5 20	3 65	2 60	S. Levante arr	1 15	6	19	11	31	5	20	7 15	10 35
...	...	...	...	... dep	1 16	6	27	11	48	3	27	7 24	...
33¼	6 45	4 55	3 25	Moneglia	...	6	47	12	7	3	46	...	7 44
40	7 25	5 10	3 65	Framura.....	...	7	14	12	33	...	...	...	8 13
43	7 80	5 50	3 90	Levanto	2 0	7	38	12	58	4	22	1,2,3	8 32
51¼	9 40	6 60	4 70	Riomaggiore.....	...	8	23	1	37	...	a.m.	9 15	...
57¼	10 40	7 30	5 20	Spezia	2 36	8	50	2	4	5	10	5 45	9 30
65¼	11 65	8 20	6 15	Arcola	...	9	8	2	22	5	28	6 3	...
67	12 25	8 60	6 15	Sarzana	2 56	9	19	2	35	5	38	6 14	...
75¼	13 50	9 45	6 75	Avenza (S54) d	...	9	40	2	57	5	59	6 39	...
78¼	14 25	10 0	7 15	Massa	3 19	9	54	3	14	6	14	6 57	...
84¼	15 40	10 80	7 70	Pietra Santa.....	3 35	10	20	3	44	6	34	7 24	...
90¼	16 55	11 65	8 55	Viareggio	3 51	10	40	4	7	6	58	7 45	...
101¼	18 0	12 80	9 60	Pisa (Pisa-S) a	4 17	11	15	4	42	7	32	8 20	...

R.M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2
Dist.	L. c.	L. c.	L. c.	L. c.	(256-258)		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
From		Pis	a.		Pisa-t. dep d	...	...	5	11	20	3	30	8
13¾	2 50	1 75	1 25		Viareggio	...	...	5 43	11	59	4	13	8
20	3 65	2 55	1 85		Pietra Santa.....	...	...	6	3	12	20	4	35
26¼	4 75	3 35	2 40		Massa	...	...	6	29	12	44	5	3
30¼	5 55	3 90	2 80		Avenza (S54)	...	...	6	45	12	59	5	22
37¼	6 80	4 75	3 40		Sarzana	...	...	7	3	1	17	5	42
47¼	8 60	6 50	4 30		Spezia	...	...	7	13	1	27	5	52
53	9 65	6 80	5 35		Riomaggiore.....	...	...	7	27	1	55	6	41
62¾	11 20	7 90	5 60		Levanto	...	...	5	10	8	40	2	34
66	11 90	8 30	5 90		Framura.....	...	...	5	27	8	57	...	7
69¾	12 70	8 90	6 35		Moneglia	...	...	5	53	9	25	3	10
73¾	13 80	9 70	6 90		agatri Lev. arr	a.m.	...	6	10	9	42	3	27
					... dep	4 18	...	6	19	9	44	3	32
79	14 40	10 10	7 20		Laverna	4 31	...	6	32	9	59	...	8
80¼	14 60	10 25	7 30		Chiavari	4 44	...	6	47	10	14	3	57
86¼	15 65	11 0	7 85		Rapallo	5 6	...	7	25	10	34	4	16
90	16 40	11 55	8 20		Camogli	5 28	...	7	51	10	56	4	38
91¼	16 65	11 75	8 35		Recco	5 38	...	8	4	11	4	4	48
97	17 65	12 40	8 85		Nervi	6 11	...	8	42	11	36	5	10
103¼	18 70	13 10	9 35		Genoa P.P. arr	6 38	...	9	12	12	4	5	25

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FLORENCE to PISTOJA, and PISA.

1 Cl.	2 Cl.	3 Cl.	Stations	1, 2, 3	1 & 2	1, 2, 3		1, 2, 3
L. e. Flor	L. e.	L. e.	† 1, 2, 3 Cl. (260)	a. m.	a. m.	a. m.		p. m.
0 60	0 40	0 30	**Florence** (Cen. St.)	4 55	7 15	10 40	...	5 25
2 5	1 45	1 5	Castello	5 10	...	10 56	...	5 41
2 55	2 10	1 50	S. Piero	5 37	...	11 47	...	6 32
3 35	2 70	1 95	**Pistoja** arr.	6 10	8 2	12 0	...	6 45
...	...	...	,, (251) dep	6 30	†8 17	12 15	...	7 0
4 65	3 35	2 35	Serravalle	6 42	8 28	12 27	...	7 13
5 45	3 80	2 75	Montecatini	7 6	8 50	12 50	...	7 38
5 99	4 15	2 95	Borgo a Buggiano	7 17	9 0	1 0	...	7 48
6 23	4 40	3 15	Pescia	7 30	9 13	1 12	...	7 59
7 25	5 10	3 65	Altopascio	7 52	9 33	1 34	1, 2, 3	8 21
8 35	6 20	4 45	**Lucca** arr. a. m.	8 16	9 56	1 58	p. m.	8 45
...	...	...	,, dep 3 25	6 25	10 5	2 9	6 11	8 54
9 35	6 90	4 95	Ripafratta	3 40	8 40	...	2 24	6 26	9 13
10 20	7 15	5 10	Rigoli	3 48	8 48	...	2 33	6 35	9 22
9 30	6 40	4 45	S. Giuliano	3 56	8 56	10 31	2 41	6 43	9 31
8 60	5 90	4 10	**Pisa** 252, 261	4 10	9 10	10 45	2 55	6 57	9 45

1 Cl.	2 Cl.	3 Cl.	Stations	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
L. e.	L. e.	L. e.							
From	m Pi	sa	**Pisa** (S. Cent.)	11 25	5 0	9 21	1 20	3 40	5 25
0 70	0 50	0 35	S. Giuliano	11 41	5 16	9 36	1 37	3 56	5 41
1 5	0 75	0 55	Rigoli	11 48	5 24	9 43	1 45	4 4	5 49
1 50	1 5	0 75	Ripafratta	11 57	5 33	9 52	1 55	4 13	5 58
2 40	1 70	1 20	**Lucca** arr.	12 10	5 46	10 5	2 9	4 26	6 11
...	...	...	,, dep		5 57	10 15	2 22	...	6 22
4 0	2 80	2 0	Altopascio		6 23	10 40	2 49		6 50
5 0	3 50	2 50	Pescia		6 50	11 5	3 22		7 21
5 45	3 80	2 75	Borgo a Buggiano		6 59	11 15	3 32		7 31
5 80	4 5	2 90	Montecatini		7 11	11 25	3 47		7 43
6 70	4 70	3 35	Serravalle		7 35	11 48	4 6	1 4 2	8 6
7 35	5 15	3 70	**Pistoja** arr.		7 44	11 57	4 15	p.m.	8 15
			,, (250) dep		8 2	12 7		6 37	9 30
8 25	5 80	4 15	S. Piero		8 17	12 21	...	...	9 45
9 10	6 45	4 60	Prato		8 35	12 39	...	...	10 2
9 20	6 30	4 40	Castello		9 7	1 10	...	...	10 34
8 60	5 90	4 10	**Florence** 260 arr.		9 20	1 24	...	9 20	10 47

† 1 and 2 class pass. to Florence change at Pistoja, to the 8.37 p.m. Train.

VERONA and ROVIGO.

K M Dist	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
		a. m.	a. m.	p. m.	p. m.
...	**Verona** (252, 259) dep	...	6 0	3 33	6 10
...	Dossobuono	...	6 30	4 2	6 38
27½	Legnago	5 35	8 30	5 30	8 5
38½	Badia	6 16	9 20	6 8	...
56½	**Rovigo** (258-9) arr.	7 15	10 35	7 2	...

		a. m.	a. m.	p. m.	p. m.
...	**Rovigo** dep	...	8 16	3 5	9 30
18	Badia	...	9 15	4 23	9 32
29½	Legnago	6 15	9 56	5 20	10 10
56½	Dossobuono	7 55	11 18	7 14	...
...	**Verona** (259) arr.	8 20	11 40	7 45	...

AVENZA and CARRARA.

K M Dist	Stations.	a. m.	a. m.	p. m.
...	From Avenza dep	6 15	9 19	5 59
3	**Carrara** arr.	6 21	9 30	5 10
...	Avenza 257 arr.	6 21	9 30	5 10

PALAZZOLO to PARATICO.

K M Dist	[All 1, 2, 3 class.] Stations.	a. m.	p. m.
...	Palazzolo dep	6 50	6 25
6½	Paratico arr.	7 30	7 5
...	Palazzolo arr.	8 0	6 55
...	Bergamo	9 1	7 55

K M Dist	[All 1, 2, 3 class.] Stations.	a. m.	p. m.
...	Bergamo dep	6 25	6 0
6½	Palazzolo arr.	7 10	6 45
...	Brescia ,,	8	7 40
...	Bergamo	9 1	7 55

ROVIGO and ADRIA.

K M Dist	[All 1, 2, 3 classes.] Stations.	a. m.	p. m.
...	From Padua arr.	7 52	3 39
...	,, Bologna dep	8 5	3 0
15½	Rovigo (259) dep	8 58	4 15
...	Adria arr.	...	4 56

K M Dist	[All 1, 2, 3 classes.] Stations.	a. m.	p. m.
...	Adria dep	6 18	12 48
...	Rovigo (259) arr.	7 10	1 40
...	For Bologna dep	7 50	2 45
...	For Padua arr.	8 30	3 1

K M Dist	[All 1, 2, 3 classes.] Stations.	a. m.	p. m.
...	Adria dep	6 18	2 20
...	Rovigo (259) arr.	7 10	3 10
...	For Bologna dep	7 50	3 50
...	For Padua arr.	8 30	4 30

ROME and FIUMICINO.

[All 1, 2, 3 classes.] Stations.	a. m.	p. m.
Rome (Termini) dep	8 15	...
,, (S. Paolo)	8 35	...
Ponte Galera	9 5	...
Fiumicino	9 20	...
Bath Establishment	...	...

[All 1, 2, 3 classes.] Stations.	p. m.	p. m.
Bath Establishment dep	5 10	...
Fiumicino	5 30	...
Ponte Galera	5 45	...
Rome (S. Paolo)	...	...
,, (Termini) arr.	6 5	...

EMPOLI, SIENA, and CHIUSI.

K M Dist	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	K M Dist
		a. m.	p. m.	p. m.	p. m.	
...	**Florence** dep	...	6 38	12 27	6 35	...
...	Leghorn arr.	...	6 40	10 42	10 7	...
...	,, dep	...	...	...	...	...
	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
		a. m.	p. m.	p. m.	p. m.	
	Empoli dep	...	7 33	1 33	9 24	
8	Osteria Bianca ,,	...	7 51	1 41	9 34	
10	Castel Fiorentino ,,	...	8 2	2 6	9 50	
15	Certaldo ,,	...	8 17	2 24	10 6	
18	Poggibonsi ,,	...	8 31	2 36	10 24	
30	**Siena** arr.	a.m.	9 12	3 35	11 30	
	,, dep	...	9 25	4 15	...	
60½	**Asciano** arr.	...	10 26	5 11	...	
	,, (261) dep	...	9 40	5 31	...	
72½	Rigutino ,,	...	9 53	5 44	...	
76½	Lucignano ,,	...	10 1	5 52	...	
83	Sinalunga ,,	...	10 10	6 1	...	
90	Torrita ,,	...	10 20	6 12	...	
96	Montepulciano ,,	...	10 34	6 26	...	
98	Chiusi (260) arr.	...	10 46	6 39	...	
		...	11 0	7 30	...	
	Perugia dep	...	a.m. 32	2 16	...	
	Stations	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	K M Dist
		a. m.	p. m.	p. m.	p. m.	
	Chiusi dep	3 46	12 55	3 15	7 20	
13	Montepulciano ,,	4 33	1 33	6 17	8 30	
16	Torrita ,,	4 49	1 49	6 33	8 48	
22	Sinalunga ,,	5 7	1 57	6 47	7 6	
29	Lucignano ,,	5 27	2 15	7 7	7 29	
33½	Rigutino ,,	5 41	2 27	7 19	7 42	
41½	Asciano arr.	6 6	2 48	8 18	8 6	
	,, (261) dep	6 16	2 55	8 45	...	
57	**Siena** arr.	7 12	4 11	10 15	...	
	,, dep	7 27	6 25	...	...	
72½	Poggibonsi ,,	8 11	8 39	7 15	...	
84½	Certaldo ,,	8 28	8 56	7 32	...	
89	Osteria Bianca ,,	8 38	9 16	7 46	...	
93	Castel Fiorentino ,,	8 50	9 26	8 0	...	
96½	Empoli arr.	9 0	9 45	8 40	...	
		a. m.	a. m.	p. m.	p. m.	
...	Leghorn arr.	4 49	11 44	11 10	...	...
...	Florence arr.	4 10	10 57	10 46	...	...

CHIUSI, SIENA, and EMPOLI.

K M Dist	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	K M Dist
		a. m.	a. m.	p. m.	p. m.	
...	**Rome** dep	...	10 40	7 15	10 50	
...	Orvieto ,,	...	11 35	11 22	1 47	
...	Ancona ,,	...	p. m.	...	7 45	
...	Foligno ,,	...	...	a 9 13	12 50	
...	Perugia ,,	...	...	a 10 32	2 16	
	Stations	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	K M Dist
		a. m.	p. m.	p. m.	p. m.	
	Chiusi dep	3 46	12 55	3 15	7 20	
13	Montepulciano ,,	4 33	1 33	6 17	8 30	
16	Torrita ,,	4 49	1 49	6 33	8 48	
22	Sinalunga ,,	5 7	1 57	6 47	7 6	
29	Lucignano ,,	5 27	2 15	7 7	7 29	
33½	Rigutino ,,	5 41	2 27	7 19	7 42	
41½	Asciano arr.	6 6	2 48	8 18	8 6	
	,, (261) dep	6 16	2 55	8 45	...	
57	**Siena** arr.	7 12	4 11	10 15	...	
	,, dep	7 27	6 25	...	...	
72½	Poggibonsi ,,	8 11	8 39	7 15	...	
84½	Certaldo ,,	8 28	8 56	7 32	...	
89	Osteria Bianca ,,	8 38	9 16	7 46	...	
93	Castel Fiorentino ,,	8 50	9 26	8 0	...	
96½	Empoli arr.	9 0	9 45	8 40	...	
		a. m.	a. m.	p. m.	p. m.	
...	Leghorn arr.	4 49	11 44	11 10	...	...
...	Florence arr.	4 10	10 57	10 46	...	...

VENICE, PADUA, and BOLOGNA. (100 miles.) Alta Italia.

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1, 2, 3	1,2,3	Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3
L. e.	L. e.	L. e.		a.m.	a. m.		p.m.	p.m.	p. m.		a.m.	a. m.	a.m.	p.m.	p.m.	p. m.
Frm	Ven	tce.	Venice ...dep	5 0	7 20	...	12 40	5 25	11 0	Bologna dep.	12 45	6 40	8 40	2 45	12 5	5 5
6 25	9 50	9 50	Mestre.....arr.	5 13	7 39	...	12 52	5 38	11 12	Ferrara ...arr.	1 50	6 10	11 10	4 54	1 5	6 34
...	...	...	,, ,,(253) dep	5 25	7 53	...	1 5	5 47	11 24	,, ...dep.	1 55	6 18	...	...	1 12	6 41
2 5	1 45	1 5	Marano	5 41	8 15	...	1 18	6 3	...	Rovigo ...arr.	2 39	7 22	a.m.	...	1 58	7 45
4 20	2 95	2 10	Padua ... ...arr	6 17	9 5	...	1 41	6 39	11 55	,, ... dep	2 45	7 30	4 5	...	2 5	7 55
...	...	...	,, ...(252) dep	6 27	9 20	...	1 50	6 48	12 5	Este	3 6	7 59	4 45	...	2 27	8 24
5 25	2 75	2 70	Abano	6 45	9 44	...	...	7 5	...	Abano	...	8 39	5 41	...	...	9 7
7 50	3 25	3 75	Este	7 37	10 45	...	2 28	7 50	12 41	Padua ...arr.	3 42	8 55	6 4	...	3 5	9 32
9 20	6 45	4 60	Rovigo.....arr	7 52	11 20	...	2 46	8 17	12 59	,, ... dep.	3 54	9 3	6 19	...	3 15	9 35
...	...	...	,, (256) dep	7 58	...	...	2 51	8 25	1 4	Ponte di Brenta ...	...	9 14	6 34	...	...	9 46
13 5	9 25	6 60	Ferrara ... arr	9 3	a.m.	p.m.	3 51	9 33	1 43	Mestre ... arr	4 38	9 44	7 22	...	3 51	10 25
...	...	...	,, ... dep.	9 11	6 10	1 5	3 37	9 40	1 50	,, ... dep	4 42	10 2	7 46	...	4 2	10 37
19 25	12 50	9 15	Bologna 250	10 43	8 2	3 40	4 37	11 12	2 49	Venice ... arr.	4 51	10 15	8 5	...	4 15	10 50

TRIESTE and UDINE to VENICE.

1 cl.	1st	2nd	3rd	Stations	1,2,3	1,2,3	1,2,3	1 & 2	1, 2, 3	Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	L. e.	L. e.	L. e.		a.m.	p.m.			p.m.		a.m.				p.m.	
...	...	...	...	(211) VIENNA....dep	...	1 30	...	...	...	(260) ROME...dep	10 50	...	...	...	10 40	...
...	...	...	...	Trieste .....dep.	4 30	6 0 a	...	...	4 15	(251) FLORENCE d	7 40	p	...	...	a7 15	...
...	...	...	...	Nabresina ..... ,,	...	6 50 a	...	...	...		a.m	a.m.	a.m.	p.m.	p.m.	
...	...	...	...	Cormons (Prag arr	6 27	8 22 a	...	p	6 58	Venice .....dep.	4 19	5 50	10 15	4 0	8 20	
Frm	m. C	or m.	ons.	a.m. Roman time) dep	6 39	8 21	...	...	7 0	Mestre	4 40	6 13	10 40	4 24	8 54	
44	0 80	0 60	0 40	S. G. Manzano	6 47	8 39	...	...	7 15	Treviso	5 9	6 56	11 25	5 10	10 11	
8	1 80	1 5	0 75	Buttrio	6 56	8 51	...	...	7 28	Conegliano	5 48	7 53	12 22	6 7	11 20	
13½	2 80	1 75	1 25	Udine	7 10	9 5	p.m.	p.m.	7 42	Pordenone	6 26	8 47	1 17	6 44	...	
...	...	...	...	,, (250)....dep.	a5 0	9 28	4 56	8 28	...	Casarsa.	6 47	9 14	1 41	7 32	†	
20½	3 75	2 65	1 90	Pasian Schiavonesco	5 19	9 45	5 15	...	...	Codroipo	...	9 28	1 56	7 51	a.m.	
27½	5 0	3 50	2 50	Codroipo	5 38	10 2	5 34	...	...	Pasian Schiavonesco	...	9 47	2 18	8 11	1,2,3	
34½	6 25	4 40	3 15	Casarsa	5 57	10 19	5 53	9 7	...	Udine.....arr.	7 25	10	4	2 35	8 28	
42½	7 95	5 55	4 0	Pordenone	6 24	10 43	6 22	9 29	a.m.	,, (250) ...dep	a7 44	...	...	3 17	8 47	
53½	11 30	7 95	5 65	Conegliano (260)	7 22	11 32	7 19	10 8	4 47	Buttrio.....	7 58	...	...	3 32	9 1	
70	14 40	10 5	7 20	Treviso (263)	8 3	12 21	8 17	10 45	5 17	S. G. Manzano	8 13	...	...	3 46	9 15	
92	16 75	11 75	8 40	Mestre	9 17	1 7	9 7	11 23	7 21	Cormons Rom. arr.	9 24	...	...	3 59	9 25	
97	17 65	12 25	8 85	Venice (250) ...arr.	9 30	1 20	9 20	11 35	7 40	,, (Pragruetime)dep	8 45	...	...	4 20	9 40	
...	...	...	...			p.m.		a.m.		Nabresina ....arr.	...	...	...	6 10	11 32	
...	...	...	...	FLORENCE	...	9 20	...	7 15	...	Trieste ..... ,,	11 49	...	...	6 56	12 31	
...	...	...	...	ROME...arr	...	a6 0	...	3 40	...	(211) VIENNA.... ,,	...	...	...	a9 40	5 1	

ALA to VERONA. (35 Miles.)

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	Stations.	1 & 2	1,2,3	1,2,3	1,2,3
L. e.	L. e.	L. e.								a.m.	p.m.	
...	...	...	VIENNA d	...	...	7 50p	...	260 ROME dep	10 50a	...	...	10 40p
...	...	...	MUNICH....	...	5 55p	...	9 10a	(251) FLORENCE	7 40p	...	...	7 13a
...	...	(205)	KUPSTEIN	...	9 40p	7 30a	11 45a	Verona P.V. dp.	4 40a	5 15	12 50	6 30p
...	...	...	INNSBRUK	...	12 3a	9 46a	1 40p	,, P. N. ...	...	5 24	1 3	6 39
...	...	...	BOLZANO	...	6 47a	4 31p	6 51p	Domegliara.....	...	6 9	2 6	7 15
...	...	...	TRENTO	...	8 30a	6 12p	8 11p	Ala Rom. time a.	5 54	7 8	3 30	8 16
...	...	...	ROVERETO	...	9 17a	6 58p	8 45p	,, M'ch. time d.	6 35a	8 0a	4 35p	9 10p
...	...	Ala	M'ch. times.	a.m	9 46a	7 30p	9 9p	(205) ROVERETO	7 2a	8 30a	5 34p	9 47p
From		Ala.	,, Rom. time d.	5 54	9 58a	8 0p	9 30p	(205) TRENTO ..	7 33a	9 23a	6 46p	10 2p
1 25	1 20	1 0	Domegliara.....	7 50	11 0	9 2	...	(205) BOLZANO	8 54a	11 18a	9 35p	12 14a
4 20	3 95	2 10	Verona P.N.arr.	9 7	11 44	9 49	...	(205) INNSBRUCK	2 24p	6 28p	...	6 9a
4 55	3 20	2 20	,, P. V.arr.	9 15	11 50a	9 55	10 13p	(205) KUPSTEIN	4 12p	6 15a	...	9 44a
...	...	...	(250) FLORENCE	...	9 30p	p.m.	7 15a	(200) MUNICH	6 25p	...	...	1 50p
...	...	...	ROME arr	...	6 0a	...	3 40p	(200) VIENNAar	6 15a	...	...	...

VERONA, MANTUA, and MODENA. (63 Miles.)

1 Cl.	2 Cl.	3 Cl.	Stations	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	Stations.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3
L. e.	L. e.	L. e.	(252-9)	a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.		p.m
Fr.	Ver	ona.	Verona r.V. d	4 25	8 25	12 30	5 25	1 0	Modena .....d	2 5	6 0	12 55	...	6 50
0 80	0 60	0 40	,, P. N. dep	4 36	8 40	12 40	5 35	...	Carpi	2 26	6 21	1 22	...	7 20
1 15	0 80	0 60	Domobuono	4 53	9 5	12 54	5 51	...	Reggiolo Gonza.	...	7 6	1 54	...	7 54
1 95	1 35	1 0	Villafranca	5 8	9 20	1 8	6 6	...	Borgoforte	...	7 34	2 23	...	8 23
3 20	2 30	1 65	Roverbella	5 32	10 6	1 30	6 30	...	Mantua.....arr	3 22	7 51	2 40	p.m.	8 39
4 10	2 95	2 5	S. Antonio	5 47	10 30	1 44	6 44	...	,, (259)....dep	3 26	8 5	2 56	5 50	8 47
4 60	3 20	2 30	Mantua ...arr	5 54	10 40	1 51	6 51	11 55	S. Antonio	...	8 15	3 6	6 2	8 56
...	...	...	,, (259)...dep	6 14	...	2 0	7 4	12 2	Roverbella.....	...	8 29	3 20	6 28	9 10
5 80	4 5	2 90	Borgoforte	6 33	...	2 20	7 23	...	Villafranca	...	8 54	3 46	7 8	9 35
7 65	5 25	3 85	Reggiolo Gonza.	7 3	...	2 48	7 52	...	Domobuono	...	9 7	4 0	7 30	9 48
9 75	6 85	4 90	Carpi	7 38	...	3 18	8 27	1	Verona P.N d	...	9 24	4 18	7 56	10 5
11 65	8 0	5 75	Modena250 a	8 5	...	3 44	8 54	1 20	,, (252) P.V a	4 22	9 30	4 24	8	10 15

MANTUA and CREMONA.

L. M.	1, c.	2, c.	3, c.	All 1, 2, 3 Class	a.m	a. m.	p.m.
—	Fra	Man	tua	Mantua (259) dep	8 55	11 10	7 10
14	4 0	2 80	2 5	Piadena	5 10	12 43	8 24
20½	5 60	3 80	2 80	Gazzo Pieve S. Giac.	5 39	1 18	8 54
30½	7 20	5 5	3 65	Cremona (251) arr	6 5	1 50	9 20

L. M.	(251-5)	a.m.	a.m.	p.m
—	Cremona .....dep	5 35	10 50	5 40
8½	Gazzo Pieve S. Giac...	6 3	11 25	6 9
16	Piadena	6 36	12 3	6 41
30½	Mantua (259)....arr	7 45	1 30	7 50

UDINE and PONTEBBA.

Udine (250)	...dep.	6 10	9 34	10 35	4 30	Pontebba	...dep	6 31	11 33	2 28	7 30	Pontebba	...dep	6 31	11 33	2 28	7 30
Tarcento	..... ,,	6 56	...	11 21	5 16	Resiutta	..... ,,	7 36	...	3 40	8 40	Resiutta	..... ,,	7 36	...	3 40	8 40
Venzone	..... ,,	7 18	...	11 51	5 53	Venzone	..... ,,	7 59	...	4 3	9 3	Venzone	..... ,,	7 59	...	4 3	9 15
Resiutta	..... ,,	7 38	...	12 11	6 13	Tarcento	..... ,,	8 40	...	4 40	9 40	Tarcento	..... ,,	8 40	...	4 40	9 45
Pontebba	...arr	8 15	...	12 57	6 47	Udine (250)	...arr	8 56	...	5 20	10 20	Udine (250)	...arr	8 56	...	5 20	10 20

1 & 2 class. all other 1, 2, 3 class.

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Ex. Fares. — Ordinary. **FLORENCE, AREZZO, CHIUSI, AND ROME.—Strade Ferrate Romane.**

1 Cl.	2 Cl.	1st	2nd	3rd	Stations.	1,2,3 & 4	1,2,3 & 4	1,2,3 & 4	1st	2nd	3rd	Stations.	1,2,3 & 4	1,2,3 & 4	1 & 2	1,2,3 & 4	1 & 2
L. c.	L. c.	L. c.	L. c.	L. c.		a.m.			L. c.	L. c.	L. c.		p.m.	p.m.	p.m.	a.m.	p.m.
...	...	...	...	...	PARIS .....dep.	6 6	p.m.	...	...	...	...	NAPLES .....dep.	9 5	9 5	9 5	6 40	2 24
...	...	...	...	...	TURIN .....,,	4 55	7 20	p.m.	...	...	...	ROME .....arr.	6 30	6 30	6 30	1 45	9 32
...	...	...	...	...	MILAN .....,,	p1 30	9 40	p.m.	...	...	...		a.m.	a.m.	a.m.	p.m.	p.m.
...	...	...	...	...	BOLOGNA.....,,	12 20	3 19	a.m.	7 30	p5 15		From Rome.					
...	...	...	...	...	FLORENCE.....arr.	a5 37	7 15	a.m.	p1 24	p8 20		**Rome** .....dep	9 5	7 15	10 50	6 30	10 40
						a.m.	a.m.	p.m.	p.m.	p.m.		Monte Rotondo	9 40	8 4		7 19	...
From Florence					**Florence(St.Cash.)** dp	6 5	7 50	12 5	5 10	10 0		Passo di Corese	4 35	3 5	2 20	7 55	11 28
0 80	0 35	0 45	0 30	0 25	,, (Portalla Croce)ar	6 14	...	12 13	5 19	...		Borghetto	7 90	5 50	3 90	8 33	...
...	...	...	...	...	,, (250).....dep.	6 21	...	12 29	5 28	...		**Orte** .....arr.	9 40	6 55	4 65	11 12	1 24
4 0	2 80	2 80	2 60	1 80	Incisa	7 26	...	1 52	6 43	...		,, (262) .....dep.	...	...	...	9 59	12 44
5 45	3 90	3 90	2 45	S. Giovanni	8 1	9 4	2 30	7 18	11 9		Bassano	10 35	7 20	5 10	...	10 14	...
10 10	7 5	9 60	6 55	**Arezzo** .....arr.	9 25	10 0	4 10	8 42	12 5		Alviano	11 85	8 30	5 80	1,2,3	10 41	...
				,, ...dep.	10 15	10 5	5 0	...	12 11		**Orvieto** .....arr.	14 0	9 70	6 85	a.m.	11 14	1 41
12 0	8 40	11 40	7 80	5 40	Castiglionfiorentino ...	10 47	...	5 36	...	...		,, ...dep.	...	...	...	5 30	11 22
13 25	9 30	12 60	8 60	5 95	Cortona	11 5	10 42	6 2	...	12 48		Ficulle	16 50	11 40	8 0	6 13	12 9
13 80	9 70	13 10	9 0	6 25	**Terontola**.....arr.	11 16	10 52	6 15	p.m.	12 58		**Chiusi** .....arr.	18 30	12 65	8 85	6 41	12 35
					,, (260)dep.	11 30	10 56	6 30	3 50	1 3		,, (258) .....dep.	6 50	2 20	3 1	9 55	2 50
15 75	11 0	14 95	10 25	7 10	Panicale	12 0	...	7 5	4 22	...		Panicale.....	7 11	2 43	...	10 16	...
17 10	11 95	16 25	11 10	7 70	**Chiusi** .....arr.	12 19	11 33	7 25	4 41	1 40		**Terontola**.....arr.	7 43	3 15	3 38	10 46	3 27
					,, (256) .....dep.	12 48	11 45	7 40	...	1 52		,, (260)...dep.	8 0	3 55	3 46	...	3 39
19 0	13 30	18 5	12 35	8 55	Ficulle	1 14	...	8 9	...	...		Cortona	8 17	4 9	3 55	...	3 53
20 85	15 15	20 55	14 5	9 75	**Orvieto** .....arr.	1 47	12 40	8 46	...	2 48		Castiglionfiorentino ...	8 39	4 28	4 11	...	...
					,, ...dep.	1 57	12 48	...	...	2 54		**Arezzo** .....arr.	9 15	5 0	4 34	a.m.	4 19
23 85	16 70	22 70	15 80	10 75	Alviano	2 35	...	...	...	29 60		,, ...dep.	10 10	5 16	4 40	5 8	4 25
26 45	17 80	24 20	16 55	11 45	Bassano	3 6	...	1,2,3	1,2,3	30 95		S. Giovanni	11 53	6 33	5 39	6 32	5 24
29 65	18 55	25 15	17 20	11 90	**Orte** .....arr.	3 20	1 42	a.m.	a.m.	34 10		Incisa	12 26	7 4	...	7 1	...
					,, (262).....dep.	3 40	1 47	6 5	9 51	3 58		**Florence**(Portall Cr)	1 49	8 7	6 39	8 22	6 21
29 65	19 90	26 65	14 25	12 65	Borghetto	4 9	...	6 24	10 16	...		,, (254)... dep.	2 3	8 16	6 40	8 27	6 22
32 35	22 60	30 20	20 70	14 40	Passo di Corese	5 12	2 47	...	11 37	5 5		,, (Sta. Cent.)arr.	2 13	8 25	6 48	8 36	6 30
34 10	23 75	31 65	21 85	15 5	Monte Rotondo	5 39	...	7 10	11 55	...							
38 5	26 40	34 80	23 70	16 85	**Rome** (262) .....arr.	6 20	3 40	8 6	12 37	...		FLORENCE ....dep.	p4 20	p9 30	p7 40	10 40	a7 15
												BOLOGNA	10 10	a2 57	12 10	4 17	p 11 25
Ex. Fares.	Chi	nal t	o	Orte	ROME .....dep.	10 0	4 30	a8 34	a.m.	8 34		MILAN	...	p9 10	a8 27	...	p7 12
3 39	a.m.				NAPLES .....arr.	a7 11	11 10	p3 36	p.m.	3 36		TURIN	...	...	a5 15	...	p5 40
												PARIS .....arr.	...	...	...	...	...

Ex. Fares. Ordinary. **TERONTOLA, PERUGIA, FOLIGNO.**

E.M	1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		E.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dep.	L. c.	L. c.	L. c.	L. c.	L. c.		p.m.		a.m.		p.m.		Dep.	L. c.	L. c.	L. c.		p.m.	p.m.	a.m.	a.m.	a.m.
...	...	...	...	...	...	FLORENCE ....dep.	10 0	...	...	...	12 5	...	...	...	...	...	ROME.....dep.	6 80	10 40	...	...	9 5
...	...	...	...	...	...	ORVIETO ..... ,,	...	...	5 30	...	1 47	...	...	...	...	...	TERNI ..... ,,	p9 58	a1 13	5 28	...	12 5	p.m.
							a.m.	a.m.	a.m.	a.m.	p.m.						SPOLETO ..... ,,	11 32	a2 25	a7 17	...	1 34	p.m.
	From	Terni				**Terontola (260)** dp	1 4	...	5 2	11 24	6 27						ANCONA ..... ,,	p8 85	10 45	p m.	7 45	...	...
	1 50	1 5	1 00	1 0	0 70	Passignano.....	...	...	8 31	11 50	6 58							a.m.	a.m.	a.m.	p.m.	p.m.	a.m.
	2 66	1 85	2 80	1 70	1 20	Magione	...	...	8 49	12 6	7 17			From	Foligno							
	5 0	3 50	4 75	3 25	2 25	**Perugia** .....arr.	2 3	...	9 32	12 49	8 11						**Foligno** .....dep.	12 30	3 29	9 13	12 50	2 39	...
						.....dep.	2 6	5 0	11 0	12 56	8 21		3	0 85	0 40	0 30	Spello	12 41	3 40	8 23	1 1	2 41	...
24	6 25	4 40	5 95	4 5	2 80	Ponte S. Giovanni	...	5 21	11 22	1 13	8 46		10	1 75	1 20	0 85	Assisi	12 59	3 58	8 40	1 19	2 59	...
26½	7 35	5 10	6 90	4 75	3 30	Bastia	...	5 37	11 39	1 33	9 4		11½	2 15	1 50	1 5	Bastia	1 7	4 6	8 48	1 32	3 7	...
29	7 70	5 40	7 30	5 0	3 50	Assisi	2 61	5 45	11 48	1 49	9 15		17½	3 15	2 15	1 50	Ponte S. Giovanni	1 23	4 22	9 3	1 46	3 23	...
33	8 25	6 25	8 50	5 85	4 5	Spello	...	6 8	12 6	2 0	9 37		24½	4 30	2 95	2 5	**Perugia** .....arr.	1 45	4 44	9 25	2 10	3 45	...
35	9 50	6 65	9 8	6 20	4 30	**Foligno (268)**...arr.	3 3	6 13	12 16	2 10	9 47		...	...	...	...	.....dep.	2 3	5 45	9 33	2 16	4 16	...
													36	6 58	4 50	3 15	Magione	2 30	6 40	10 0	2 54	5 17	...
						ANCONA .....arr.	a6 57	11 p8	p.m.	p7 14	a6 57		44½	7 68	5 26	3 65	Passignano.....	3 1	7 5	10 29	3 15	5 46	...
						SPOLETO ..... ,,	a7 50	a7 17	1 24	p3 46	a7 50		51½	9 8	6 20	4 30	**Terontola (260)** arr.	3 21	7 30	10 48	3 35	6 13	...
						TERNI ..... ,,	a8 16	a8 46	p2 36	p5 23	a8 12	...	...	...	...	...		...	...	11 40	...	p6 46	...
						ROME ..... ,,	a9 6	9 37	p9 20	...	a9 6	...	...	...	...	...	ORVIETO.....arr.	...	...	12 40	...	...	...
													...	...	...	...	FLORENCE..... ,,	a6 80	p9 13	...	p6 48	...	...

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FLORENCE, LEGHORN, and ROME.—Strade Ferrate Romane.

R.M	Express. 1 Cl.	2 Cl.	ordinary. 1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 class	1 & 2 class	1,2,3 class	2,3 class	1,2,3 class	1,2,3 class	R.M	Express. 1 Cl.	2 Cl.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	L. c.	L. c.	L. c.	L. c.	L. c.	(250)	a.m.		a.m.	p.m.	p.m.	p.m.	Dis.	L. c.	L. c.	L. c.	L. c.	L. c.						p.m.	
—	Fro	rna	Fl.	oren	ce.	— Florence ...dep	6 38	...	9 6	12 27	5 0	8 33	—	...	...	...	...	...	NAPLES ...dep	...	...	...	...	9 6	6 40
68	1 15	0 80	1 10	0 75	0 55	S. Donnino	6 52	...	...	12 44	5 17	...	—	...	...	...	...	...	ROME ...arr	...	...	...	...	6 29	1 43
91	1 70	1 20	1 65	1 15	0 80	Signa	7 1	...	9 26	12 55	5 38	6 56								a.m.				a.m.	p.m.	p.m.
165	3 10	2 15	2 90	2 0	1 40	Montelupo	7 17	...	...	1 14	5 47	...														
214	3 75	2 65	3 65	2 45	1 70	Empoli ..... arr	7 27	...	9 49	1 25	5 58	9 18	91	2 30	1 55	1 70	1 20	0 85	Rome ..... dep.	5 15	...	...	...	5 0	8 0
						(250) dep	7 32	...	10 54	1 32	6 6	9 33	12	2 50	2 35	2 60	1 85	1 80	Magliana	5 50	...	...	...	8 46	8 52
30	4 45	3 80	5 20	3 55	2 45	S. Romano	8 0	...	10 18	2 1	6 35	9 47	21	3 50	3 30	3 60	4 0	2 80	Ponte Galera	6 8	...	...	...	8 59	5 47
35	5 35	4 45	6 5	4 15	2 85	La Rotta	8 14	...	...	2 15	6 49	...	26	6 40	4 30	4 75	3 35	2 40	Macarese	6 32	...	...	...	9 19	6 0
362	6 80	4 70	6 45	4 45	3 10	Pontedera	8 24	...	10 39	2 25	6 59	10 8	30	7 45	5 0	5 55	3 90	2 80	Palidora	6 49	...	...	...	9 36	6 22
45	8 15	5 70	7 75	5 30	3 70	Navacchio	8 50	...	...	2 52	7 26	...	36	8 60	5 90	6 60	4 60	3 30	Furbara	7 32	...	...	...	10 8	6 57
49	9 5	6 35	8 60	5 90	4 10	Pisa ..... arr	9 3	...	11 10	3 5	7 39	10 39	39	9 55	6 45	7 15	5 0	3 60	S. Severa	7 46	...	...	...	10 19	7 8
						(257, 258) dep	9 19	...	11 25	3 15	7 51	10 47	51	12 30	8 25	9 20	6 45	4 60	Civitavecchia a.	8 22	...	...	...	10 51	7 40
52½	11 10	7 90	10 35	7 20	5 0	Leghorn S.M. arr	9 42	a.m.	11 48	3 42	8 18	11 10	...	...	...	...	...	...	...dep	8 42	...	...	...	11 1	7 50
—	Fro	m L	agho	rn.	—	...dep	...	4 25	11 53	4 11		11 17	72	17 75	11 90	12 25	9 30	6 65	Corneto ...dep	9 57	2 & 3	...	...	12 3	8 51
...	...	...	...	...	...	Pisa ...dep	...	4 30	12 0	4 20		11 25	96	22 15	14 95	17 0	11 90	8 80	Orbetello ...arr	10 57	p.m.	a.m.	12 55	9 43	9 25
93	8 85	1 30	1 75	1 20	0 85	Colle Salvetti	0 45	6 56	12 33	4 55		12	7	3	...	...	...	...	...dep	...	6 55	4 25	1 15	...	4 45
133	2 50	1 75	2 40	1 65	1 15	Fauglia	1 15	...	12 47	5 13		7 18	99	22 95	15 50	17 75	12 40	8 95	Albegna	...	7 29	4 39	1 26	...	...
18	3 30	2 30	3 15	2 15	1 50	Orciano	...	...	1 4	5 32		7 36	106	26 45	17 90	21 10	14 70	10 40	Grosseto (261)	...	9 0	5 34	2 21	...	7 38
24½	4 45	3 10	4 20	2 90	2 0	Acquabuona	...	...	1 22	5 57		7 54	118	29 70	19 0	23 50	15 45	11 90	Monte Pescali	...	...	6 22	3 13	...	7 57
32½	5 9	4 15	5 60	3 85	2 65	Cecina ..... arr	...	5 18	1 44	6 19		8 20	125	31 25	20 15	25	16 45	12 65	Potessa	...	...	6 32	3 17	...	...
...	...	...	...	...	...	(261) dep	...	5 54	1 54	...		8 36	144	31 15	21 30	28 60	17 75	13 55	Follonica	...	...	7 3	3 43	...	...
47½	8 60	6 5	8 20	5 60	3 90	S. Vinceano	2 30	8	2 36	...		9 28	155	33 10	22 65	27 45	19 0	13 40	Campigia Maritti.	...	...	7 37	4 17	...	...
54½	9 85	6 90	9 35	6 40	4 45	Campiglia Maritti.	6 40	3	1	...		9 55	162	34 35	23 50	28 60	19 85	14 0	S. Vincenzo	...	...	7 57	4 36	...	...
60	11 80	8 25	11 20	7 85	5 50	Follonica	7 4	3 40	...	...		10 27	177	37 5	25 40	31 20	21 60	15 20	Cecina ..... arr.	...	a.m.	8 34	5 16	...	9 51
74	13 45	9 45	12 80	8 75	6 10	Potessa	...	...	4 6	...		10 59	...	...	...	...	...	...	(261) dep	...	6 15	8 47	5 26	...	9 58
83½	15 15	10 60	14 40	9 85	6 85	Monte Pescali	7 55	4 49	2 & 3	...		11 36	185	38 50	26 45	32 60	22 55	15 85	Aequabuona	...	6 49	9 10	5 52	...	...
90½	16 50	11 55	15 70	10 75	7 45	Grosseto ...arr	8 12	4 59	a.m.	...		11 57	191	39 65	27 20	33 65	23 30	16 35	Orciano	...	7 5	9 52	6 14	...	...
						(261) dep	8 15	5 4	6 5	...		12 5	193	40 45	27 75	34 40	23 80	16 75	Fauglia	...	7 23	9 47	6 28	...	...
116	20 5	14 5	19 5	13 5	9 5	Albegna	1, 2, 3	...	5 53	7 51		1 27	199	41 10	28 25	35 5	24 25	17 5	Colle Salvetti	...	7 46	10 8	6 56	...	10 57
114½	20 80	14 60	19 80	13 55	9 40	Orbetello ...arr	a.m.	9 4	6 5	8 10		1 40	...	...	...	...	...	...	PISA ..... arr	1, 2, 3	8 9	10 30	7 10	...	11 15
						...dep	4 45	9 14	6 25	...		2 0	209½	42 95	29 50	36 75	25 40	17 65	Leghorn ..... arr	a.m.	8 47	10 56	7 18	p.m.	11 19
126½	26 40	17 70	23 60	16 30	11 25	Mondello ...dep	5 45	9 58	...	...		3 7	—	Fro	m L	agho	rn.	—	...dep	a.m.	8 47	10 56	7 7	4 35	
158½	30 70	21 25	27 55	19 0	13 25	Civitavecchia arr	6 38	10 45	7 50	...		4 10	43	2 15	1 55	2 5	1 40	1 0	Pisa ..... arr	4 47	8 38	11 3	7 30	5 2	
						dep	6 48	10 51	7 55	...		4 19							(257, 258) dp	4 59	8 48	11 80	7 43	5 11	
172½	33 50	22 20	29 70	20 50	14 30	S. Sazzo	7 22	...	...	...		5 26	164	31 95	23 10	29 80	19 90	13 35	Navacchio	5 14	...	11 46	...	5 53	
173½	34 35	23 70	30 30	20 90	14 60	Furbara	7 34	...	...	...		5 39	24½	4 45	3 10	4 20	2 90	2 0	Pontedera	5 41	9 20	12 15	8 15	5 54	
179	35 70	24 60	31 30	21 60	15 10	Palo	7 57	11 38	8 42	...		6 3	26	4 75	3 35	4 55	3 10	2 15	La Rotta	5 50	...	12 24	...	6 2	
184½	36 75	25 35	32 10	22 15	15 50	Palidoro	8 11	...	...	...	1, 2, 3	6 21	31	5 65	4 0	5 40	3 70	2 55	S. Romano	6 0	9 40	12 40	8 35	6 18	
199½	37 80	26 5	33 90	22 70	15 90	Maccarese	8 26	...	...	...	p.m.	6 38	40½	7 35	5 15	7 0	4 80	3 35	Empoli ..... arr	6 33	10 3	1 9	8 56	6 47	
195½	39 65	27 25	34 25	23 65	16 60	Ponte Galera	8 58	...	...	...	5 45	7 3	...	...	...	...	...	...	(258) dep	6 39	10 9	1 17	9 3	6 55	
200	40 85	28	35 15	24 30	17 5	Magliana	9 12	...	...	...	6 12	7 19	45	8 15	5 70	7 75	5 30	3 70	Montalupo	6 53	...	1 31	...	7 8	
209½	42 90	29 50	36 75	25 40	17 85	Rome (268) arr	9 45	12 45	9 49	7 3		7 55	51½	9 40	6 60	9 95	6 10	4 25	Signa	7 13	10 34	1 52	9 27	7 26	
								p.m.	p.m.				54½	9 85	6 90	9 35	6 40	4 45	S. Donnino	7 24	...	2 4	...	7 40	
...	...	...	...	...	...	ROME ..... dep	...	4 30	10 0	...			62½	11 10	7 80	10 55	7 20	5 0	Florence (261) a.	7 49	10 55	2 20	9 46	7 56	
...	...	...	...	...	...	NAPLES ..... arr	...	11 10	7 11	a.m.														

ASCIANO and GROSSETO.—Ferrovia Romane.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
L. c.	L. c.	L. c.	(258)	a.m.	p.m.
Fro'	Asc	iano	Asciano ..... dep.	6 31	6 15
1 40	1 0	0 70	S. Giov. d'Asso	6 57	6 36
2 40	1 65	1 15	Torrenieri	7 18	6 51
3 80	2 60	1 80	Monte Amiata ...	7 53	7 21
7 30	5 0	3 50	Roccastrada	9 14	8 52
10 45	7 15	4 95	Grosseto (261) arr	10 24	10 0

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
L. c.	L. c.	L. c.	(261)	a. m.	p.m.
Fro'	Gros	seto	Grosseto ..... dep.	5 45	4 15
3 15	2 15	1 50	Roccastrada	6 46	5 34
6 70	4 60	3 20	Monte Amiata ...	8 1	7 11
8 10	5 55	3 85	Torrenieri	8 27	7 45
9 5	6 20	4 30	S. Giov. d'Asso	8 45	8 10
10 45	7 15	4 95	Asciano (258).. arr	9 10	8 38

CECINA and SALINE.

R.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,3
Dis.	L. c.	L. c.	L. c.	(261)	a.m.	p.m
—	Fro'	Cecina.		Cecina ..... dep.	8 55	6-40
18½	3 25	2 25	1 35	Saline ..... arr.	10 9	7-54
Dis.	L. c.	L. c.	L. c.		a.m.	p.m.
—	Fro'	Saline.		Saline ..... dep	4 36	3 55
18½	3 25	2 25	1 55	Cecina...(261) arr.	5 45	5 4

Extra Express Train to Leghorn and Pisa.

Extra Express Train to Leghorn and Pisa, 2.45 and 10.17 p.m.

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ROME and NAPLES.—Strade Ferrate Romane.

EXP. FARES.

E.M.	1 Cl.	2 Cl.	Stations. (260-1)	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	c.						
From	m R							
0	0 13	1 45	Rome ..... dep.	...	...	5 30	8 34	4 30
9	1 13	1 75	Ciampino	...	...	6 0	9 0	...
18	2 60	1 75	Marino	...	...	6 8	...	5 37
18	4 40	2 95	Albano	...	...	6 34	9 34	6 26
20	5 0	3 40	Civita Lavinia	...	...	6 44	...	...
26	6 60	4 90	Velletri (Portino	...	...	7 1	9 46	7 0
32	7 80	5 80	Valmontone Monte	...	...	7 26	10 25	7 57
46	11 25	7 35	Segni	...	...	7 54	...	8 17
38	13 50	9 10	Anagni	...	...	8 14	...	8 37
43	14 70	9 90	Ferentino	...	...	8 31	11 10	8 54
48	16 20	10 80	Ceccano	...	...	8 44	11 25	9 10
52	18 30	12 45	Frosinone	...	...	9 0	11 45	9 28
			(260-2)			4.30	7.35	10 5
77	18 90	12 85	Isoletta ..... dep.	...	...	4 30	11 40	7 30
83	20 25	13 70	Aquino	...	...	5 3	12 38	...
90	21 75	14 70	San Germano	...	...	5 37	1 34	8 24
94	22 85	15 50	Roccà d'Evandro..	...	...	6 5	2 3	...
104	23 65	16 5	Mignano	...	...	6 28	2 10	...
109	24 55	16 70	Presenzano	...	...	6 53	2 57	...
111	25 35	17 25	Calvisollo	...	...	7 11	3 11	9 21
117	26 15	17 80	Riardo	...	...	7 27	3 23	...
125	27 70	18 80	Sparanisi	...	...	7 46	3 40	1 53
129	28 30	19 30	Pignataro	...	...	8 12	4 1	2 4
134	29 20	20 0	Capua ..... arr.	...	...	8 48	4 35	2 43
			,, (Maddalo)	...	...	8 53	4 40	2 48
141	30 35	20 90	Santa Maria	...	...	9 14	4 57	3 33
			(260-3) dep.	...	...	6 30	9 30	5 25
144	31 20	21 35	Maddaloni	...	...	7 3	9 56	5 57
151	32 70	22 40	Caserta ..... arr.	...	...	7 14	9 45	6 28
			,, (263) ..... dep.	...	...	7 21	9 54	5 35
153	32 70	22 40	Acerra	...	...	7 36	10 11	5 49
154	33 5	22 60	Casalnuovo	...	...	7 46	10 24	5 58
161	34 25	23 55	Naples ..... arr.	...	...	8 5	10 43	6 15
			(263, 265)					

E.M.	1 Cl.	2 Cl.	Stations. (264)	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.					
From				a.m.	a.m.	p.m.	p.m.
0	0 75	1 10	Caserta dep.	...	From Perugia.	7 45	3 55
5	1 5	1 90	Piedimonte ...	...		8 13	4 28
9	1 70	2 40	Alife ...	...		8 34	4 48
15	2 65	3 75	Fabriano ...	5 0		9 0	5 15
19	3 25	4 60	Novara ...	7 40		9 40	5 55
			(260) dep.	...	...	6 45	12 45
24	4 10	5 80	Pontelandolfo ...	...	...	7 10	1 10
30	5 25	7 40	Telese ...	...	...	7 40	1 40
36	6 40	9 0	Cerreto ...	...	...	8 0	2 0
42	7 60	10 70	Limatola ...	...	...	8 20	2 20
48	8 80	12 40	Dugenta ...	...	...	8 40	2 40
52	9 90	13 95	Durazzano ...	...	...	8 55	2 55
56	11 0	15 50	Arpaia ...	...	...	9 10	3 10
60	12 10	17 0	Arpaise ...	...	...	9 25	3 25
64	13 20	18 60	Benevento ...	...	...	9 40	3 40
70	14 30	20 0	Apice ...	...	...	9 55	3 55
75	15 40	21 60	Ponte Landolfo ...	...	...	10 10	4 10
80	16 50	23 10	Orte ... arr.	...	...	10 25	4 25
			(260)				

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.								
From					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
0	1 70	2 55	1 65	Naples ..... dep.	5 30	8 30	1 0	4 30	7 30	9 30	1 30
4	2 40	3 60	2 30	Castellamare ...	6 0	9 0	1 40	5 0	8 0	10 0	2 0
12	4 30	6 45	4 15	Acerra	6 37	9 37	2 20	5 37	8 37	10 37	2 37
18	6 10	9 15	5 85	Cancello arr.	6 57	9 57	3 0	6 0	8 57	10 57	3 0
				,, (263) dep.	7 14	9 48	3 16	6 14	9 14	11 14	3 14
				,, (Maddaloni ...	6 31	9 31	2 50	5 31	8 31	10 31	2 31
				Caserta ..... arr.	6 48	7 30	10 14	3 31	6 33	8 37	10 29
				Santa Maria ...	7 1	7 42	10 26	3 40	6 40	8 40	10 40
				Capua ..... arr.	7 11	7 50	10 36	3 49	6 50	8 50	10 49
				,, (Maddalo ... dep.	...	7 51	10 39	3 50	7 2	...	10 50
				Pignataro	...	8 13	11 0	4 13	7 25	...	11 14
				Sparanisi	...	8 31	11 17	4 29	7 43	...	11 32
				Teano	...	8 45	11 30	4 43	7 56	...	...
				Riardo	...	8 58	11 43	4 56	8 9	...	...
				Pratanello	...	9 10	11 55	5 8	8 21	...	...
				Mignano	...	9 30	12 15	5 28	8 41	...	12 16
				Rocca d'Evand..	...	10 4	12 50	6 2	9 15	...	12 49
				San Germano ...	...	10 10	12 56	6 8	9 21	...	12 55
				Aquino	...	10 39	1 25	6 37	9 50	...	1 24
				Isoletta	...	10 45	1 31	6 43	9 56	...	1 30
				,, (Buff.) dep.	...	10 47	1 33	6 45	9 58	...	1 32
				Ceccano	...	11 13	1 59	7 11	10 24	...	1 58
				Frosinone	...	11 30	2 16	7 28	10 41	...	2 15
				Ferentino	...	11 45	2 30	7 43	10 56	...	2 30
				Anagni	...	11 59	2 44	7 57	11 10	...	2 44
				Segni	...	12 15	3 0	8 13	11 26	...	3 0
				Valmontone ...	...	12 35	3 20	8 33	11 46	...	3 20
				Velletri	...	12 55	3 40	8 53	12 6	...	3 40
				Civita Lavinia ...	...	1 10	3 55	9 8	12 21	...	3 55
				Albano	...	1 20	4 5	9 18	12 31	...	4 5
				Marino	...	1 47	4 32	9 45	12 58	...	4 32
				Ciampino	...	1 55	4 40	9 53	1 6	...	4 40
				Rome 260 ar	...	2 0	4 45	9 58	1 11	...	4 45

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.								
From					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
0	1 5	1 90	1 70	Ancona dep.	...	From Perugia.	7 45	3 55	10 45	...	1 30
4	2 5	2 70	1 90	Falconara ...	...		8 13	4 28	11 9	...	1 50
9	3 5	4 80	2 70	Jesi ...	...		8 34	4 48	11 28	...	2 10
15	4 5	6 75	3 85	Fabriano ...	5 0		9 0	5 15	11 55	...	2 45
19	4 60	7 70	4 60	Nocera ...	7 40		9 40	5 55	12 35	...	3 25
				(260) dp	...	...	6 45	12 45	3 45	7 45	...
24	5 70	9 60	5 70	Pontelandolfo ...	...	...	7 10	1 10	4 10	8 10	...
30	7 10	11 90	7 0	Telese ...	...	...	7 40	1 40	4 40	8 40	...
36	8 50	14 25	8 35	Cerreto ...	...	...	8 0	2 0	5 0	9 0	...
42	9 90	16 65	9 75	Limatola ...	...	...	8 20	2 20	5 20	9 20	...
48	11 30	19 0	11 15	Dugenta ...	...	...	8 40	2 40	5 40	9 40	...
52	12 40	20 80	12 25	Durazzano ...	...	...	8 55	2 55	5 55	9 55	...
56	13 50	22 40	13 35	Arpaia ...	...	...	9 10	3 10	6 10	10 10	...
60	14 60	24 0	14 45	Arpaise ...	...	...	9 25	3 25	6 25	10 25	...
64	15 70	25 60	15 55	Benevento ...	...	...	9 40	3 40	6 40	10 40	...
70	16 80	27 0	16 65	Apice ...	...	...	9 55	3 55	6 55	10 55	...
75	17 90	28 60	17 75	Ponte Landolfo ...	...	...	10 10	4 10	7 10	11 10	...
80	19 0	30 0	18 85	Orte ... arr.	...	...	10 25	4 25	7 25	11 25	...
				(264)							

ROME and FRASCATI.—Strade Ferrate Romane.

E.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.				
From					a.m.	p.m.	p.m.
0	1 0	1 70	1 20	Rome dep.	7 25	11 40	6 10
8	1 50	2 55	1 80	Ciampino	7 53	12 13	6 38
12	2 30	3 80	1 15	Frascati a	8 7	12 30	6 52

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	L. c.	L. c.	L. c.				
From					a.m.	p.m.	p.m.
0	1 0	1 70	1 20	Frascati dep	9 15	1 20	5 30
32	2 70	4 50	2 70	Ciampino	9 57	1 55	5 55
12	3 20	5 40	1 60	Rome arr.	9 21	2 2	6 16

EXPRESS. ORDINARY. ANCONA, FOLIGNO, and ORTE.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.								
From					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
0	1 5	1 90	1 70	Ancona dep.	...	From Perugia.	7 45	3 55	10 45	...	1 30
4	2 5	2 70	1 90	Falconara ...	...		8 13	4 28	11 9	...	1 50
9	3 5	4 80	2 70	Jesi ...	...		8 34	4 48	11 28	...	2 10
15	4 5	6 75	3 85	Fabriano ...	5 0		9 0	5 15	11 55	...	2 45
19	4 60	7 70	4 60	Nocera ...	7 40		9 40	5 55	12 35	...	3 25
				(260) dp	...	...	6 45	12 45	3 45	7 45	...
24	5 70	9 60	5 70	Pontelandolfo ...	...	...	7 10	1 10	4 10	8 10	...
30	7 10	11 90	7 0	Telese ...	...	...	7 40	1 40	4 40	8 40	...
36	8 50	14 25	8 35	Cerreto ...	...	...	8 0	2 0	5 0	9 0	...
42	9 90	16 65	9 75	Limatola ...	...	...	8 20	2 20	5 20	9 20	...
48	11 30	19 0	11 15	Dugenta ...	...	...	8 40	2 40	5 40	9 40	...
52	12 40	20 80	12 25	Durazzano ...	...	...	8 55	2 55	5 55	9 55	...
56	13 50	22 40	13 35	Arpaia ...	...	...	9 10	3 10	6 10	10 10	...
60	14 60	24 0	14 45	Arpaise ...	...	...	9 25	3 25	6 25	10 25	...
64	15 70	25 60	15 55	Benevento ...	...	...	9 40	3 40	6 40	10 40	...
70	16 80	27 0	16 65	Apice ...	...	...	9 55	3 55	6 55	10 55	...
75	17 90	28 60	17 75	Ponte Landolfo ...	...	...	10 10	4 10	7 10	11 10	...
80	19 0	30 0	18 85	Orte ... arr.	...	...	10 25	4 25	7 25	11 25	...
				(264)							

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	L. c.	L. c.	L. c.								
From					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
0	1 70	2 55	1 65	Orte ..... dep.	12 30	4 21	...	...	...	...	...
4	2 40	3 60	2 30	Narni	...	4 56	...	...	...	...	...
12	4 30	6 45	4 15	Terni	1 14	5 28	...	...	...	...	...
				Foligno ... arr.	...	7 48	...	...	...	...	...
				,, (260) dp	3 10	...	6 18	2 23	...	To Perugia.	
18	6 10	9 15	5 85	Rocca	3 43	6 35	3 9	2 59	...		
24	7 30	11 25	7 15	Fabriano ...	4 36	8 34	4 46	3 46	...		
30	8 50	13 25	8 45	Albacina ...	5 11	9 10	5 21	4 21	...		
36	10 0	15 0	9 60	Foligno ...	5 43	11 0	5 57	4 57	...		
				(260) dp	6 0	...	6 18	5 23	...	To Perugia.	
42	11 20	16 80	10 75	Spoleto ...	6 37	11 50	6 57	5 57	...		
48	12 40	18 60	11 90	Terni	7 21	12 34	7 40	6 40	...		
54	13 60	20 40	13 0	Narni	7 55	1 8	8 14	7 14	...		
60	14 80	22 20	14 10	Orte ..... arr.	8 30	1 45	8 50	7 50	...		
				(264)							

ROME and TIVOLI Tramway.

E.M.	Single.	Return.				a.m.	a.m.	p.m.		
Dist.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	**Rome** (P. S. Lorenzo) d	7 35	10 10	5 0	...	...
6½	L. c.	L. c.	L. c.	L. c.	**Settle Camini** ..... arr	8 10	10 45	5 34	...	...
...	...	...	...	...	..... dep	8 11	10 46	5 36	...	...
12½	2 50	1 80	3 0	2 20	**Bagni** (Acque Al.) arr	8 40	11 15	6 5	...	...
...	...	...	...	...	..... arr	8 45	11 20	6 10	...	...
18	3 50	2 50	5 0	4 0	**Tivoli** ..... arr	9 25	12 0	6 50	...	...

E.M.	1 Cl.	2 Cl.	2 Cl.	2 Cl.	1 Cl.		a.m.	a.m.	p.m.		
Dist.	L. c.	L. c.	L. c.	L. c.	**Tivoli** ..... dep		5 0	10 40	4 20	...	...
5½	1 50	0 90	2 0	1 80	**Bagni** (Acque Al.) arr		5 41	11 18	5 0	...	...
...	...	...	...	...	..... dep		5 46	11 23	5 5	...	...
11½	...	...	...	...	**Settl Camini** ..... arr		6 13	11 50	5 33	...	...
...	...	...	...	...	..... dep		6 14	11 51	5 35	...	...
18	3 50	2 50	5 0	4 0	**Rome** (P. S. Lorenzo) a		6 45	12 20	6 5	...	...

VICENZA to SCHIO.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
L. c.	L. c.	L. c.	(252, 263)	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.
Fro'	Vicenza.		**Vicenza** dep	7 53	3 0	7 40	**Schio** ...dep	5 45	9 28	5 30
3 0	2 0	1 25	**Schio**..... arr	8 49	4 5	8 36	**Vicenza** arr	6 37	10 12	6 32

TREVISO and VICENZA.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
(259)	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Treviso ... dep	5 10	8 26	1 25	6 26	**Vicenza** ...dep	5 37	8 30	2 12	6 52
Castelfranco.....	6 4	9 15	2 29	7 28	**Cittadella**.....	6 37	9 38	3 20	8 3
Cittadella263	6 47	9 47	3 19	8 9	Castelfranco.....	7 2	10 12	3 45	8 39
Vicenza 252 a	7 39	10 33	4 15	9 4	**Treviso**.....arr	7 49	11 11	4 32	9 38

PADUA and BASSANO.

Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
(252-9)	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.
Padua.....dep	8 23	1 48	6 48	**Bassano** .....dep	9 0	2 29	7 22
Camposampiero	9 3	2 34	7 28	**Cittadella**	9 44	3 22	8 4
Cittadella (263)...	9 45	3 24	8 5	**Camposampiero**	10 13	3 57	8 31
Bassano .....arr	10 15	4 0	8 36	**Padua** .....arr	10 51	4 42	9 0

Extra.—Padua to Bassano, 5.22 a.m.: and vice versa, 5.55 a.m.

TURIN and LANZO.

E.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.	(250)	a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	...
P rom	...	Tu rin	...	**Turin** .....dep	6 0	8 30	11 0	12 30	4 30	6 30	...	...
4½	0 80	0 55	0 40	**Venaria Reale** ...	6 17	8 47	11 19	12 45	4 47	6 49	...	...
13	2 20	1 50	1 0	**Cirie**	6 54	9 24	12 4	...	5 24	7 32	...	...
19½	3 25	2 25	1 50	**Lanzo** .....arr	7 28	9 58	12 36	...	5 58	8 4	...	...

E.M.	1 cl.	2 cl.	3 cl.		a.m.	a.m.	a.m.	p.m.	p.m.		
—	L. c.	L. c.	L. c.	**Lanzo** .....dep	6 20	8 50	10 45	2 40	6 50	...	...
6½	1 20	0 80	0 55	**Cirie**	6 49	9 19	11 19	3 09	7 12	...	...
13½	2 60	1 75	1 20	**Venaria Reale** ...	7 22	9 52	12 1	3 42	8 5	...	...
19½	3 35	2 25	1 50	**Turin** .....arr	7 35	10 5	12 15	3 55	8 20	...	...

NAPLES and ARIELLINO.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	p. m.	p.m.		a. m.	a. m.	p. m.	p. m.	p. m.
Naples ...dep.	5 20	9 0	2 24	4 50	**Avellino** dep.	4 30	7 14	12 15	5 5	5
Cancello	6 23	9 57	3 8	5 45	**Serino**	4 46	7 30	12 29	5 23	
Nola	6 47	10 27	3 30	6 9	**Solofra**	4 55	7 38	12 41	5 32	
Palma	7 2	10 37	3 44	6 25	**Montoro**	5 17	7 59	1 3	5 54	
Sarno	7 27	10 57	4 2	6 46	**M. Severino** ...	5 34	8 15	1 20	6 11	
Codola	7 36	11 13	..	7 3	**S. Giorgio**	5 46	8 27	1 33	6 25	
S. Giorgio	7 48	11 22	4 23	7 12	**Codola**	5 56	..	1 42	6 34	
S. Severino ...	8 8	11 43	4 40	7 32	**Sarno**	6 15	8 49	1 59	6 52	
Montoro	8 21	11 55	..	7 44	**Palma**	6 34	9 6	2 17	7 11	
Solofra	8 51	12 24	5 16	8 13	**Nola**	6 49	9 22	2 34	7 27	
Serino	9 1	12 33	5 24	8 23	**Cancello**	7 21	9 54	3 7	8 1	
Avellino ...arr	9 15	12 47	5 37	8 37	**Naples**.....arr.	8 5	10 43	3 36	8 50	

NAPLES and CASTELLAMMARE.

Stations.	1—4	1—4	1—4	1—4	1—4	1—4	1—4	1—4	
	a.m.	a.m.	a.m.	a.m.	o.m.	p.m.	p.m.	p.m.	p.m.
Naples (262).....dep.	6 30	7 45	9 30	12 30	2 15	4 30	5 30	7 30	...
Portici	6 45	8 0	9 45	11 37	2 30	4 45	5 45	7 45	...
Torre del Greco	6 54	8 8	9 54	11 47	2 39	4 54	5 54	7 57	...
Torre Annunziata...	7 13	8 38	10 13	12 7	2 57	5 13	6 15	8 17	...
Castellammare arr.	7 25	8 50	10 25	12 20	3 10	5 25	6 30	8 30	...

	a. m.	a.m.	a. m.	a.m.	p.m.	p. m.	p.m.	p. m.	p.m.
Castellammare dep	5 30	6 40	8 0	10 50	1 0	3 40	6 0	7 0	...
Torre Annunziata	5 44	7 8	8 14	11 10	1 14	3 54	6 14	7 20	...
Torre del Greco.....	6 2	7 25	8 32	11 30	1 32	4 12	6 32	7 40	...
Portici	6 13	7 37	8 43	11 43	1 43	4 22	6 43	7 53	...
Naples .....arr	6 25	7 55	8 55	12 0	1 56	4 35	6 55	8 10	...

NAPLES AND PICERNO.—Strade Ferrate Meridionali.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a. m.	a. m.	a.m.	p.m.	p. m.	p.m.	p.m.
Piceno	...	...	...	...	...	...	1 14
Baragiano	...	...	...	...	...	...	2 15
Balvano	...	...	...	...	...	...	2 31
Romagnano	...	...	...	...	7 13	2 0	2 52
Ricigliano	...	...	...	6 50	9 10	2 50	3 43
Pontecagnano.....	...	...	...	7 4	9 23	2 19	5 8
Battipaglia	...	...	...	7 34	9 51	2 50	5 38
Salerno .....arr	5 15	8	8 20	7 51	10 8	3 8	5 55
.....dep	5 31	8 22	10 31	3 41	6 32		
Vietri	5 37	8 36	10 43	3 53	6 44		
Cava	5 40	8 39	10 46	3 56	6 47		
Cesarea	5 56	9 22	11 14	4 40	7 33		
Pomigliano	6 36	9 59	11 54	5 17	8 10		
Torre Annunziata.	6 54	9 39	11 36	4 59	7 51		
Torre del Greco...	7 8	9 51	12 0	5 8	7 54		
Portici	7 25	9 56	12 17	5 25	8 10		
Naples (264)	7 35	10 35	12 45	5 52	8 35		

E.M.	1st	2nd	3rd																
Dist.	L. c.	L. c.	L. c.	Stations.															
From				**Naples** (262)	dep.	...	...	...	...	...	...	5 30	5 52	...	...	...	...	...
22	1 80	1 20	0 85	**Torre del Greco**		0 45	0 55	1 50	2 45	5 30	6 25	6 40	6 45	...	...	...	...	...
29	2 40	1 60	1 10	**Torre Annunziata**...		1 0	1 10	1 55	2 55	5 40	6 35	...	...	...	...	...	...	...
33	2 70	1 80	1 25	**Pompei**		1 15	1 25	2 10	3 10	5 55	6 50	...	...	...	...	...	...	...
41	3 35	2 25	1 55	**Angri**		1 45	1 55	2 40	3 40	6 25	7 20	...	...	...	...	...	...	...
44	3 60	2 40	1 65	**Nocera**		1 55	2 5	2 50	3 50	6 35	7 30	...	...	...	...	...	...	...
48	3 90	2 60	1 80	**Cava**		2 5	2 15	3 0	4 0	6 45	7 40	...	...	...	...	...	...	...
52	4 20	2 80	1 95	**Vietri**		2 25	2 35	3 20	4 20	7 5	8 0	...	...	...	...	...	...	...
56	4 50	3 0	2 10	**Salerno**	arr.	2 45	2 55	3 40	4 40	7 25	8 20	6 30	6 40	...	...	...	...	...
				.....	dep.	...	...	3 50	...	...	...	6 40	6 50	...	...	...	...	...
60	4 80	3 20	2 25	**Battipaglia**		...	...	4 0	...	...	...	6 50	7 0	...	...	...	...	...
66	5 30	3 55	2 50	**Pontecagnano**.....		...	...	4 30	...	...	...	7 20	7 30	...	...	...	...	...
71	5 70	3 80	2 70	**Battipaglia**		...	...	4 45	...	...	...	7 35	7 45	...	...	...	...	...
77	6 15	4 10	2 90	**Eboli**		...	...	5 0	...	...	...	7 50	8 0	...	...	...	...	...
84	6 75	4 50	3 20	**Romagnano**		...	...	5 30	...	...	...	8 20	8 30	...	...	...	...	...
91	7 30	4 90	3 45	**Balvano**		...	...	5 55	...	...	...	8 45	8 55	...	...	...	...	...
97	7 80	5 20	3 70	**Baragiano**		...	...	6 20	...	...	...	9 10	9 20	...	...	...	...	...
108	8 70	5 80	4 10	**Picerno**		...	...	7 0	...	...	...	9 50	10 0	...	...	...	...	...

Castellabbatese and Ravenna.

Stations.	1,2,3	1,2,3	1,2,3
(264)	a.m.	p.m.	p.m.
Castellabbatese d.	8 1	2 35	7 0
Lugo	8 36	3 11	7 29
Bagnacavallo	8 58	3 30	7 48
Russi	9 12	3 45	7 57
Ravenna .....arr.	9 45	4 17	8 26

Stations.	1,2,3	1,2,3	1,2,3
	a. m.	p.m.	p.m.
Ravenna .....dep.	5 40	12 24	4 46
Russi	6 14	12 58	5 17
Bagnacavallo	6 25	1 21	5 32
Lugo	6 51	1 38	5 47
Castellabbatesear.	7 25	2 12	6 21

BOLOGNA, ANCONA, FOGGIA, BRINDISI, & OTRANTO.
ITALIAN SOUTHERN or ADRIATIC COAST LINE.

	PARIS (53) ..... dep	...	...	...	...	...	...	...	...	...	...	...
	LYONS	...	...	...	...	...	...	...	...	...	...	...
	MODANE (250)	...	...	...	2 40	p.m.	5 30	a.m.	...	...	...	...
	TURIN	...	...	...	7 30	,,	9 20	,,	...	...	...	...
	GENOA	...	...	...	6 25	,,	7 35	a.m.	a.m.	...	...	...
	ALESSANDRIA	...	...	...	9 20	,,	11 17	,,	5 0	...	...	...
	MILAN	...	...	...	9 40	,,	11 30	a.m.	6 0	...	...	...
	VERONA	...	...	...	11 0	,,	12 30	4 25	...	...	...	...
	VENICE	...	...	...	11 0	,,	12 40	5 0	...	...	...	...
	PADUA	...	...	...	12 5	,,	1 45	6 27	a.m.	...	...	...
	FLORENCE	...	...	...	9 20	,,	10 40	7 15	10 40	...	...	...
Bologna arrive from	{ MODENA	...	...	...	2 40	a.m.	4 32	9 48	1 46	...	...	...
	{ FERRARA	...	...	...	2 49	,,	4 34	10 43	3 40	...	...	...
	{ PISTOJA	...	...	...	2 57	,,	4 17	11 25	4 17	...	...	...
1 Cl.	2 Cl.	1, 2, 3			1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1 Cl.		

L. c.	L. c.	(250-9)	a.m.		a.m.		p.m.	p.m.	p.m.	p.m.	p.m.	
—	—	**Bologna** ...dep.	6 0	...	3 15	...	5 10	12 45	4 30	12 30	...	
Express and Ordinary		Mirandola	8 31	...	...	...	...	1 10	4 58	...	...	
		Quadorna	6 43	...	...	...	...	1 21	5 11	...	...	
		Castel S. Pietro...	6 59	...	...	...	...	1 35	5 27	...	...	
4 0	2 50	Imola	7 25	...	3 56	...	5 58	1 55	6 16	...	...	
4 75	3 35	**Castel Bol. ar.**	7 43	...	4 9	...	6 9	2 10	6 36	...	...	
...	...	,, **(203)** dp	7 55	...	4 13	...	6 13	2 23	6 50	...	...	
5 65	4 0	Faenza	8 14	...	4 28	...	6 33	2 42	7 10	...	...	
7 25	5 10	Forli	8 47	...	4 46	...	6 54	3 11	7 45	...	...	
9 40	6 66	Cesena	9 40	...	5 13	...	7 22	3 50	8 38	...	...	
12 55	8 80	**Rimini**	10 52	...	5 58	a.m.	8 2	4 47	9 50	...	...	
...	...	,, ...dep.	11 35	...	5 56	5 20	8 10	5 0	...	...	...	
16 40	11 50	Pesaro	1 2	...	6 48	7 10	9 3	6 14	...	...	...	
17 75	12 45	Fano	1 31	...	7 5	7 37	9 20	6 40	...	...	...	
20 25	14 20	Senigaglia	2 25	...	7 36	8 27	9 49	7 26	...	...	...	
22 15	15 85	**Falconara** arr	3 1	...	7 58	9 2	10 11	7 55	...	...	...	
...	...	,, ...	3 13	...	8 3	9 7	10 18	8 5	...	...	...	
23 10	16 15	**Ancona** .....arr.	3 20	...	8 15	9 24	10 30	8 20	...	...	...	
...	...	**(202)** dep	3 53	...	8 28	9 50	10 50	...	...	...	...	
24 90	17 45	Osimo	4 33	...	8 53	10 29	11 27	...	...	...	...	
25 80	18 5	Loreto	4 53	...	9	10 46	11 43	...	...	...	...	
26 15	18 40	Porto Recanati...	5 8	...	9 12	10 57	11 55	...	...	...	...	
27 95	19 55	Porto Civitanova	5 49	...	9 34	11 37	12 23	...	...	...	...	
29 75	20 85	Porto S. Giorgio	6 39	...	9 54	12 8	12 54	...	...	...	...	
32 10	25 50	Grottammare ...	7 22	...	10 25	12 53	1 34	...	...	...	...	
32 70	22 90	**S. Benedetto**	7 47	...	10 33	1 10	1 46	...	...	...	...	
35 40	24 80	Giulianova	8 43	...	11 5	1 58	2 26	...	...	...	...	
37 45	26 20	Mutignano	9 22	...	11 27	2 29	3 0	2 & 3	...	...	...	
39 55	27 70	**Pescara** ....arr.	10 10	...	11 53	3 7	3 35	a.m.	7 37	...	...	
...	...	**(205)** dep	...	...	12 2	3 25	3 55	6 15	7 50	...	...	
43 5	29 45	Ortona	...	...	12 33	4 12	4 38	6 22	...	...	...	
43 75	30 65	Fossacesia	...	...	12 56	4 49	5 12	7 21	...	...	...	
46 60	32 75	Vasto	...	...	1 34	5 51	6 10	9 13	...	...	...	
49 75	34 85	Termoli	...	...	2 6	6 46	6 58	10 40	...	...	...	
51 55	35 46	Campomarino ...	...	...	2 18	7 6	7 17	11 5	...	...	...	
56 80	39 40	**S. Severo**	2 & 3	1, 2, 3	3 26	9 9	9 6	1 58	...	...	...	
59 60	41 70	**Foggia** ....arr.	p.m.	a.m.	4 0	10 3	10 0	3 10	11 10	...	...	
...	...	**(205-6)** dp.	1 20	6 10	4 20	...	11 25	...	11 30	...	...	
63 55	44 50	Cerignola	3 13	7 28	5 5	...	12 10	...	...	...	...	
67 25	47 10	**Barletta** ...arr.	4 35	8 45	5 53	a.m.	1 0	...	...	...	...	
...	...	,, ...dep.	...	8 55	5 58	6 10	1 3	...	...	...	...	
68 75	48 10	Trani	...	9 21	6 14	6 41	1 22	...	...	...	...	
70 65	49 45	Molfetta	...	10 4	6 44	7 26	1 58	...	...	...	...	
71 45	50 0	Giovinazzo	1, 2, 3	10 20	6 57	7 42	2 4	...	...	...	...	
73 45	51 45	**Bari**	a.m.	11 0	7 25	8 20	2 32	...	1 42	...	...	
...	...	,, **(243)** dep.	5 50	...	7 40	...	2 50	...	1 52	...	...	
75 60	52 95	Mola di Bari	6 32	...	8 12	...	3 26	...	...	...	...	
78 10	54 70	Monopoli	7 23	...	8 47	...	4 7	...	...	...	...	
79 60	55 70	Fasano	7 58	...	9 11	...	4 34	...	...	...	...	
81 95	57 30	Ostuni	8 41	...	9 40	...	5 9	...	...	...	...	
84 65	59 25	**San Vito d'Otranto**	9 37	1, 2, 3	...	...	5 59	...	...	...	...	
86 0	60 20	**Brindisi** ....arr.	10 0	a.m.	10 30	...	6 10	...	3 48	...	...	
...	...	,, ...dep.	10 15	6 25	...	...	6 25	...	...	...	...	
90 30	63 25	**Lecce** .....arr.	11 30	7 40	...	...	7 35	...	...	...	...	
...	...	,, dep.	...	7 50	...	...	7 45	...	...	...	...	
91 45	64 0	S. Donato	...	8 11	...	...	8 5	...	...	...	...	
93 0	65 10	Corigliano	...	8 45	...	...	8 38	...	...	...	...	
93 60	65 50	**Maglie**	...	9 0	...	...	8 51	...	...	...	...	
94 60	66 95	**Otranto** ...arr.	...	9 40	...	...	9 30	...	...	...	...	

* Pullman Sleeping Cars by this Train, from Bologna to Brindisi.

Sundays only.

With Mails for Indis.

MESSINA, CATANIA, & PALERMO.

	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
		a.m.	a.m.	p.m.	p.m.	
...	**Messina** .....dep	9 0	5 35	1 10	6 5	
...	Galati.....	9 23	5 57	1 27	5 27	
...	Nizza Sicilia.....	10 5	6 31	1 56	6 3	
...	Piedimonte	11 24	7 40	3 47	7 15	
...	**Catania**.....arr	11 55	9 0	3 48	8 40	
...	,, **(265)** dep	12 20	9 25	4 5	...	
...	**Biscoca** .....arr	5 35	9 40	4 18	...	
...	,, ...dep	5 36	9 42	4 19	...	
...	Sferro	6 37	10 48	5 8	...	
...	Catenanuova	7 4	11 16	5 31	...	
...	Leonforte	8 19	12 55	6 40	...	
...	**S. Cat'rina(Xirbi)**	10 4	3 12	8 34	...	
...	**Caltanisetta** ...arr	10 20	3 30	8 50	a.m.	
...	,, ...dep	10 35	...	...	5 25	
...	**Canicatti**.....arr	11 48	...	a.m.	6 40	
...	* TRANSIT by dil. dp	12 0	...	,,	6 55	
...	,, ...arr	...	a.m.	p.m.	...	
...	**Porto Emped** dp	2 35	4 0	5 15	9 40	
...	**Girgenti** .....dep	3 8	4 30	5 48	10 13	
...	**Caldare** .....arr	3 35	4 55	6 15	10 40	
...	,, ...dep	3 55	5 0	...	10 55	
...	Comitini.....	4 17	5 18	...	11 16	
...	Acquaviva-Platani..	5 6	6 2	...	12 6	
...	**Roccapalumba** a	...	...	...	...	
...	,, ...dep	6 35	7 30	...	1 56	
...	**Termini** .....arr	7 55	8 50	a.m.	3 40	
...	,, ...dep	8 0	8 56	5 45	3 45	
...	Bagheria	8 48	9 49	6 50	5 0	
...	**Palermo** .....arr	9 10	10 15	7 20	5 30	

E.M.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
Dist.		a.m.	p.m.	a.m.	p.m.	
...	**Palermo**.....dep	5 35	3 0	9 15	5 30	
8	Bagheria	6 5	3 30	9 47	6 4	
23	**Termini**	6 54	4 23	10 42	7 15	
...	,, ...dep	7 0	4 30	10 55	...	
43½	**Roccapalumba** a	...	...	...	...	
...	,, ...dep	8 23	5 55	12 45	...	
62	Acquaviva Platani..	9 45	7 31	2 18	...	
73½	Comitini	10 27	8 16	3 10	...	
77½	**Caldare**.....arr	10 45	8 36	3 30	a.m.	
...	,, ...dep	10 55	8 42	3 45	7 30	
...	**Girgenti** .....arr	11 22	9 10	4 16	8 2	
...	**Porto Emped** ..	11 50	9 40	4 45	8 30	
...	* TRANSIT by dil.	...	...	...	...	
...	**Canicatti**.....arr	2 35	...	7 20	...	
94½	**Canicatti** ..... dep	2 50	...	7 35	...	
115½	**Caltanisetta** ...arr	6 0	a.m.	8 45	a.m.	
...	,, ...dep	6 10	...	...	10 30	
116½	**S. Cat'rina(Xirbi)** d	4 27	5 34	...	10 47	
140½	Leonforte	6 33	7 15	...	1 5	
160½	Catenanuova	7 32	8 20	...	2 18	
168½	Sferro	7 56	8 46	...	2 45	
183½	**Biscoca** .....arr	8 45	9 38	...	3 42	
...	,, ...dep	8 46	9 40	...	3 44	
188½	**Catania**.....arr	9 0	9 55	p.m.	4 0	
...	,, ...dep	10 30	10 15	1 10	5 5	
241	Piedimonte	6 55	11 25	2 46	6 32	
42½	Nizza-Sicilia	8 1	12 18	3 56	7 38	
52½	Galati.....	8 39	12 48	4 36	8 17	
59	**Messina** (265) arr	9 0	1 5	5 0	8 40	

P. & O. Co.'s Str. to Egypt.

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OTRANTO, BRINDISI, FOGGIA, ANCONA, and BOLOGNA.

FERRARA AND ADRIATIC.

Bologna Dep. for	Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1 & 2 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	PISTOJA	p2 24	p5 15	2 24	p.m.	a.m.	12 20
	FERRARA	2 45	p5 5/12 5				12 45
	MODENA	a9 40	p5 25 11 55				12 56
	FLORENCE	8 20	p9 20	8 20			5 37
	PADUA		p2 32	2 59			3 42
	VENICE		10 50	4 10			4 54
	VERONA		10 15	4 24			4 22
	MILAN			5 5			5 47
	ALESSANDRIA	p8 0		5 16			6 20
	GENOA	11 32	p.m.	9			10 30
	TURIN	11 5		7 12			8 25
	MODANE	3 20		12 15	a.m.	p.m.	12 34

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.
	a.m.					a.m.
Otranto dep	6 0					4 15
Maglie	6 44					5 5
Corigliano	6 55					5 17
S. Donato	7 30					5 54
Lecce arr	7 50	p.m.				6 15
,, dep	8 0	1 50				6 30
Brindisi arr	9 10	3 0				7 55
,, dep	9 20	3 15				
San Vito Otr.	9 39	3 32				
Ostuni	4 3					
Fasano	4 36					
Monopoli	5 1					
Mola di Bari	5 38					
Bari arr	6 10	a.m.				p.m.
,, (667) dep		12 45	6 36	5 10		3 0
Giovinazzo		1 12	6 56	5 46		3 36
Molfetta		1 23	7 12	6 6		3 54
Trani		1 54	7 41	6 46	2 & 3	4 35
Barletta arr		2 12	8 2	7 10	p.m.	5 0
,, dep		2 16	8 6	7 22	5 53	
Corigniola	2 & 3	2 16	9 3	8 50	7 40	1, 2, 3
Foggia arr	a.m.	4 5	9 52	10 3	9 5	a.m.
,, (666) dep	10 15	4 15	10 10			6 0
Motta	10 50	4 42				6 25
S. Severo	11 38	5 12	10 49			6 56
Campomarino	2 25	7 14	12 5			8 51
Termoli	3 0	7 38	12 17			9 10
Vasto	4 17	8 39	12 53			10 10
Pescasseia	6 1	9 45	1 34			11 13
Ortona	6 58	10 35	1 56	1, 2, 3	1, 2, 3	11 48
Pescara arr	7 50	11 10	2 25	a.m.	p.m.	12 24
,, (665) d		2 33	3 9	4 45	12 50	
Mutignano			3 57	5 29	1 29	
Giulia			4 41	6 7	2 8	
Tortoretto			5 4	6 37	2 34	
S. Benedetti		3 53	5 45	6 58	2 55	
Grottammare		4 5	6 0	7 16	3 10	
Porto S. Giorg.		4 24	6 50	8 2	3 57	
Porto Civitano.		5 0	7 35	8 43	4 38	
Porto Recanati			8 9	9 17	5 10	
Loreto			8 22	9 28	5 22	
Osimo	1, 2, 3	5 37	8 53	9 46	5 42	
Ancona arr	a.m.	6 1	9 28	10 20	6 14	
,, dep	8 15	6 21	11 13	3 38	6 45	
Falconara	8 31	6 33	11 30	3 55	6 57	
,, dep	8 39	6 45	11 40	4 8	7 3	
Sinigaglia	9 18		12 30	4 54	7 52	
Fano	9 56	7 39	1 26	5 42	8 32	
Pesaro	10 26	8 0	2 0	6 20	8 12	
Rimini arr	a.m.	8 47	3 15	7 35	9 1	
,, dep	4 45	11 50	8 52	2 35		9 12
Cesena	6 4	12 57	9 31	5 4		9 57
Forli	6 46	1 37	9 57	5 58		10 34
Faenza	7 14	2 9	10 17	6 30		10 56
Castel Bol.	7 31	2 24	10 29	6 47		10 57
,, (669) d	7 43	2 40	10 34	7 7		11 2
Imola	8 4	3 2	10 34	7 33		11 15
Castel S. Pietro	8 22	3 27	11 4	7 59		
Quaderna	8 43	3 49		8 15		
Mirandola	8 56	3 59		8 32		
Bologna arr	9 30	4 30	11 34	8 56		12 0
(665-9)						

Bologna Dep. for	Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	E.M.1 Cl.	2 Cl.	3 Cl.
		a.m.	a.m.	p.m.	p.m.	p.m.		
	Messina dep	5 35	9 0	1 10	5 5			
	Scaletta	6 27	9 43	1 57	5 47			
	Giarre	6 47	9 53	2 8	5 57			
	Piedimonte	7 17	10 38	2 30	6 31			
	Giardini	7 40	11 21	2 47	7 15			
	Taormina	8 22	11 51	3 30	8 15			
	Catenuia	8 36	12 35	3 30	8 15			
	Acireale	8 43	12 42	3 37	8 22			
	Catania arr	9 0	1 5	3 48	8 40			
	,, (664) dp	9 35		4 35				
	Valsavoia	6 18		5 26				
	Agnone	6 48		6 1				
	Syracuse	8 25		7 40				

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	E.M.1 Cl.	2 Cl.	3 Cl.
	a.m.	a.m.	p.m.	p.m.			
Syracuse dep			1 25				
Agnone			3 7				
Valsavoia			3 43				
Catania arr			4 33				
(664-6)			5 3				
Catania dep	8 30	10 15	5 29				
Acireale	9 1	10 46	5 59				
Catenuia	9 8	10 53	6 6				
Taormina	9 22	11 7	6 20				
Giardini	9 58	11 42	6 56				
Piedimonte	10 20	12 4	7 18				
Giarre	10 37	12 21	7 35				
Scaletta	11 20	1 4	8 18				
Messina arr	12 10	1 55	9 8				

MESSINA and SYRACUSE.

FOGGIA and CANDELA.

Stations.	Trains	Trains
	1, 2, 3 class	1, 2, 3 class
	a.m.	p.m.
Foggia dep	6 15	3 7
Candela	7 56	4 33
(664-6)	8 30	5 3
Rocchetta	9 30	6 3
Lacedonia	10 15	6 48
Rocchetta	10 55	7 29
Avellino	1 46	5 29
Rocchetta	2 46	6 29
Benevento	3 33	7 15
Cancello arr	5 20	8 50
Naples	5 30	9 0
Cancello dep	8 15	5 20
Caserta	8 33	5 38
Arvoli	8 53	5 41
Ortona	8 51	5 56
Cervaro	9 15	6 20
Candela	9 30	6 33

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.	p.m.
Syracuse dep			1 25	
Agnone			3 7	
Valsavoia			3 43	
Catania arr			4 33	
(664-6)			5 3	
Catania dep	5 30	10 15	5 29	
Acireale	6 1	10 46	5 59	
Catenuia	6 8	10 53	6 6	
Taormina	6 22	11 7	6 20	
Giardini	6 58	11 42	6 56	
Piedimonte	7 20	12 4	7 18	
Giarre	7 37	12 21	7 35	
Scaletta	8 20	1 4	8 18	
Messina arr	9 10	1 55	9 8	

Stations.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	1, 2, 3 Cl.	E.M.1 Cl.	2 Cl.	3 Cl.
	a.m.	a.m.	p.m.	p.m.			
Syracuse dep			1 25				
Agnone			3 7				
Valsavoia			3 43				
Catania arr			4 33				
(664-6)			5 3				
Catania dep	8 30	10 15	5 29				
Acireale	9 1	10 46	5 59				
Catenuia	9 8	10 53	6 6				
Taormina	9 22	11 7	6 20				
Giardini	9 58	11 42	6 56				
Piedimonte	10 20	12 4	7 18				
Giarre	10 37	12 21	7 35				
Scaletta	11 20	1 4	8 18				
Messina arr	12 10	1 55	9 8				

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EXPRESS NAPLES TO FOGGIA.

E M	1 cl	2 cl	Exp. 3 cl.	O'dinʳʸ 3 cl.	4 cl	Stations.	1—4	1,2,3	1,2,3	1 & 2	1—4	1,2,3
Dist.	and Ord.							Trains.				
	L. c.	L. c.	L. c.	L. c.	L. c.		p.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—		F	rom Napl	es.	—	Naplesdep.	1 25	5 0	6 45	4 0	5 13	9 10
6½	1 15	0 80	0 60	0 50	0 35	Casoria	12 48	5 15	7 6	4 14	5 35	9 27
8	1 60	1 15	0 80	0 65	0 45	Fratta Grnio	12 52	5 24	7 19	4 23	5 47	9 38
9½	1 85	1 30	0 95	0 75	0 5	S. Antimo ..	12 58	...	7 25	...	5 53	9 44
12½	2 30	1 60	1 15	0 95	0 65	Aversa	1 10	5 35	7 38	4 36	6 7	10 0
21½	4 0	2 80	2 0	1 60	1 10	Caserta ar.	1 40	5 59	8 8	4 57	6 39	10 29
						„ (262)	dep	6 2	8 14	5 2	6 42	10 40
30	5 45	3 80	2 75	2 20	1 50	Valle di Maddaloni	.....	...	8 48	...	7 16	...
33½	6 15	4 30	3 10	2 45	1 70	Dugenta	.....	6 39	9 5	5 34	7 39	11 23
40½	7 35	5 15	3 70	2 95	2 5	Telese	.....	7 0	9 26	5 53	8 5	11 49
43½	7 95	5 55	4 0	3 20	2 20	Solopaca	.....	7 9	9 48	...	8 18	12 0
53	8 75	6 10	4 40	3 50	2 40	S. Lor. Maggiore	.....	...	10 4	...	8 33	...
51	9 30	6 50	4 65	3 75	2 55	Ponte di Benaven.	.....	7 37	10 18	...	8 46	12 24
55½	10 10	7 8	5 5	4 5	2 75	Vitulano	.....	...	10 35	...	9 3	...
61½	11 0	7 70	5 50	4 40	3 0	Benevento arr	.....	7 50	10 53	6 38	9 20	12 55
						„	dep	7 55	11 10	6 43	...	1 16
64½	11 65	8 15	5 85	4 70	...	Ponte Valentino...	.....	...	11 26	...	...	...
69	12 45	8 75	6 25	5 0	...	Apice	.....	8 17	11 43	...	...	1 37
74	13 45	9 45	6 75	5 40	...	Buonalbergo	.....	...	12 2	...	...	...
77½	14 5	9 85	7 5	5 65	...	Montecalvo	.....	8 45	12 24	7 32	...	2 15
84	15 40	10 80	7 70	6 15	...	Ariano	.....	9 12	1 2	8 1	...	2 53
90	16 50	11 55	8 25	6 60	...	Savignano-Grecl	.....	9 40	1 40	...	...	3 30
102	18 65	13 10	9 35	7 50	...	Bovino	.....	10 15	2 30	8 59	...	4 25
107	19 45	13 65	9 75	7 80	...	Giarolnetto	.....	10 26	2 44	...	...	4 40
118	21 50	15 5	10 75	8 60	...	Cervaro	.....	...	3 18	...	...	...
123	22 40	15 70	11 20	8 95	...	Foggia (264)	arr	11 0	3 35	9 40	...	5 30
								p.m.	p.m.	p.m.	...	a.m.
								a.m.	p.m.		...	a.m.
...	...	...	...	...	...	Foggia { Bari	dp	11 25	4 20	p.m.	...	6 10a
						{ Bologna		...	p4 15	10 10	...	6 10a
136	34 10	18 90	19 30	14 50	7 25	CANDELA	arr	...	6 35	p	...	8 30a
199½	35 35	21 75	28 30	21 20	10 60	BARI	.....	p2 32	p7 25	p	a.m.	11 0
204½	47 55	33 30	29 5	21 55	14 30	BRINDISI	.....	6 10	10 30	p	...	...
292	51 70	36 20	41 10	31 5	15 55	LECCE	.....	7 35	...	...	...	...
270½	47 65	33 50	38 30	28 75	14 40	TARANTO	.....	p6 20	...	...	...	p.m.
232½	41 15	28 80	32 95	24 70	12 35	PESCARA	.....	...	11 10	2 30	a	6 35
223½	57 90	40 5	45 80	34 35	17 20	ANCONA	.....	...	...	6 25	a	6 35
459	79 65	55 75	63 75	47 80	23 90	BOLOGNA	.....	...	...	12 0 noon	...	12 10 a.m.

FOGGIA TO NAPLES.

Stations.	1	2	3		1,2,3	1,2,3	1,2,3	1 & 2
	Trains.							
	a.m.				p.m.	a.m.	p.m.	a.m.
BOLOGNA .....dep	...	...	...		...	5 25		3 15
ANCONA ..... „	9 30	...	...		p	10 50	6	8 25a
PESCARA ..... „	3 8p	...	...		a4	5	a	1 57a
TARANTO ..... „	2 0p	...	...		...	...	...	a7 50
LECCE ..... „	1 50p	...	...		...	...	...	a8 0
BRINDISI ..... „	3 15p	...	...		...	...	...	a9 20
BARI ..... „	6 28p	...	...		a.m.	a5 10		1 45p
CANDELA ..... „	...	...	...		5 30	...		1 30p
FOGGIA { Bol'ana	9 55p	...	...		a	10 15	a	4 0p
{ Bari arr	10 52p	...	...		10	10 40	4	5p
(264-3)	p.m.	...	...		a.m.	a.m.	a.m.	p.m.
Foggia.....dep	10 30	...	...		6	5 10	25	4 25
Cervaro	...	...	...		6 26	10 45	...	...
Giardinetto	...	...	...		7	2 11	24	...
Rovino	11 52	...	...		7 27	11 50	5	5 10
Savignano-Grecl	12 52	...	...		8 30	12 57	5	5 47
Ariano	1 32	...	...		9 11	1 31	6	6 15
Montecalvo	2 12	...	...		9 46	2 0	6	6 42
Buonalbergo	...	...	...		9 58	2 12	...	...
Apice	2 40	...	...		10 16	2 29	...	...
Ponte Valentino...	...	...	...		10 32	2 43	...	...
Benevento arr	3 7	1—4	1—4		10 45	2 55	7	7 21
	a.m.	a.m.				p.m.		
„ dep	3 20	6 0	11 0		3	5	7	7 26
Vituiano	...	6 18	11 17		3 21	...	...	...
Pon. di Benevento	3 50	6 36	11 32		3 36	...	...	...
S. Lor. Maggiore	...	6 48	11 43		3 47	...	...	...
Solopaca	4 16	7 7	11 57		4 1	...	...	...
Telese	4 39	7 20	12 10		4 13	6	6	...
Dugenta	5 2	7 50	12 44		4 42	8	26	...
Valle di Maddalo.	5 19	8 9	1 1		4 59	...	...	...
Caserta ar	p.m.	5 55	8 49		1 34	5 34	9	3
„ dp	4 40	6 2	8 55		1 40	5 38	9	5
Aversa	4 32	6 38	9 32		2 15	6 12	9	37
S. Antimo ...	4 40	6 47	9 40		2 24	6 19	...	...
Fratta-Grnio	4 46	6 54	9 48		2 30	6 27	9	37
Casoria	4 56	7 10	10 4		2 45	6 40	9	47
Napies arr	5 13	7 30	10 25		3 5	7 0	10	0

OZIERI and CHILIVANI.

E M.	1 cl.	2 cl.	3 cl.	4 cl.	Stations.	1—4	1—4	Stations.	1—4	1—4	
Dis.	L. c.	L. c.	L. c.	L. c.		a.m.	p.m.		a.m.	p.m.	
—	F	rom Oz	ieri.		Ozieri .....dep.	8 16	3 56	(267)	7 55	3 35	...
3½	0 60	0 40	0 30	0 20	Chilivani ....arr	8 30	4 10	Chilivani ....dep.	8 7	3 47	...
								Ozieri .... arr.			

VITTORIO and CONEGLIANO.

E.M.	1 cl.	2 cl.	3 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	L. c.	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	p.m.	
—	From Vittorio				Vittorio .....dep	6 45	10 54	5 30	9 45	Conegliano ....dep	8 0	12 46	6 19	7 40	...
19	1 60	1 20	0 80		Conegliano .....arr	7 9	11 23	5 44	7 7	Vittoria.....arr	8 29	1 8	6 36	8 6	...

BUFFALORIA AND COSENZA.

E.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3
Dist.	L. c.	L. c.	L. c.		Trains.			Trains.	
From	Buffaloria			Stent-na.	p.m.	p.m.	Cosenza	a.m.	a.m.
6½	1 15	0 80	0 50	Doria Casena .....dep	5 30	8 30	Rende San Fill .....dep	6 5	9 0
10	1 85	1 30	0 75	Crezzano Castrovillari	5 51	9 5	Casena	6 24	9 14
15	2 75	1 90	1 10	Lattarico	6 7	9 27	Doria Casena	6 41	9 31
18½	3 40	2 40	1 40	San Marco Argentano	6 45	9 57	Bil-igiano	7 0	9 50
23½	4 30	3 20	1 85	Bil-igiano	7 23	10 27	Lattarico	7 19	10 7
28½	5 20	3 80	2 20	Mongalio Ufugo	7 39	10 43	San Marco Argentano	7 45	10 33
34½	6 20	4 45	2 65	Rende San Fill	8 4	11 8	Crezzano Castrovillari	8 19	11 8
42½	7 80	5 60	3 15	Buffaloria (263)	8 36	11 40	Buffaloria	8 50	11 40
				arr	8 36	11 40	arr	8 50	11 40

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BARI, TARANTO, CATANZARO and REGGIO.

E.M.	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3
Dist.	L. c.	L. c.	L. c.	L. c.							
—	—	—	—	—	BOLOGNA ...dep	...	...	...	...	...	...
—	—	—	—	—	ROME ..... ,,	...	...	...	...	...	...
—	—	—	—	—	NAPLES ..... ,,	...	...	...	...	...	...
—	—	—	—	—	FOGGIA ..... ,,	...	...	...	...	...	...
					(264-6)	p.m.		a.m.	a.m.	p.m.	
—	From	B	art.		**Bari** .....dep	2 45	...	...	5 15	4 35	
68	1 25	0 90	0 50		Modugno	3 5	...	...	5 36	5 2	
333	6 15	4 30	2 45		Gioia del Colle	4 36	...	...	7 20	6 50	
417	8 75	6 10	3 50		Castellaneta	5 14	...	...	8 3	...	
71½	12 0	9 10	5 20		**Taranto** .....arr	6 20	...	...	9 20	...	
From	T	aranto.			,, ...dep	6 45	...	5 0	11 15	...	
98½	5 0	3 50	2 0		**Torremare**.....arr	7 56	...	6 15	12 48	...	
—	—	—	—		,, **(267)** ...dep	8 2	...	6 23	1 10	...	
108½	6 80	4 75	2 75		Scanzano Montal'ano	8 32	...	6 56	1 48	...	
148	12 90	9 75	5 60		Buffaloria **266**	10 36	...	9 8	4 40	...	
164	14 45	11 80	6 75		Rossano.....	11 21	...	10 6	5 41	...	
183½	20 50	14 35	8 20		Cariati.....	12 11	...	11 20	6 59	...	
218	26 70	18 70	10 70		**Cotrone** .....arr	1 39	a.m.	1 15	9 0	...	
—	—	—	—		,, ...dep	1 55	5 0	1 55	...	...	
254½	33 25	23 35	13 25		**Catanzaro** .....arr	4 0	7 20	4 15	...	...	
—	—	—	—		,, ...dep	4 10	7 55	4 25	...	...	
259	34 15	23 90	13 70		Squillace.....	...	8 8	4 37	...	...	
276½	35 50	24 85	14 20		Soverato.....	4 41	8 34	5 1	...	...	
278½	36 30	25 40	14 55		San Andrea	...	8 52	5 19	...	...	
283	36 55	27 0	15 45		Monasterace	5 30	9 40	6 1	...	...	
295½	40 90	28 60	16 35		Roccella	6 8	10 26	6 45	...	...	
306	42 75	29 90	17 10		Gerace.....	6 48	11 12	7 31	...	...	
318	44 90	31 45	17 95		Bianconuovo.....	7 25	12 2	8 16	...	...	
338½	48 60	34	19 45		Bova	8 33	1 23	9 20	...	...	
346½	50 10	35	20		Melito.....	9 4	1 57	9 48	...	...	
365	53 45	37 45	21 40		**Reggio** .....arr	10 0	3 5	10 45	...	...	
						a.m.	p.m.				
—	—	—	—	—	REGGIO .....dep	10 45	3 45	...	...	...	
—	—	—	—	—	MESSINA .....arr	11 45	4 45	...	...	...	

Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	2 & 3
	p.m.		a.m.		
MESSINA .....dep	2 0	...	9 0	...	
REGGIO.....arr	3 0	...	10 0	...	
	p.m.	a.m.	a.m.	a.m.	
Reggio ....dep	4 0	...	5 0	11 10	...
Melito	4 54	...	5 55	12 15	...
Bova	5 21	...	6 21	12 50	...
Bianconuovo.....	6 21	...	7 27	2 10	...
Gerace.....	7 3	...	8 9	3 0	...
Roccella	7 43	...	8 52	3 55	...
Monasterace	8 24	...	9 35	4 51	...
San'Andrea	...	...	10 18	5 41	...
Soverato.....	9 13	...	10 37	6 3	...
Squillace.....	...	...	11 3	6 28	...
Catanzaro .....arr	9 45	...	11 15	6 40	...
,, ...dep	9 55	...	11 25	7 0	...
Cotrone .....arr	12 0	...	1 30	9 30	...
,, ...dep	12 20	5 0	1 50	...	...
Cariati.....	1 51	6 56	3 43	...	...
Rossano	2 44	8 6	4 49	...	...
Buffaloria **266**	3 40	9 2	5 55	...	...
Scanzano Montal'ano	5 29	11 24	8 30	...	...
Torremare.....arr	6 8	11 56	8 59	...	...
,, **(267)** .....dep	6 15	12 10	9 8	...	...
Taranto .....arr	7 30	1 35	10 30	...	...
,, ...dep	7 50	2 0	...	...	...
Castellaneta	9 18	3 34	...	...	a.m.
Gioia del Colle	10 5	4 30	...	...	6 0
Modugno	11 32	6 1	...	...	7 55
Bari ... (265) ...arr	11 50	6 18	...	...	8 15
FOGGIA.....arr	...	...	...	...	...
NAPLES ..... ,,	...	...	...	...	...
ROME ..... ,,	...	...	...	...	...
BOLOGNA..... ,,	...	...	...	...	...

TORREMARE and CALCIANO.

K.M.	1 Cl.	2 Cl.	3 Cl.	[All 1,2,3 Class.]	a.m.	p.m.
Dist.	L. c.	L. c.	L. c.	**Torremare (267)** d	6 25	1 15
8	1 50	1 5	0 60	Bernalda.....	6 50	1 46
38	6 90	4 85	2 80	Grassano	8 31	3 41
394	7 25	5 10	2 90	**Calciano** ..... arr	...	...

E.M.	1 Cl.	2 Cl.	3 Cl.	[All 1,2,3 Class.]	a.m.	p.m.
Dist	L. c.	L. c.	L. c.	**Calciano** .....dep	...	5 17
2½	0 50	0 35	0 20	Grassano	9 24	5 17
32½	5 90	4 15	2 40	Bernalda	11 17	7 13
39½	7 25	5 10	2 90	**Torremare (267)** arr	11 40	7 40

CAGLIARI and ORISTANO.—Compagnia Reale delle Ferrovie Sarde.

E.M.	1 Cl.	2 Cl.	3 Cl	Stations.	1—4	1—4
Dis.	L. c.	L. c.	L. c.		a.m.	p.m.
From	Cagli	ari.		**Cagliari** ...dep	7 0	2 0
5	0 95	0 65	0 50	Elmas	...	2 16
8	1 30	1 5	0 75	Assemini	...	2 27
10½	1 95	1 25	1 0	**Decimoman'a**	7 40	2 40
16½	2 95	2 10	1 50	**Villasor**	7 59	2 59
19½	3 55	2 50	1 80	Serramanna.....	8 14	3 14
23½	4 30	3 5	2 15	Samassi	8 37	3 37
29	5 10	3 60	2 55	Sanluri	8 55	3 55
31½	5 65	4 0	2 85	**San Gavino**...	9 10	4 10
36½	6 60	4 80	3 30	Pabillonis	9 26	4 26
43	7 80	5 50	3 90	Uras.....	9 54	4 54
48	8 75	6 10	4 40	Marrubiu	10 12	5 12
59½	10 65	7 45	5 35	**Oristano**....arr.	10 45	5 45

A tax of 5 Centimes levied upon each Ticket.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—4	1—4
Dis.	L. c.	L. c.	L. c.		a.m.	p.m.
From	Oristano			**Oristano** ...dp.	7 30	2 30
11	2 5	1 45	1 5	Marrubiu	8 1	3 1
16½	2 95	2 10	1 50	Uras.....	8 16	3 16
22	4 10	2 85	2 5	Pabillonis	8 43	3 43
27½	5 0	3 50	2 50	**San Gavino** ...	9 5	4 5
31½	5 65	4 0	2 85	Sanluri	9 17	4 17
35½	6 45	4 55	3 25	Samassi	9 38	4 38
40	7 25	5 10	3 65	Serramanna	9 56	4 56
43	7 80	5 50	3 90	**Villasor**	10 11	5 11
48½	8 85	6 20	4 45	**Decimoman'a**	10 38	5 39
50½	9 20	6 45	4 60	Assemini.....	10 48	...
55½	9 75	6 85	4 90	Elmas	11 0	...
59½	10 65	7 45	5 35	**Cagliari (267)** ar	11 15	6 15

CAGLIARI and IGLESIAS.

E.M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4.	1—4.	1—4
Dis.	L. c.	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.
From		Ca	gliari.		**Cagliari** ...dep	6 45	9 55	5 0
5	0 95	0 65	0 50	0 30	Elmas.....	7 1	10 11	5 17
8	1 30	1 5	0 75	0 45	Assemini	7 12	10 22	5 29
10½	1 95	1 25	1 0	0 60	**Decimomanu**	7 28	10 38	5 47
16½	2 40	2 40	1 70	1 50	**Siliqua**	7 59	11 17	6 15
33½	6 15	4 30	3 10	1 85	**Iglesias**.....arr	9 0	12 5	7 15

E.M.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	1—4.	1—4.	1—4
Dis.	L. c.	L. c.	L. c.	L. c.		a.m.	a.m.	p.m.
From			Iglesia	s	**Iglesias** ...dep	6 0	10 5	4 20
2	0 85	**Siliqua**				7 1	11 4	5 20
23	4 30	3 5	2 15	1 30	**Decimomanu**	7 35	11 38	5 58
25½	4 75	3 35	2 40	1 45	Assemini	7 45	11 48	6 8
28½	5 35	3 75	2 70	1 60	Elmas.....	7 57	12 0	6 20
33½	6 15	4 30	3 10	1 85	**Cagliari (267)** ar	8 12	12 15	6 35

PORTO TORRES and GIAVE.

E.M.	1 cl.	2 cl.	3 cl.	4 cl.	Stations.	1—4	1—4	1—4	1—4
Dist.	L. c.	L. c.	L. c.	L. c.		a.m.	p.m.	p.m.	
From	Porto		Tor	res.	**P. Torres** dep	8 50	...	1 0	5 15
9½	1 70	1 20	0 85	0 55	San Giorgio.....	9 3	p.m.	1 33	5 48
13½	2 30	1 60	1 15	0 70	Sassari	5 40	9 17	1 20	1 47
21½	3 85	2 70	1 95	1 20	Scala di Giocca	6 18	...	1 58	...
25½	4 55	3 75	2 70	1 60	Ploseghe	6 58	...	2 36	...
41½	7 60	5 30	3 80	2 30	Chilivani **(266)**	8 38	...	4 15	...
57½	10 55	7 40	5 30	3 20	**Giave**.....arr	9 55	...	5 32	...

Stations.	1—4	1—4	1—4	1—4
	a.m.		p.m.	
Giave .....dep	6 30	...	2 7	...
Chilivani	8 40	...	4 25	...
Ploseghe	9 27	...	5 16	...
Scala di Giocca	10 5	a.m.	5 50	p.m.
Sassari	6 20	10 42	11 0	6 27
San Giorgio.....	6 35	...	11 18	...
P. Torres arr	7 7	...	11 47	...

MADRID AND HENDAYA.—Ferro Carril del Norte.—Distance 393 miles.

1 cl. from Madrid	2 cl.	3 cl.	Stations.	1,2,3 a.m.	Ex 1 p.m.	1,2,3 p.m.				1,2,3			Stations.	Ex 1 p.m.	1,2,3 a.m.	1,2,3 a.m.			1,2,3		
rs. cs.	rs. cs.	rs. cs.	**Madrid**.....dep.	7 50	4 45	7 30	...	...	...				**Hendaya (45)**dp.	...	...	...	...	...			
4 36	3 50	2 25	Pozuelo	8 17	...	7 47	...	...	...				**Irun**	2 30	7 30	6 0	...	...			
9 0	6 75	4 25	Las Rozas	8 43	5 13	8 6	...	...	...				Renteria.....	2 47	7 47	6 19	...	...			
...	...	...	Torrelodones.....	9 14	...	8 30	...	...	...				Pasajes	2 56	7 53	6 26	...	...			
19 0	14 25	8 75	Villalba	9 35	5 50	8 50	...	...	...				**San Sebastian**	3 12	8 12	6 36	...	...			
25 50	19 25	11 50	**El Escorial**	10 13	6 13	9 17	...	...	...				Hernani.....	3 24	8 24	...	...	...			
29 50	22 25	13 50	Robledo	10 53	6 38	9 46	...	...	...				Andoain	3 37	8 39	...	...	...			
38 50	29 0	17 50	Las Navas	11 48	7 13	10 28	...	...	...				Tolosa.....	4 1	9 2	...	...	...			
41 0	30 75	18 50	Navalperal	12 18	7 39	10 45	...	...	...				Beasain	4 29	9 34	...	...	...			
57 0	42 75	30 75	Avila (Buffet) arr.	1 43	8 26	11 46	...	...	...				Zumarraga	5 0	10 12	a.m.	...	...			
...	...	...	,, ...dep.	2 10	8 51	11 54	...	...	...				**Alsasua (270)**...	6 0	11 20	7 13	...	...			
64 0	48 0	20 75	Mingorria	2 39	...	12 18	...	...	...				Salvatierra	6 27	11 39	7 55	...	...			
69 0	51 75	29 0	Velayos	3 2	...	12 39	...	...	...				**Vitoria**	7 2	12 20	8 20	...	...			
72 50	54 50	31 25	**San Cildrian** ...	3 25	9 34	12 54	...	...	...				Nanclares	...	1 0	8 52	...	...			
77 0	57 75	32 75	Adanero	3 45	...	1 13	...	...	...				Manzanos	...	1 16	9 25	...	...			
82 50	62 0	34 75	Arévalo	4 15	10 5	1 37	...	...	...				**Miranda(269)**...	8 10	2 5	10 15	...	...			
90 50	68 0	37 25	Ataquines	4 47	...	2 6	...	...	...				Pancorbo	8 43	2 51	10 52	...	...			
95 0	71 25	40 75	Gomez Narro	5 6	...	2 23	...	...	...				Briviesca	9 14	3 37	11 26	...	...			
100 0	75 0	42 75	**Medina (273)** ...	5 45	11 1	2 49	...	...	...				Santa Olalla.....	9 40	4 14	11 50	...	...			
104 50	78 50	45 0	Fozaldes	6 10	...	3 11	...	...	...				Quintanapalla	10 3	4 45	...	a.m.	...			
108 0	81 0	47 25	**Matapozuelos**.....	6 27	11 30	3 26	...	...	...				**Burgos**.....	10 32	5 25	...	2 0	...			
112 0	84 0	48 75	Valdestillas.....	6 47	...	3 45	...	...	...				Quintanilleja	...	5 42	...	2 20	...			
114 50	86 0	50 50	Viana	6 59	...	3 53	...	...	...				Estépar	...	5 59	...	2 45	...			
121 0	90 75	51 75	**Valladolid**	7 50	12 14	...	p.m.	...	...				Villaquirán	...	6 17	...	3 15	...			
127 50	95 75	54 50	Cabezon	8 16	...	...	5 50	...	...				Villodrigo	11 27	6 37	...	3 39	...			
129 50	97 25	58 50	Aguilarejo	8 28	...	...	6 10	...	...				Quintana	11 47	6 58	...	4 10	...			
136 50	102 50	58 50	Duenas .....[269	8 58	12 54	...	6 20	...	...				Torquemada	...	7 18	...	4 33	...			
139 50	104 75	63 0	**Venta de Baños**	9 25	1 11	...	6 44	...	...				Magas	...	7 36	...	4 48	...			
144 0	108 0	65 0	Magas	9 54	...	...	7 5	...	...				**Venta de Baños**	12 43	7 59	...	5 25	...			
150 0	112 50	67 50	Torquemada	10 23	...	...	7 22	...	...				Duenas.....	12 55	...	...	5 53	...			
155 50	116 75	70 0	Quintana	10 55	1 56	...	7 44	...	...				Aguilarejo.....	...	8 30	...	6 23	...			
160 50	120 50	72 25	Villodrigo	11 28	...	...	8 8	...	...				Cabezon	1 21	...	...	6 37	...			
168 50	125 0	75 0	Villaquiran.....	12 0	...	...	8 29	...	...				**Valladolid**	1 47	10 21	...	7 33	...			
172 0	129 0	77 50	Estépar	12 28	2 40	...	8 51	...	...				Viana	...	10 59	...	7 58	...			
177 0	132 75	79 75	Quintanilleja	12 51	...	...	9 11	...	...				Valdestillas	...	11 11	...	8 7	...			
181 50	136 25	81 75	**Burgos**.....	1 15	3 13	...	9 31	...	...				Matapozuelos	2 26	11 31	...	8 29	...			
190 0	142 50	85 50	Quintanapalla	...	...	...	10 5	...	...				Fozaldes	...	11 50	...	8 50	...			
196 0	148 50	89 25	Santa Olalla	...	4 1	...	10 37	...	...				**Medina**	2 56	12 13	...	9 20	...			
205 50	154 25	92 50	Briviesca	...	4 23	...	11 41	...	...				Gomez Narro	...	12 34	...	9 57	...			
218 50	163 50	97 50	Pancorbo.....	...	...	...	12 19	...	...				Ataquines	3 25	12 54	...	10 17	...			
228 50	170 0	103 0	**Miranda(269)** ...	...	5 26	...	1 38	...	...				Arévalo...	3 53	1 29	...	11 2	...			
231 0	173 25	104 0	Manzanos	...	...	...	1 52	...	...				Adanero	...	1 56	...	11 28	...			
236 50	177 50	108 50	Nanclares	...	...	...	2 10	...	...				**San Cildrian** ...	4 30	2 34	...	12 0	...			
243 0	182 25	109 50	**Vitoria**	...	6 15	...	2 37	...	...				Velayos	...	2 43	...	12 23	...			
255 0	191 25	114 75	Salvatierra ...[270	...	...	...	3 16	...	...				Mingorria	...	3 14	...	12 52	...			
264 50	198 50	119 25	**Alsasua**(Buffet)..	...	7 17	...	3 57	...	...				**Avila.** .....arr	5 29	3 45	...	1 30	...			
279 50	209 75	126 0	Zumarraga.....	...	8 18	...	5 1	...	...				,, ...dep	5 29	4 0	...	1 55	...			
286 50	215 0	129 0	Beasain	...	8 42	...	5 32	...	...				Navalperal	6 44	5 30	...	3 35	...			
294 50	221 0	132 75	Tolosa	...	9 9	...	6 3	...	...				Las Navas	6 54	5 32	...	3 50	...			
300 50	225 50	135 25	Andoain	...	9 27	...	6 23	...	...				Robledo	7 23	6 8	...	4 29	...			
304 0	228 0	137 0	Hernani	...	9 40	...	a.m.	6 37	...				**El Escorial**.....	7 47	6 45	...	5 10	...			
307 0	230 25	138 25	**San Sebastian**...	...	10 5	...	5 18	7 0	...				Villalba	8 9	7 18	...	5 48	...			
310 0	232 50	139 50	Pasajes	...	10 17	...	5 30	7 12	...				Torrelodones	8 23	7 31	...	6 8	...			
310 50	233 0	139 75	Renteria	...	10 23	...	5 38	7 18	...				Las Rozas.....	8 44	7 57	...	6 37	...			
315 50	236 75	142 0	**Irun**	...	10 55	...	6 10	7 45	...				Pozuelo	...	8 16	...	7 5	...			
316 50	237 50	142 50	**Hendaya (45)**ar.	...	11 0	...	6 15	7 50	...				**Madrid** .....arr	9 10	8 35	...	7 28	...			

LAS NAVAS and VIGO.

E.M. 1 Cl. from Madrid	2 Cl.	3 Cl.	Stations.	1,2,3 a.m.	1,2,3 p.m.		E.M. 1 Cl. from Vigo	2 Cl.	3 Cl.	Stations.	1,2,3 a.m.	1,2,3 p.m.
Dist.	rs. cs.	rs. cs.					Dist.	rs. cs.	rs. cs.			
...	...	...	**Las Navas**.....dep	8 0	5 18	...	...	...	...	**Vigo** ..... dep	5 30	2 30
...	...	...	Salvatierra	8 17	5 35	...	7½	6 0	4 50	2 75	Redondela.....	6 8	3 39
...	...	...	Caldelas.....	8 43	6 0	...	16½	13 0	9 75	6 0	Porrino	6 42	3 57
* Opposite Salvatierra			Tuy *	8 42	6 0	...	22	18 50	14 0	8 50	Tuy	7 8	4 22
...	...	...	Porrino	9 11	6 28	...	26	21 0	15 75	9 50	Caldelas.....	7 30	4 34
...	...	...	Redondela.....	9 14	7 6	...	...	25 0	18 75	11 25	Salvatierra	7 36	4 39
...	...	...	**Vigo** .....arr	10 11	7 33	...	...	...	...	...	**Las Navas** ..... arr	...	...

TARDIENTA and HUESCA LINE.

E.M. from Huesca	1 cl.	2 cl.	3 cl.	Stations.	1,2,3 a.m.	1,2,3 p.m.	
Dis.	rs. cs.	rs. cs.	rs. cs.	**(270**			
Fro	m Ta	rdie	nta.	**Tardienta**...dep.	8 55	7 5	...
8	5 20	4 0	2 40	**Vicien**.....	9 24	7 34	...
13½	11 40	8 60	5 0	**Huesca** .....arr.	9 50	8 0	...

E.M. from Tardienta	1 cl.	2 cl.	3 cl.	Stations.	1,2,3 a.m.	1,2,3 p.m.	
Dis.	rs. cs.	rs. cs.	rs. cs.				
—	Frm	Hu	esca.	**Huesca** .....dep.	7 10	5 30	...
6½	5 20	4 0	2 40	**Vicien**.....	7 32	5 52	...
13½	11 40	8 60	5 0	**Tardienta**...arr.	7 58	6 18	...

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SANTANDER & MADRID

Extra—Alar del Rey to Reinosa, 4.40 p.m.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dist.	rs. cs.	rs. cs.	rs. cs.		a.m.	p.m.	p.m.
From	Santander			Santander d	8 0	2 15	5 0
12½	12 7½	3 25	4 50	Renedo	9 9	3 13	6 17
21½	21 2½	14 30	8 0	Las Caldas	10 14	3 58	7 24
31	28 2½	19 50	10 75	Las Fraguas	11 15	4 32	8 17
37½	36 0	20 75	11 25	Santa Cruz	11 30	4 42	8 32
41½	33 0	22 75	12 50	Barcena	12 0	5 9	9 0
55½	53 5½	36 75	20 25	Reinosa		7 20	
74½	72 0	49 50	27 0	Aguilar	a.m.	8 37	
86½	83 5½	57 50	31 50	Alar del Rey	4 30	9 11	
99½	92 5½	66 0	36 0	Espinosa	5 50	9 54	1,2,3
112½	110 5½	77 75	43 75	Pina	6 24	11 4	a.m.
131½	122 5½	87 57	49 50	Palencia (2268)	10 0	12 6	4 40
142½	139 0	91 75	52 0	V. de Banos		12 17	5 5
216	203 5½	136 25	114 75	Madrid	...arr	p.m.	9 10

Stations.	1,2,3	1,2,3	2 & 3
	p.m.	p.m.	p.m.
Madrid ...arr	7 30	...	...
V. de Banos	5*42	9 45	3 8
Palencia	6 25	10 10	3 55
Pina	7 17	...	5 40
Espinosa	8 28	*a.m.	7 27
Alar del Rey	9 11	...	8 40
Aguilar	9 46	1,2,3	1,2,3
Reinosa	11 25	a.m.	p.m.
Barcena	12 50	5 30	5 10
Santa Cruz	1 9	5 51	5 38
Las Fraguas	1 18	6 5	5 47
Las Caldas	1 53	6 54	6 32
Renedo	2 21	8 0	7 36
Santander	3 15	9 5	8 30

LEÓN AND RUSPONSO.—Ferro Carriles del Noroeste de España, Lines de Asturias.

(1st Section.)

K.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3
Dis.	rs. cs.	rs. cs.	rs. cs.	‡ Dil. to Pola de Lena	a.m.	p.m.
From		Leon		Leon (273) .. dep	10 45	4 15
6½	6 5½	4 25	3 0	Santibanes	11 8	4 48
16½	14 7½	10 50	6 80	La Robla	11 38	5 25
21½	19 2½	13 50	9 50	Pola de Gordon	12 1	5 56
34½	30 7½	22 0	13 80	Busdongo ‡	...arr	12 50

Stations.	1,2,3	1,2,3
	a.m.	p.m.
Busdongo .....dep.	7 0	1 50
Pola de Gordon	8 9	2 39
La Robla	8 33	2 57
Santibanez	9 5	3 25
Leon (273) .....arr.	9 29	3 49

PÓLA DE LENA and GIJON.—Ferro Carriles del Noroeste de España, Lines de Asturias.

(3rd Section).

K.M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3
Dist.	rs. cs.	rs. cs.	rs. cs.		a.m.	p.m.
From	Pola de Lena			Pola de Lena dep.	7 50	4 50
5½	5 2½	3 75	2 50	Santullano	8 19	5 9
8	7 3½	5 25	3 50	Mieres	8 37	5 24
12½	10 7½	8 0	5 0	Olloniego	9 10	5 46
16½	14 0	10 25	6 25	Las Segadas	9 29	5 54
20½	17 2½	12 50	8 0	Oviedo	10 5	6 33
24½	20 7½	15 0	9 80	Lugones	10 25	6 36
27½	23 5½	17 0	10 75	Lugo	10 38	6 48
34½	29 7½	21 0	13 25	Serin	11 1	7 10
38½	33 7½	23 75	15 0	Verina	11 20	7 25
41½	36 0	25 50	16 0	Gijon (274) .....arr	11 31	7 35

Stations.	1,2,3	1,2,3
	a.m.	p.m.
Gijon (274) .. dep.	5 0	4 35
Verina	5 15	4 52
Serin	5 31	5 14
Lugo	5 55	5 43
Lugones	6 7	6 2
Oviedo	6 34	6 35
Las Segadas	6 50	6 50
Olloniego	7 4	7 25
Mieres	7 30	7 53
Santullano	7 50	8 13
Pola de Lena arr.	7 48	8 30

(Diligence to Busdongo).

CASTEJON and BILBAO.—Ferro-Carril de Tudela a Bilbao.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dist.	rs. cs.	rs. cs.	rs. cs.		a.m.	p.m.	p.m.
—	From	Bilbao		Castejon (210) dep	8 40	2 30	7 10
6½	5 0	3 75	2 25	Alfaro	8 50	12 40	7 28
13	10 50	8 0	4 75	Rincon-de-Soto	9 7	1 0	7 51
21½	17 0	12 75	7 75	Calahorra	9 32	1 24	8 27
25½	20 50	15 50	9 25	Alcanadre	10 7	2 0	9 19
43½	35 0	26 75	15 75	Izarra	11 1	2 51	10 38
55½	44 50	33 50	20 25	Pobes	11 25	3 17	...
70½	57 0	39 0	23 50	Miranda (268)	11 44	3 36	...
76½	61 50	46 25	27 75	Haro	12 15	4 6	...
81½	66 0	49 50	29 75	Briones	12 37	4 25	p.m.
92½	74 50	56 0	33 75	Cenizero	12 50	4 38	6 49
98½	79 50	59 75	36 0	Fuen-Mayor	1 0	5 0	9 20
107½	86 50	65 0	39 0	Logrono	1 20	5 20	9 40
125½	101 0	77 75	45 50	Alcandre	1 45	5 45	...
137½	111 0	83 25	50 0	Calaborra	1 58	5 58	...
146½	117 50	88 25	53 0	Rincon-de-Soto	2 15	6 15	...
151½	122 0	91 50	55 0	Alfaro	2 31	6 17	...
151½	124 50	93 50	56 25	Castejon (210) arr	2 39	6 25	...

Stations.	1,2,3	1,2,3	
	p.m.	a.m.	
Bilbao.....dep.	2 50	8 40	...
Arrigorriaga	3 21	9 5	...
Areta	3 50	9 32	...
Amurrio	4 26	10 6	...
Orduna	4 52	10 28	...
Subijana	5 15	11 50	1,2,3
Izarra	6 52	12 29	a.m.
Miranda (268)	9 10	2 3	5 55
Haro	9 41	2 35	6 55
Briones	9 57	2 51	7 19
Cenizero	10 27	3 21	8 1
Fuen-Mayor	10 45	3 39	8 27
Logrono	11 14	4 10	8 55
Alcandre	12 2	5 1	...
Calaborra	12 40	5 39	...
Rincon-de-Soto	1 4	6 0	...
Alfaro	1 21	6 17	...
Castejon (210) arr	1 39	6 25	...

MADRID, CÓRDOVA, SEVILLE, JEREZ AND CADIZ.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3
Dis.	rs. cs.	rs. cs.	rs. cs.		p.m.
From	Madrid			Madrid ...dep.	7 35
7½	6 2½	4 25	3 15	Alcazar (272)	12 45
22½	19 7½	13 50	9 85	Cordova (275)	10 46
29½	25 5½	18 0	12 85	Empalme	2 15
36½	32 0	22 50	15 85	Seville	2 40
43½	38 5½	27 0	18 85	Xerez	5 49
58½	50 7½	35 0	24 85	Cadiz ...arr	7 22

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3
Dis.	rs. cs.	rs. cs.	rs. cs.		a.m.
From	Cadiz			Cadiz (274) dp	5 0
15½	11 40	7 90	5 25	Xerez	5 38
30½	21 40	14 90	9 75	Seville	9 54
36½	25 40	17 90	11 75	Empalme	10 5
43½	30 40	21 40	14 10	Cordova	2 11
58½	41 40	29 40	19 35	Alcazar	1 34
65½	46 40	32 40	21 35	Madrid ...arr	6 0

SANLUCAR and JEREZ.

Stations.	1,2,3	1,2,3
See page 271	a.m.	p.m.
Sanlucar dep	5 10	4 20
Las Tablas	5 34	4 43
Jerez (274) arr	5 50	5 10
	a.m.	p.m.
Jerez (274) d	11 25	9 30
Las Tablas	11 53	10 3
Sanlucar arr	12 24	10 28

SEVILLE and HUELVA.

	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
Seville ..... dep	2 30	8 0	5 15	6 45	7 45	10 45	1 0	5 30
Niebla	4 23	9 53	6 13	8 33	9 33	12 33	2 48	7 18
La Palma	4 43	10 13	6 33	8 53	9 53	12 53	3 8	7 38
Escacena	5 6	10 36	6 48	9 16	10 16	1 16	3 31	8 1
Huevar	5 26	10 56	7 23	9 36	10 36	1 36	3 51	8 21
Benacazon	5 40	11 10	7 51	9 50	10 50	1 50	4 5	8 35
Villanueva del Ariscal	6 0	11 30	8 31	10 10	11 10	2 10	4 25	8 55
Camas	6 15	11 45	9 26	10 25	11 25	2 25	4 40	9 10
Huelva ..... arr	10 5	3 35	...	2 15	3 15	6 15	8 30	12 50

	All 1,2,3 Class.					
	Seville (274)	1 30	4 40	6 45	9 30	11 30
	Camas	1 45	4 55	7 0	9 45	11 45
	Villanueva del Ariscal	1 55	5 5	7 10	9 55	11 55
	Benacazon	2 15	5 25	7 30	10 15	12 15
	Huevar	2 30	5 40	7 45	10 30	12 30
	Escacena	2 45	5 55	8 0	10 45	12 45
	La Palma	3 5	6 15	8 20	11 5	1 5
	Niebla	3 25	6 35	8 40	11 25	1 25
	Huelva ..... arr	5 30	8 40	10 45	1 30	3 30

Rs. cs.	Rs. cs.	Rs. cs.	Rs. cs.	Rs. cs.	Rs. cs.
From Seville	1 90	3 80	6 95	13 45	26 90
10 12½	7 84	4 60	8 80	17 45	34 90
14 08	11 37	6 95	13 45	26 90	53 80
22 78	17 75	10 80	20 90	41 80	83 60
29 35	21 94	13 45	26 90	53 80	107 60
37 96	28 65	17 34	33 70	67 40	134 80
41 30	33 37	20 90	40 43	80 80	161 60
49 78	38 22	27 44	53 80	107 60	215 20

Routes to Malaga and Granada.

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BARCELONA and SARAGOSSA.—Saragossa, Pamplona, and Barcelona Railway Company.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1 & 2	2 & 3	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs	[271	a.m.	a. m.	noon	p.m
—	From	Barce lona		**Barcelona** dep.	9 0	6 0	12 0	5 45
6	...	...	...	Moncada	9 17	6 30	12 29	6 22
14	11 60	8 80	6 40	Sabadell	9 43	7 10	1 67	1
20	16 60	12 40	9 20	**Tarrasa**	10 4	7 41	1 38	7 30
31	25 60	19 20	14 30	Monistrol	10 38	8 30	2 30	8 16
40	32 60	24 40	18 0	**Manresa**	11 7	9 0	3 0	8 47
63	49 60	37 20	27 40	Calaf	12 11			a. m
78	63 0	47 40	34 80	Cervera	1 1	...	...	5 34
99	80 0	60 0	44 0	Mollerusa	1 59	...	...	7 18
113	91 60	68 80	50 40	**Lerida (272)**	2 55	...	...	8 23
128	103 60	77 80	57 0	Almacellas	3 38	2 & 3	...	
148	119 60	89 80	65 80	Monzon	4 29	a.m.	...	
171	137 60	103 20	75 80	Sarinena	5 44	6 20	...	
194	156 60	117 40	86 20	**Tardienta 268**	6 47	8 40	...	
211	170 0	127 60	93 60	Zuera [270	7 26	9 59	...	
227	183 0	137 40	100 60	Saragossa...arr	8 45	11 26	...	

E.M	1 cl.	2 cl.	3 cl.	Stations.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs.	[270	a.m.	p.m.	p.m.		p.m.	p.m.
—	From	Sarag ossa.		**Saragossa** dep.	6 55	3 30	...		...	...
15	13 0	9 80	7 20	Zuera	7 40	5 8	...		...	...
31	25 60	20 0	14 60	**Tardienta 266**	8 30	6 56	...		...	...
50	45 60	34 20	25 20	Sarinena	9 32	8 44	...		...	...
64	64 0	48 0	35 40	Monzon	10 42	...	...		...	...
147	80 0	60 0	44 0	Almacellas	11 6	...	...		...	...
164	92 0	69 0	50 80	**Lerida**	11 48	...	...		...	...
181	103 60	77 80	57 0	Mollerusa	1 5	...	...		...	...
207	120 60	90 40	66 40	Cervera	2	2 2 & 3	1, 2, 3	2 & 3		
223	134 60	100 20	73 60	Calaf	2 53	p.m.	p.m.	p.m.		
151	0	113 40	83 20	**Manresa**	3 54	5 0	12 55	5 55		
157	60	118 20	86 80	Monistrol	4 39	5 34	1 33	6 29		
167	0	125 40	92 0	**Tarrasa**	...	6 34	2 28	7 25		
172	0	129 0	94 80	Sabadell	5 29	7 2	2 53	7 52		
177	60	133 20	97 80	Moncada	6 2	7 31	3 21	8 21		
183	0	137 40	100 40	**Barcelona**...arr	6 30	7 53	3 45	8 46		

SARAGOSSA and PAMPLONA LINE.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	rs. cs	rs. cs.	rs. cs	[270	a.m.	p.m.	p.m.
—	From	Sarag ossa.		**Saragossa** dep.	6 0	3 5	8 40
8	8 0	6 0	3 80	Las Casetas	6 13	3 40	9 27
14	12 60	9 40	5 80	Alagon	6 3	4 4	9 49
22	19 0	14 40	8 60	Luceni	6 34	4 37	10 19
47	39 0	29 40	17 60	**Tudela**	7 50	6 15	11 44
58	47 0	35 40	21 20	**Castejon (269)**	8 15	6 45	12 1
74	61 0	45 80	27 60	Caparroso	9 47	...	...
84	69 60	52 20	31 40	Tafalla	10 37	...	...
111	91 0	68 40	41 0	**Pamplona** arr	...	...	a.m.
...	...	...	...	... dep	12 40	...	4 45
143	116 70	87 40	52 80	**Alsasua 264** arr	2 41	...	6 44

E.M	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs	[264	a.m.	a.m.	p.m.
—	From	Alsasua		**Alsasua 266** dep	...	12 15	...
32	26 0	19 60	11 80	**Pamplona** arr	...	...	7 20
	...	...	...	dep	...	2 40	9 25
60	47 60	35 80	21 40	Tafalla	...	4 25	...
69	56 0	42 0	25 40	Caparroso	...	5 18	p.m.
87	70 0	52 60	31 60	**Castejon (269)**	8 20	6 50	2 3
97	78 0	58 60	35 20	**Tudela**	9 2	7 25	2 43
121	98 0	73 60	44 20	Luceni	10 38	8 40	4 10
130	104 60	78 40	47 20	Alagon	11 8	9 5	4 40
135	109 0	81 80	49 20	Las Casetas	11 55	9 45	5 15
143	116 60	87 80	52 60	**Saragossa 270**	12 5	10 10	5 43

There is a Buffet at Castejon.

MADRID to SARAGOSSA.—Ferro Carriles de Madrid a Saragossa y a Alicante.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs		a.m.	a. m.	p. m.	p. m.	p.m.	p.m.
—	From	Madrid.		**Madrid** dep.	7 5	11 0	4 35	7 30	...	9 30
21	17 0	3 25	8 25	Alcalá	8 24	12 20	5 55	8 34	8½	10 30
35	28 50	22 25	13 75	Guadalajara	9 16	1 5	6 45	9 15	52	11 37
65	52 50	40 75	25 0	Jadraque	11 0	...	...	10 31	60½	12 36
87	70 0	54 25	33 25	Siguenza	12 31	...	...	11 39	69½	1 47
103	83 0	64 50	39 50	Medinaceli	1 45	...	...	12 35	76½	2 41
133	107 0	83 0	51 0	Cetina	3 31	...	...	1 59	79½	4 27
136	109 50	85 0	52 25	**Alhama**	3 41	...	...	2 12	108½	4 36
144	116 0	90 0	55 25	Ateca	4 16	...	...	2 36	125½	5 10
152	122 50	95 0	58 25	Calatayud	5 0	...	...	3 4	147½	5 53
160	129 0	100 0	61 50	Paracuellos	5 25	...	...	3 24	177	6 32
203	164 0	127 25	78 0	Las Casetas	7 57	...	...	5 45	191½	7 53
211	130 50	132 25	81 0	**Saragossa**...arr	8 20	...	...	6 5	211½	8 20

Sundays and Festivals only.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dis.	rs. cs.	rs. cs.	rs. cs	[270	a. m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	From	Saragossa		dp	7 0	11 0	4 35	7 30	...	9 30
8	7 0	5 50	3 50	Las Casetas	7 40	...	...	...	...	9 30
52	42 0	32 75	20 0	Paracuellos	10 36	...	...	...	...	11 37
60½	48 50	37 75	23 25	Calatayud	11 31	...	...	...	...	12 36
69½	55 0	42 75	26 25	Ateca	12 8	...	...	...	...	1 18
76½	61 50	47 75	29 25	**Alhama**	12 43	...	...	...	...	1 53
79½	64 0	49 75	30 50	Cetina	12 56	...	...	...	...	2 15
108½	87 50	68 0	41 75	Medinaceli	3 10	...	...	...	...	3 35
139	109 0	78 50	48 0	Siguenza	4 27	...	...	...	...	4 56
147½	118 50	92 0	56 50	Jadraque	5 53	a. m.	p.m.	...	...	6 56
177	142 50	110 50	67 75	Guadalajara	7 41	7 35	5 12	...	...	8 37
191½	154 0	119 50	73 25	Alcalá	8 31	8 27	6 3	...	...	9 32
211	170 50	132 25	81 0	**Madrid** ...arr	9 50	9 45	7 22	...	...	10 55

Sundays and Festivals only.

Alhama has a celebrated Thermal Establishment.

The scenery along this line is very interesting, the Railway traversing two ranges of rocky mountains.

LA RODA and UTRERA.

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
rs. cs	rs. cs	rs. cs		a.m.	p.m.
...	...	...	Granada (276) dep	...	...
...	...	...	Bobadilla (273)	...	...
...	...	...	**La Roda (273)** dep.	10 20	10 80
...	...	...	Pedrera	10 56	18 80
...	...	...	Aquadulce	11 35	22 60
From	Os	una.	**Osuna** arr	a.m. 11 50	27 60
			... dep	5 30	12 14
12 0	8 62	5 80	Los Ojuelos	6 5	12 49
19 40	14 0	9 40	Marchena (270)	6 37	1 21
24 40	17 60	11 80	Paradas	6 57	1 40
28 20	20 40	13 60	Arahal	7 14	1 58
37 0	26 60	17 80	Empalme de Morou	7 51	2 35
47 0	33 80	22 60	**Utrera (274)** arr	8 18	3 3
...	...	...	SEVILLE (274) arr	...	...

1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
rs. cs	rs. cs	rs. cs		a.m.	p.m.
...	...	...	SEVILLE (275) dep	...	...
...	...	...	**Utrera (274)** dep	9 10	5 57
5 20	3 60	2 60	Empalme de Moron	9 45	6 36
9 0	6 20	4 40	Arahal	10 16	7 6
13 60	9 40	6 80	Paradas	10 33	7 23
19 80	13 20	9 60	Marchena	10 55	7 45
25 0	16 80	12 0	Los Ojuelos	11 24	8 17
33 80	22 60	16 20	**Osuna** arr	9	0
...	...	...	... dep	12 11	...
...	...	...	Aquadulce	12 46	...
...	...	...	Pedrera	1 37	...
...	...	...	**La Roda (273)** arr	2 6	...
...	...	...	BOBADILLA (273) arr	...	...
...	...	...	GRANADA (276) ,,	...	...

SARAGOSSA and PONTE DE HIJAR.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3
Dis.	rs. cs	rs. cs	rs. cs		a.m.	p.m.
From	8	arag	ossa	**Saragossa (270)** dp	6 0	3 40
20½	4 15	3 45	2 10	Pina	9 12	4 52
33½	6 75	5 60	3 40	La Zaida	10 1	5 59
43½	8 75	7 25	4 25	**Ponte de Hijar** ar	10 40	6 38

1, 2, 3	1, 2, 3
a.m.	p.m.
Ponte de Hijar dp	6 55
La Zaida	7 32
Pina	8 21
Saragossa (270) arr	9 52

MARCHENA and ECIJA.

E.M.		1, 2, 3 a.m.	1, 2, 3 p.m.
27½	Marchena dep	6 30	10 33
	Ecija arr	10 30	2 30
	Ecija dep	11 0	3 0
	Marchena arr	3 30	7 0

BARCELONA-SARRIA at 7.45, 8.45 a.m., and every Half-hour till 6.15 p.m.; and vice versa at 6.5, and 9.5 a.m., and every Half-hour till 2 p.m.—Fares 1?, 1?, and 1 cuarto.

BARCELONA, ARENYS, GERONA, and PORTBOU.

1 cl.	2 cl.	3 cl.	Stations.	1—3	2 & 3	1—3	1—3	2 & 3	1 cl.	2 cl.	3 cl.	Stations.	2 & 3	1—3	1—3	2 & 3	1, 2,
rs. cs.	rs. cs.	rs. cs.	(270)	a.m.	a.m.	p.m.	p.m.	p.m.	rs. cs.	rs. cs.	rs. cs.			a.m.	a.m.		p.m
Fro'	Barc	lona	Barcelonad.	5 0	7 45	1 0	3 5	6 0	...	...	...	Portbou dep	...	...	...	...	...
4 50	3 25	2 25	Badalona	5 20	8 4	1 20	3 25	6 21	...	...	...	Figueras	...	...	...	...	...
6 0	4 30	3 0	Mongat	5 37	8 12	1 37	3 34	6 29	...	...	...	Flassa	...	...	...	...	...
7 50	5 75	3 75	Masnou	5 35	8 21	1 35	3 42	6 38	Fro'	Gero	na	Gerona	...	...	...	...	...
9 20	7 0	4 75	Premia.....	5 49	8 35	1 49	3 56	6 54	1 5	0 11	25	7 50	Empalme	5 20	9 0	...	5
11 50	8 50	5 75	Villasar	5 59	8 44	1 58	4 4	7	2 20	2 80	1 75	9 75	Blanes.....	5 50	9 28	...	5 36
14 50	10 75	7 25	Mataro.....	6 13	9 0	2 13	4 19	7 20	3 28	3 50	2 25	11 25	Calella	a.m.	6 22	9 57	p.m.	6 4
14 0	13 50	9 0	Caldetas	6 27	9 15	2 28	4 34	7 35	3 54	4 0	2 50	12 0	Arenys	5 0	6 53	10 26	2 25	6 33
19 0	14 25	9 50	Arenys	6 36	9 19	2 38	4 43	7 39	4 35	5 0	3 25	12 50	Caldetas	5 6	7 0	10 33	2 31	6 38
24 50	18 25	12 25	Calella.....	7 0	...	3 3	5 8	...	5 38	5 50	3 78	13 25	Mataro.....	5 25	7 18	10 51	2 49	6 54
20 0	22 50	15 0	Blanes.....	7 24	...	3 34	5 38	...	6 1	6 50	4 31	14 0	Villasar	5 37	7 29	11 2	3 1	7 7
25 0	26 25	17 50	Empalme(271)	7 54	...	4 0	6 4	...	6 43	7 0	4 32	15 25	Premia.....	5 47	7 37	11 10	3 12	7 15
30 0	37 75	25 0	Gerona ...ar.	...	...	...	...	...	7 5	7 50	5 0	16 75	Masnou	6 3	7 50	11 23	3 28	7 27
	...	...	Flassa ...dep	...	...	...	...	...	7 47	8 25	5 23	17 50	Mongat	6 11	7 58	11 30	3 35	7 34
	...	...	Figueras	...	...	...	...	...	8 38	9 16	6 14	19 25	Badalona [271	6 20	8 24	11 56	4 2	8 1
	...	...	Portbou	...	...	...	...	...	9 0	9 37	6 35	0 0	Barcelona ar	6 40	8 34	11 56	4 2	8 1
	...	...	Cerbere	...	...	...	...	...										

BARCELONA GRANOLLERS and CERBERE.

1 cl.	2 cl.	3 cl.	Stations.	2 & 3	1—3	1—3	1—3	2 & 3	K.M.	1 cl.	2 cl.	3 cl.	Stations.	2 & 3	1—3	1—3	1—3	2 & 3
rs. cs.	rs. cs.	rs. cs.	(270, 271)	a.m.	a.m.	p.m.	p.m.		Dist	rs. cs.	rs. cs.	rs. cs.			a.m.	a.m.		
m	Barcel	ona	Barcelona dep.	5 45	6 45	12 15	2 20	4 35	...	...	...	...	Cerbere...dep	...	...	...	...	...
2 0	1 30	1 0	Clot	5 55	...	12 23	...	4 43	Fr	om		Port	bou. Portbou	...	4 30	1 0	...	...
3 0	2 0	1 25	San Andres.....	6 6	...	12 34	...	4 52	16½	13 50	10	0	6 75 Figueras	...	5 34	2 10	...	...
6 0	4 50	2 0	Moncada.....	6 20	7 5	12 49	...	5 4	41½	34 50	25	75	17 25 Gerona.....	...	7 12	3 57	...	...
9 0	6 75	4 50	Mollet	6 25	...	1 2	2 48	5 16	59½	49 50	37	0	24 75 Empalme.....	...	8 17	5 2	...	...
11 0	8 25	5 50	Montmelo	6 44	...	1 11	...	5 25	71½	59 0	44	0	29 50 S. Celoni	a.m.	8 57	5 40	p.m.	
15 0	11 25	7 50	Granollers[271	7 0	7 38	1 23	3 12	5 37	84½	69 50	52	0	34 75 Granollers...	6 30	9 49	6 30	2 35	
25 50	19 0	12 75	S. Celoni	...	8 21	...	3 53	...	89½	73 0	54	50	36 50 Montmelo	6 43	10 0	6 41	2 37	
25 0	20 25	17 50	Empalme (271)	8 2	9 3	...	4 33	...	91½	75 0	56	0	37 50 Mollet	6 53	10 8	6 50	2 48	
30 0	37 75	25 0	Gerona.....	8 50	10 12	...	5 33	...	95½	78 0	58	25	39 0 Moncada.....	7 5	10 19	7 0	3 0	
71 0	53 50	35 50	Figueras	10 2	11 43	...	6 59	...	98½	81 0	60	50	40 50 San Andres.....	7 20	10 30	7 12	3 14	
84 50	63 25	42 25	Portbou	10 54	12 47	...	8 3	...	100½	82 50	61	75	41 25 Clot	7 30	10 39	7 21	3 23	
95 50	74 25	49 75	Cerbere 43 arr	10 58	12 51	...	8 7	...	103	84 50	63	50	42 25 Barcelona a	7 41	10 49	7 31	3 34	

BARCELONA and TARRAGONA.—Ferro-Carriles de Tarragona á Martorell y Barcelona.

K.M.	1 cl.	2 cl.	Stations.	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist	rs. cs.		(270, 271)	a.m.	a.m.	noon	p.m.	p.m.
...	...	...	Barcelona dp	5 0	5 35	12 0	3 15	9 0
1½	1 50		Sans	5 9	5 44	12 9	3 24	9 7
4½	3 50		Hospitalet	5 18	5 54	12 19	3 33	...
5½	5 0		Cornellá.....	5 26	6 1	12 26	3 41	...
8½	6 50		San Feliu de Llob	5 34	6 10	12 35	3 49	9 21
10	8 50		Molins del Rey	5 43	6 21	12 46	3 58	9 25
12½	10 0		Papiol	5 53	6 33	12 58	4 8	...
18	14 50		Martorell	6 16	6 50	1 15	4 31	9 50
21½	18 0		Gelida	6 33		1 22	4 47	...
25	21 50		San Sadurni.....	6 47		1 38	5 2	10 13
31	25 50		La Granada.....	7 8		1 56	5 23	...
33	27 0		Villafranes	7 21		2 18	5 36	10 36
45½	37 0		Vendrell	7 58		...	6 14	11 13
63½	51 0		Tarragona arr	8 45		...	7 0	12 0
			[271, 272					

K.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	2 & 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist	rs. cs.			(271, 272)	a.m.	a.m.	p.m.	p.m.	p.m.
...	...			Tarragona dp	5 30	...	...	5 25	9 0
16	14 50			Vendrell	6 25	...	...	6 20	9 52
29½	24 50			Villafranca	7 14	...	3 35	7 8	10 31
31½	26 0			La Granada.....	7 21	...	3 45	7 15	...
36	30 0			San Sadurni.....	7 37	...	4 3	7 32	10 50
41½	34 0			Gelida.....	7 50	...	4 19	7 46	...
45	37 0			Martorell	8 6	5 30	4 38	8 2	11 13
50½	41 50			Papiol	8 24	5 50	4 57	8 20	...
52½	43 50			Molins del Rey	8 34	6 0	5 8	8 30	11 33
54½	45 0			San Feliu de Llob	8 43	6 10	5 18	8 39	11 40
57½	47 0			Cornellá.....	8 51	6 17	5 27	8 47	...
58½	48 0			Hospitalet	8 58	6 27	5 35	8 54	...
61½	50 0			Sans ..... [271	9 8	6 38	5 46	9 5	11 54
63½	51 0			Barcelona arr	9 15	6 45	5 53	9 12	12 0

VALENCIA TO TARRAGONA.—Ferro-Carriles de Almansa á Valencia y Tarragona.

K.M.	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1, 2, 3	2 & 3
Dist.	rs. cs.	rs. cs.	rs. cs.	(272)	a.m.	noon	p.m.
Fr om		Vale ncia		Valencia dep	5 30	12 30	5 35
18	12 30	8 40	6 20	Sagunto	6 43	1 20	7 12
32½	23 0	14 80	11 0	Nules	7 34	1 54	7 45
38	28 0	18 0	13 20	Villarreal	8 11	2 17	8 21
45½	33 50	21 90	14 80	Castellon ...	8 53	2 44	8 35
57½	42 50	28 50	20 0	Benicarló	11 30	3 43	...
91½	66 50	43 40	31 40	Vinaros	11 36	4 54	...
115½	86 50	56 40	40 80	Tortosa	1 45	6 21	...
127½	92 40	59 0	43 60	Amposta	2 13	6 41	...
136½	115 80	74 0	54 80	Cambrils	4 2	8 0	...
163½	118 40	75 80	56 0	Salou [271, 272	4 18	8 10	...
170½	123 80	79 20	58 60	Tarragona a	4 45	8 30	...

1 Cl.	2 cl.	3 cl.	Stations	1, 2, 3	2 & 3	1, 2, 3
rs. c.	rs. c.	rs. c	(271, 272)	a.m.		p.m.
Tarrag	ona		Tarragona... dep	9 0	...	1 0
6 0	3 80	2 80	Salou.....	9 28	...	1 17
8 60	5 60	4 20	Cambrils	9 44	...	1 36
32 0	20 60	15 20	Amposta	11 30	...	3 46
37 80	24 20	18 0	Tortosa.....	11 47	...	4 20
57 60	36 80	27 40	Vinaros	1 47	...	4 20
60 40	38 60	29 60	Benicarló.....	2 11	a.m.	4 48
92 80	59 40	43 80	Castellon.....	5 6	10 35	6 58
96 40	61 60	45 60	Villarreal.....	5 31	10 58	7 15
100 80	64 40	47 80	Nules	5 59	11 31	7 33
111 20	71 20	52 60	Sagunto	7 2	12 30	8 9
122 80	79 20	58 60	Valencia(272)arr	8 10	1 45	9 0

CULLERA and SILLA.

K.M.	1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3
Dist.	a.m.	p.m.		a.m.	p.m.
Fro	Cullera .....dep	6 0	4 0	Silla (273).....dep	6 34	4 20
2½	Sueca	6 29	4 29	Soliano	7 12	5 58
10	Soliano	7 7	5 7	Sueca	7 55	7 41
16½	Silla (273)..... arr	7 48	5 48	Cullera..... arr	8 14	8 0

		a.m.	
Sanlucar ...dep	8 45		Through service
Cadiz	9 25		on Thursdays.
Jerez	11 11		La Roda ...dep
Utrera	1 57		Utrera .....
La Roda Junct.		p.m.	Jerez .....
for Malaga and			Cadiz .....
Granada		5 15	Sanlucar ...arr

a.m.
10 35
1 55
3 57
5 27
9 56

MADRID, CASTILEJO, TOLEDO, and ALBACETE to CARTAGENA.

ALBACETE TO CARTAGENA.

1 Cl.	2 Cl.	3 Cl.	† 1 & 2 class.	a.m.	p.m.
rs. cs.	rs. cs.		**Albacete 272** dep		
10 0	6 7	75	Chinchilla	5 40	10 30
30 50	23 6	4	Tobarra	6 51	11 51
45 0	34 8	4	Agrámon	7 42	1 4
66 50	51 5	1	Cieza	8 59	3 5
78 0	60 5	0	Archena	9 46	4 11
84 0	65 1	1	Cotillas	10 13	4 51
91 50	70 9	1	**Murcia (274)**	10 47	6 0
96 0	74 4	0	Orihuela	11 6	6 31
111 0	86 5		Balsicas	12 12	7 59
117 50	90 6		La Palma	12 36	8 32
123 50	95 7	2	**Cartagena** ...arr.	12 55	8 55

* 1,2,3 class.	a.m.	p.m.	p.m.
Cartagena...dep.	7 *0	11 25	5 *0
La Palma	7 25	11 46	5 22
Balsicas	8 3	12 16	6 3
Orihuela	9 26	1 17	7 25
Murcia (274) ...	9 50	1 47	8 18
Cotillas		2 14	9 2
Archena		2 47	9 56
Cieza		3 37	11 21
Agramon		4 56	1 13
Toba ra		6 4	2 43
Chinchilla		8 6	5 18
Albacete 272 arr		...	...

1 Cl.	2 Cl.	3 Cl.	Stations	1,2,3	1 & 2	1,2,3	1 & 2
p.m.				p.m.		p.m.	
...	...	...	VALENCIA...dep.	...	...	9 *0	...
...	...	...	**Alicante** ...dep.	...	...	1 50	...
...	...	...	San Vicente	...	...	3 57	...
...	...	...	Novelda	...	...	5 11	...
...	...	...	Elda	...	...	5 35	...
...	...	...	Villena	...	...	5	11 56
...	...	...	Caudete	...	...	4 27	12 25
...	...	...	La Encina (273)	...	...	5 15	1 12
...	...	...	**Almansa** (*buff*)	...	...	6 8	2 18
...	...	...	Chinchilla [272	...	...	6 46	3 6
...	...	...	Alpera	...	...	8 47	5 18
...	...	...	La Gineta	...	...	9 14	7 26
...	...	...	Minaya	...	...	9 44	8 15
...	...	...	**Villarrobledo**	...	...	10 19	8 51
...	...	...	Socuellamos	...	...	10 39	9 11
...	...	...	Argamasilla	...	...	11 35	...
...	...	...	Alcazar (*buff*)	...	...	12 0	11 42
4 32	1 7	1 51	Argamasilla	12 45	1 30	12 29	5 12
4 39	1 14	1 58	Alcazar (*buff*)	12 52	1 37	12 36	5 19
4 55	1 29	2 13	Quero	1 8	1 53	12 51	5 34
5 39	2 4	2 48	**Tembleque**	1 52	2 37	1 35	6 12
6 34	2 53	3 37	Villaseqilla	2 46	3 31	2 29	6 58
...	...	...	**Toledo**...dep.	...	...	7 30	...
5 33	p.m.	10 55	Algodor	...	...	8 15	8 36
5 54	...	11 16	**Castillejo**jasar	...	...	8 36	...
6 53	3 12	3 56	**Castillejo** dep.	3 19	7 10	...	...
7 32	3 42	4 26	**Cienjozel**(*buff*)	3 48	7 31	...	...
8 6	4 11	4 55	Cienjozel	4 33	7 51	...	...
8 24	4 25	5 9	Valdemoro	4 51	8 1	...	...
9 10	4 52	5 37	Getafe	5 28	8 20	...	...
9 35	5 15	6 0	**Madrid** (*buff*)	5 55	8 43	...	...

ALBACETE and CARTAGENA.

E.M.	Cl.	2 Cl.	3 Cl.	All 1,2,3 class.	a.m.	p.m.	p.m.
Pro'	Tarragona			**Lerida**	...	5 45	1 20
	Villaseca ...	[221		Junella	...	6 20	1 55
				Borjas	...	6 50	2 25
				Florejete	...	7 10	2 45
				Vinalesa	...	7 30	2 55
				Vinalodi	...	7 38	3 2
				Sagunt	...	7 46	3 16
				Villarreal	...	7 57	3 27
				Nules	...	8 11	3 41
				Castellon	a.m.	8 36	4 7
				La Salve	...	8 56	4 27
				Benicarlo	4 40	9 20	4 50
				Vinaroz	5 10	9 40	5 20
				Villaseca ....[221	4 55	9 10	4 55
				Tarragona ..arr	9 30	5 15	6 0

TARRAGONA and TOLEDO. (Direct Line.)

	a.m.	p.m.
Toledo.....dep	7 20	4 24
Madrid.....arr	10 55	7 4

GRANOLLERS to SAN QUIRICO.

Stations.	1,2,3	1,2,3
(221).	a.m.	p.m.
BARCELONA ...	5 45	12 15
Granolleres dep	7 10	1 37
San Martin	8 2	2 21
Balenya	8 10	2 31
Vich (*buff*)	8 35	2 51
Torelló	8 45	3 1
Granolleres arr	9 42	3 59
San Quirico ar	10 0	4 19

VALENCIA and GRAO.—Length, 3½ miles.

Stations.	1,2,3	1,2,3
	p.m.	p.m.
San Quirico dep	6 48	4 40
Torello	7 10	5 32
Vich (*buff*)	7 36	4 43
Balenya	8 0	5 35
Balenya	8 40	5 35
San Martin	8 49	6 21
Granolleres arr	9 40	6 30
Granolleres dep	7 *0	...

Valencia to Grao, at 6.30, 7.30, 8.30, 9.30, 10.30, & 11.30
a.m.; 2.30, 3.30 4.30, 5.30, 6.30, & 7.30 p.m. 11.0 and 12.0
Grao to Valencia at 7.0, 8.0, 9.0, 10.0, 11.0 a.m. 1 p.m.
a.m.; 3.0, 4.0, 5.0, 6.0, 7.0, and 8 p.m. Fares 3, 2, and 1 rvn.

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VALENCIA to ALMANSA, Ferro Carriles de Almansa á Valencia-y-Tarragona, Linea de Almansa.

E. M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	E. M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	rs. cs.	rs. cs.	rs. cs.	(271)	a.m.	p.m.	p.m.	Dis.	rs. cs.	rs. cs.	rs. cs.		a.m.	a.m.	p.m.
	From	Valencia		**Valencia** ....dep	6 30	1 0	5 30		From	Almansa		**Almansa 272** d	12 30	7 22	...
8	6 04	5 51	2 92	Silla ... (281).....	7 6	1 25	6 6	13	6 06	5 3	2 92	**La Encina** dep	2 38	8 6	...
18½	11 27	8 22	4 90	Benifayó.....	7 32	1 48	6 29	19	15 69	12 40	6 96	Fuente la Higuera	3 15	8 26	...
22	13 57	10 25	5 84	Alcira	8 12	2 41	7 13	25½	19 78	15 12	8 51	Mogente	4 5	8 55	...
34	20 80	15 59	9 0	†Carcagente	8 52	3 19	7 52	33	29 1	22 52	12 82	Alcudia	4 59	9 25	...
37	23 13	18 99	11 2	Manuel	8 56	3 23	8 0	37	32 68	25 67	14 41	Játiva	5 43	9 44	6 30
42	25 71	21 71	12 61	Játiva	9 10	3 40	8 45	51½	34 6	27 56	15 30	Manuel	6 2	9 56	6 39
51	31 25	26 41	14 17	Alcudia	...	3 52	9 0	57	38 74	31 17	17 5	†Carcagente.....	6 35	10 13	6 14
57	35 45	30 45	16 46	Mogente	...	3 43	10 20	59	41 14	32 98	18 22	Alcira	6 53	10 21	4 39
60	37 25	32 75	22 50	Fuente la Higuera	...	4 30	11 27	68½	51 36	40 71	22 51	Benifayó.....	7 32	10 45	5 11
70	47 91	43 78	25 42	**La Encina** 273	...	5 15	1 12	74	55 80	42 4	22 64	Silla	8 1	11 0	5 34
78	54 47	48 81	30 34	**Almansa 272**	...	5 48	1 53	81½	64 57	51 81	28 34	**Valencia (281**	8 40	11 27	6 15

† Trains by Carcagente to Almansa twice a-day each way, connecting with Madrid trains.

MEDINA DEL CAMPO and ZAMORA.—Ferro-Carril de Medina del Campo á Zamora y de Orense á Vigo.

E. M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	E. M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3
Dis.	rs. cs.	rs. cs.	rs. cs.	(283)	a.m.	p.m.		Dis.	rs. cs.	rs. cs.	rs. cs.		p.m.	a.m.
	From	Medina		**Medina del Campo** dp.	3 50	5 55			From	Zamora		**Zamora** (buffet) .....dep.	6 10	8 30
6½	...	...	...	Villaverde	4 12	6 17	6½	6½	6 50	5 0	3 25	Coreses	6 34	8 51
10½	8 50	6 50	4 50	Nava del Rey	4 44	6 48	10½	16	9 15	6 0	4 50	Toro	7 42	9 51
17½	14 0	10 50	7 0	Venta de Pollos	5 8	7 7	17½	23½	10 50	8 12	6 20	San Roman	8 4	10 11
24½	19 25	14 75	9 75	Castronuno	5 42	7 41	24½	32½	12 50	10 25	8 75	Castronuno	8 42	10 47
29½	24 0	18 50	12 50	San Roman	6 6	8 6	29½	41	15 0	14 25	11 50	Venta de Pollos	9 11	11 16
36	27 5	21 75	14 50	Toro	6 43	8 31	36	46½	16 50	16 25	13 0	Nava del Rey	9 50	11 45
42	29 50	29 75	19 75	Coreses	7 36	9 26	42	...	...	...	...	Villaverde..... (Buffet).....	10 ...	11 57
55½	45 0	34 75	24 50	**Zamora** (buffet) ..arr	7 55	9 45	55½	65	24 75	21 80	...	**Medina del Campo** arr	10 30	12 22

MEDINA DEL CAMPO and SALAMANCA.

E. M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3		E. M.	1 cl.	2 cl.	3 cl.	Stations.	
Dis.	rs. cs.	rs. cs.	rs. cs.	(268	a.m.		Dis.	rs. cs.	rs. cs.	rs. cs.		p.m.
	From	Medina		**Medina del Campo** dep	4 10	...		From	Salam	anca		**Salamanca**.....dep	6 30	...
7½	6 0	4 50	2 75	Campillo	4 37	...	5	5	4 0	3 0	2 0	Marisco	6 51	...
13	11 0	8 25	5 0	Carpio	5 1	...	13½	12 50	9 50	5 75		Pedroso	7 47	...
18	16 50	12 50	7 50	Cantalapiedra	5 38	...	24	22 50	17 0	10 25		Cantalapiedra	8 47	...
32½	30 50	23 0	13 75	Pedroso	6 35	...	34½	32 0	24 25	12 75		Carpio	9 14	...
39	36 25	27 25	16 75	Marisco	7 0	...	40½	37 50	28 50	14 75		Campillo	10 36	...
47	38 50	29 0	17 50	**Salamanca** ..... arr	7 35	...	47½	38 50	29 0	17 50		**Medina del Campo** arr	10 0	...

MALAGA and CORDOVA.—Ferro carril de Cordova á Malaga-y-Granada.

E. M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	E. M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	rs. cs.	rs. cs.	rs. cs.		a.m.	p.m.	p.m.	Dis.	rs. cs.	rs. cs.	rs. cs.	[276	a.m.	a.m.	p.m.
—	From	Malaga		**Malaga** ....dep.	6 30	3 25	12 45	—	From	Cordova		**Cordova** dep.	...	11 0	3 0
6½	6 20	4 60	2 60	Campanillas ...	6 47	3 51	1 3	15	13 20	10 0	6 0	Torres Cabrera ...	...	11 57	4 7
11½	10 0	7 40	4 60	Cartama	7 2	4 21	1 19	31	27 60	20 80	12 60	Montilla	...	12 53	5 26
18½	16 0	12 40	7 60	Pizarra	7 27	5 0	1 45	39½	34	25 40	14 40	Aguilar	...	1 42	5 46
22	21 0	15 80	9 60	**Alora**	7 44	5 21	2	47½	41 40	31 80	19 40	Puente Genil ...	...	1 43	6 30
35½	31 40	22 60	14 40	Gobantes	8 36	...	2 57	55½	49 60	37 20	22 60	Casariche.....	...	2 11	7 9
38	36 0	26 60	17 40	**Bobadilla 276**	9 18	...	3 40	61½	54 60	41 0	24 80	La Roda [280) ...	...	2 41	7 45
48	44 80	32 40	20 40	Fuente de Piedra	9 39	...	4 10	69½	61 60	46 20	28 0	Fuente de Piedra	...	3 4	8 15
57½	51 80	38 80	23 60	La Roda... [270	10 9	...	4 45	77	68 20	51 20	31 0	**Bobadilla 276** ...	...	3 42	8 59
67	59 20	43 0	26 0	Casariche	10 34	...	5 6	84½	75 40	56 60	34 60	Gobantes	a.m.	4 3	9 20
73½	63 80	44 6	29 0	Puente Genil.....	10 47	...	5 36	96½	85 80	64 40	39 0	**Alora**	7 0	4 46	10 4
84½	75 40	56 60	34 40	Aguilar	11 25	...	6 25	102½	89 80	67 40	40 80	Pizarra	7 25	5 11	10 24
91½	79 20	59 40	36 0	Montilla	11 47	...	6 55	109½	96 40	72 20	43 80	Cartama	7 54	5 34	10 54
103	93 0	69 80	42 40	Torres Cabrera....	12 30	...	7 45	113	100 20	75 20	45 60	Campanillas	8 20	5 58	10 59
115½	106 20	79 80	48 40	**Cordova 274** a	1 20	...	8 50	119½	106 20	79 40	48 40	**Malaga** ..... arr	8 42	6 0	11 20

VALLADOLID and BRAÑUELAS.—Ferro-Carriles del Norooeste de España. Linea de Galicia.

E. M.	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	E. M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3
Dis.	rs. cs.	rs. cs.	rs. cs.		a.m.	a.m.	Dis.	rs. cs.	rs. cs.	rs. cs.		a.m.	p.m.
	From	Palencia		**Palencia 269** dep	4 30	9 18		From	Brañuelas			7 30	12 43
5	3 60	4 20	2 60	Villamuriel	4 52	9 40	10½	8 80	6 60	4 0	Vega	8 4	1 13
10	6 60	5 20	3 0	Paredes	5 10	10 1	19½	14 40	10 80	6 60	**Astorga**	8 33	1 41
17	11 40	10 40	6 20	Villamuroso	5 29	10 41	26	22 40	16 80	10 20	Veguellina	9 17	2 13
23	17 80	13 40	8 20	Cisneros	5 43	11 3	33½	30 0	22 60	13 60	Villadangos	10 0	2 49
32	22 60	17 60	10 60	Villada	6 8	11 38	37½	35 60	26 80	16 20	Quintana	10 25	3 10
38½	28 20	20 80	14 20	Sahagun	6 44	12 26	43½	40 60	30 60	18 40	**Leon** ..... arr	10 46	3 30
43	33 40	25 0	15 80	Calzada	6 56	12 43	...	...	...	...	**(269)** ....dep.	11 22	4 0
50	39 60	30 60	18 40	El Burgo	7 16	1 15	58½	49 20	37 0	22 20	Palanquinos	12 3	4 39
59	49 80	36 60	22 0	Santas Martas.....	7 45	1 56	66½	54 20	40 80	24 60	Santas Martas.....	12 29	4 53
63	53 40	40 0	24 20	Palanquinos.....	8 0	2 20	70½	59 40	47 0	28 20	El Burgo	1 14	5 27
69	62 40	47 0	28 20	**Leon** ..... arr.	10 30	2 56	73½	68 40	51 40	30 80	Calzada	1 38	5 47
	...	...	...	**(269)** dep.	11 0	3 33	78½	71 60	53 60	32 20	Sahagun	2 3	6 2
74	67 40	50 60	30 40	Quintana	11 21	3 55	91½	79 20	59 40	35 60	Villada	2 49	6 23
78	72 60	54 40	32 80	Villadangos	11 43	4 18	95½	85 20	63 80	38 40	Cisneros	3 13	6 38
89	80 20	60 20	36 20	Veguellina	12 14	4 54	101½	88 40	66 20	39 80	Villamuroso	3 32	7 16
96	86 40	64 80	40 0	**Astorga**	12 47	5 32	108½	92 40	69 40	41 60	Paredes	3 58	7 30
106	96 80	72 60	44 0	Vega	1 14	6 2	118½	96 80	72 60	43 60	Villamanbras	4 21	7 50
116	106 40	79 80	48 40	**Brañuelas** ..... arr	1 51	6 44	128½	102 80	76 80	46 0	**Palencia 269** arr	5 8	8 15

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MADRID and CARTAGENA—(396 English Miles).

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2	3
Dist.					a.m.	p.m.	
				Madrid ...dep	8 15		
185	140	105	70	Aranjuez	10 0	9 50	4 47
264	200	150	100	Chinchilla	12 0	11 47	6 47
396	300	225	150	Murcia(378)	3 50	3 50	9 55
	308	231	154	Cartagena ...arr	4 30	4 30	10 35

ALICANTE AND MURCIA.—(164 English Miles).

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2	3	Stations.
				a.m.	p.m.		
			Alicante (378) dep	9 0	7 0		Murcia (378) d
			Alicante...den.	9 0	7 0		Murcia.
			Chinchilla(264)	5 18	3 18		Chinchilla.
			Murcia(378)a.	8 30	6 30		Alicante...a

CADIZ to JEREZ and SEVILLE.

1 Cl.	2 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
rs	cs	rs cs	a.m.	a.m.	p.m.
Fr	m	Cad.			
		Cadiz .....dep.	5 0	9 0	3 35
7	60	5 80	San Fernando.....	5 27	9 37	4 13
11	20	9 0	Puerto Real	5 45	10 1	4 35
14	0	11 20	Puerto Sta. Maria	6 5	10 24	5 0
25	40	18 60	Jerez	6 38	10 53	5 40
27	60	26 80	Casas del Cuervo	7 7	...	6 15
43	60	31 40	Lebrija	7 28	...	6 40
52	0	37 80	Las Cabezas.....	7 52	...	7 12
57	60	41 80	Las Alcantarillas	8 10	...	7 36
64	0	46 80	Utrera (278-6)	8 42	p.m.	8 10
72	0	52 80	Dos Hermanas	9 9	3 30	8 41
79	0	55 0	Seville (274) arr	9 34	4 0	9 9

Thursdays excepted.

SEVILLE, CORDOVA, and MADRID.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	Ex.	1, 2, 3
Dist.	rs	cs.	rs	cs.	rs cs.		
	Fro	m	Se	ville		a.m.	p.m.
12½	11	0	8	20	Brenes.....	5 25	9 20
21	17	60	13	20	Tocina.....	11 10	6 10	10 34
24	20	0	21	0	12 80	Lora del Rio ...	11 49	6 44	11 50
46½	37	60	28	20	17 0	Penaflor	12 18	7 7	12 27
49	39	60	29	80	17 80	Palma	12 27	7 14	12 45
55½	45	0	33	80	20 40	Hornachuelos	12 44	7 28	1 7
61½	49	60	37	20	22 40	Posadas	1 0	7 41	1 28
67½	54	60	41	0	24 60	Almodóvar	1 15	7 53	1 48
73½	59	0	44	40	26 60	Villarubia	...	...	2 7
81½	65	60	49	20	29 40	Cordova arr.	1 46	8 21	2 30
						dep. 273-6 d	2 11	8 41	3 ...
85	71	10	53	46	32 1	Alcolea.....	2 31	8 56	3 26
90½	77	10	58	90	35 35	Villafranca.....	2 56	9 15	3 57
100	80	60	60	85	36 55	Carpio	3 10	9 29	4 17
103	83	10	62	80	37 25	Pedro Abad	3 21	9 37	4 29
106½	83	10	64	25	39 55	Montoro	3 33	9 51	4 55
114½	92	60	70	15	43 25	Villa del Rio ...	3 56	10 4	5 31
123	99	10	75	20	45 35	Marmolejo	4 18	10 23	5 41
126	101	60	77	10	46 50	Arjonilla.....	4 30	10 31	5 58
129½	104	60	79	45	47 95	Andujar	4 46	10 43	6 20
137½	111	10	84	80	51 5	Villanueva.....	5 8	11 1	6 48
143½	115	60	87	95	53 15	Espeluy	5 26	11 15	7 16
147½	118	60	90	30	54 60	Menjibar.....	5 57	11 31	7 49
151½	122	10	92	20	56 25	Javalquinto	6 11	11 41	8 5
160½	129	10	98	45	59 5	Baeza	6 37	12 3	8 41
165	135	10	101	55	61 50	Vadollano(275)	6 59	12 22	9 13
172	138	60	105	80	64 10	Vilches	7 27	12 44	9 54
182	146	60	112	0	67 90	Santa Elena ...	8 11	1 25	10 46
190	153	10	117	5	71 0	V. de Cardenas	8 43	1 53	11 26
196½	158	10	120	90	73 30	Almuradiel.....	9 9	2 15	11 57
206½	166	60	127	50	77 40	Santa Cruz.....	9 42	2 46	12 38
216	176	10	135	30	82 0	Valdepenas	10 3	3 4	1 6
239½	187	60	143	75	87 35	Manzanares 275	11 24	3 40	2 24
247½	199	60	153	10	93 5	Argamasilla	12 0	4 15	3 7
264	212	60	163	18	99 25	Alcazar (272) ..	1 30	5 12	4 5
355½	286	60	220	50	134 40	Madrid ...arr	6 0	8 40	9 35

SANTIAGO to CARRIL.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	rs.	cs.	rs.	cs.		a.m.	p.m.
	Fro	m	Sa	ntia	go.	Santiago ...dep	7 15	5 0	...
2½	3	0	2	25	1 35	Casal	7 20	5 11	...
5	5	50	4	15	2 48	Osebe.....	7 41	5 22	...
10	8	50	6	38	3 84	Esclavitud	7 55	5 37	...
13½	11	0	8	25	4 96	Padron	8 12	5 52	...
15	12	0	9	0	5 39	Cesures	8 18	5 57	...
20½	16	50	12	37	7 43	Catoira	8 34	6 13	...
26	21	0	15	75	9 46	Carril .....arr	8 50	6 29	...

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
Dist.	rs	cs.	rs.	cs.		a.m.	p.m.
	Fro	m	Carril		Carril ..... dep	6	5	5
5	4	50	3	37	2 0	Catoira	6 16	5 33	...
11½	9	50	7	12	4 37	Cesures	6 37	5 44	...
13½	10	0	7	50	4 50	Padron	6 45	5 52	...
15½	12	50	9	37	5 63	Esclavitud	6 56	6	5
19½	16	0	12	0	7 21	Osebe.....	7 16	6 23	...
22½	18	0	13	80	8 10	Casal	7 29	6 37	...
26	21	0	15	75	9 46	Santiago.....arr	7 43	6 50	...

PALMA and MANACOR.

a.m.	p.m.	Stations.	a.m.	p.m.	a.m.	p.m.
4 0	1 45	Manacor ...dep	7 45	5 0	10 45	5 0
4 30	2 15	Petra	8 15	5 30	11 15	5 30
4 58	2 43	Campanet	8 43	5 58	11 43	5 58
5 18	3 3	Empalme	9 3	6 18	12 3	6 18
5 45	3 30	Inca	9 30	6 45	12 30	6 45
6 0	3 45	Binisalem	9 45	7 0	12 45	7 0
6 12	3 57	Santa Maria	9 57	7 12	12 57	7 12
6 30	4 15	Alaró	10 15	7 30	1 15	7 30
6 45	4 30	Binisalem	10 30	7 45	1 30	7 45
6 57	4 42	Empalme (274) ..	10 42	7 57	1 42	7 57
7 15	5 0	Inca	11 0	8 15	2 0	8 15
7 29	5 14	Empalme	11 14	8 29	2 14	8 29
7 45	5 30	Muro	11 30	8 45	2 30	8 45
7 51	5 36	Lluyi	11 36	8 51	2 36	8 51
8 0	5 45	Pont. d'Inca	11 45	9 0	2 45	9 0
8 15	6 0	Palma .....arr	12 0	9 15	3 0	9 15

OSCURA and GIJON.

1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3	1, 2, 3
a.m.	p.m.		a.m.	p.m.	
6 45	2 45	Gijon (269) dep.	7 30	4 40	...
7 0	3 0	Nieva	7 50	4 50	...
7 40	3 40	Novales	9 23	5 13	...
8 15	4 15	Carbayin	10 23	6 13	...
8 30	4 30	Pravia	10 50	6 40	...
9 30	5 30	Oscura .....arr	10 35	6 25	...

ALMADEN and MADRID.

1, 2, 3	Stations.	1, 2, 3	1, 2, 3
		a.m.	p.m.
6 30	Almaden ..... dep	6 0	2 0
7 0	Almadenejos	5 30	1 30
7 30	Chillon	5 0	1 0
8 0	Puertollano	4 30	12 30
8 30	Argamasilla	4 0	12 0
9 0	Manzanares	3 30	11 30
9 30	Madrid .....arr	3 0	11 0

MADRID and MALPARTIDA.

Stations.	1, 2, 3	1, 2, 3
	p.m.	a.m.
Madrid ...dep	8 45	8 45
Leganés	9 10	9 10
Humanes	10 24	10 25
Illescas	11 1	11 2
Azanna	11 15	11 16
Villaluenga ...	11 33	11 34
Cabanna	11 54	11 55
Bargas.....	12 6	12 7
Villamiel.....	12 37	12 38
Rielves	1 3	1 4
Torrijos.....	1 34	1 30
Santa Olalla...	2 8	2 8
Erustes.....	2 21	2 21
Illan-Cebolla ..	2 36	2 37
Monte Aragon.	2 51	2 53
Talavera	3 25	3 15
Calera	3 35	...
Alcanizo.....	4 17	...
Oropesa	4 36	...
Navalmoral ...	5 41	...
Malpartida....	6 32	...

UTRERA and MORON.

1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3
	p.m.		a.m.	p.m.
4 40		Utrera ..... dep	6 40	
5 13		Coronil	7 21	
5 40		Empalme	7 57	
6 15		Coronil	8 32	
6 40		Moron.....arr.	9 0	

EMPALME and LA PUEBLA.

1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3
a.m.	p.m.	(274)	a.m.	p.m.
9 30	6 10	La Puebla ...dep	6 15	5 30
9 36	6 21	Muro	6 24	5 39
9 45	6 30	Lluyi	6 33	5 45
9 53	6 36	Empalme ...arr	6 43	5 56

MADRID and LA PUEBLA.

1, 2, 3	1, 2, 3	Stations.	1, 2, 3	1, 2, 3
a.m.	p.m.		a.m.	p.m.
8 45	5 0	Madrid ...dep	6 30	2 30
9 10	5 25	Leganés	6 5	2 5
10 24	6 40	Humanes	4 50	12 50
11 1	7 17	Illescas	4 13	12 13
11 15	7 31	Azanna	3 59	11 59
11 33	7 49	Villaluenga ...	3 41	11 41
11 54	8 10	Cabanna	3 20	11 20
12 6	8 22	Bargas.....	3 8	11 8
12 37	8 53	Villamiel.....	2 37	10 37
1 3	9 19	Rielves	2 11	10 11
1 34	9 50	Torrijos.....	1 40	9 40
2 8	10 24	Santa Olalla...	1 6	9 6
2 21	10 37	Erustes.....	12 53	8 53
2 36	10 52	Illan-Cebolla ..	12 38	8 38
2 51	11 7	Monte Aragon.	12 23	8 23
3 25	11 41	Talavera	11 49	7 49
3 35	...	Calera	11 39	...
4 17	...	Alcanizo.....	10 57	...
4 36	...	Oropesa	10 38	...
5 41	...	Navalmoral ...	9 33	...
6 32	...	Malpartida....	8 42	...

Malpartida and Navalmoral and Oropesa and Alcanizo and Calera and Talavera and Monte Aragon and Illan Ceballos and Erustes and Santa Olalla and Torrijos and Rielves and Villamiel and Bargas and Cabanna and Villaluenga and Azana and Illescas and Humanes and Leganes and Madrid

	noon																							
Malpartida	7 39																							
Navalmoral	8 38																							
Oropesa dep	9 46																							
Alcanizo.....	10 5																							
Calera	10 33																							
Talavera.....	11 10	12	0																					
Monte Aragon.	11 34	12	24																					
Illan Ceballos..	12 18	1	8																					
Erustes	12 52	1	42																					
Santa Olalla ..	1 8	2	5																					
Torrijos	1 46	2	37																					
Rielves	1 50	2	50																					
Villamiel.....	2 17	3	8																					
Bargas	2 52	3	43																					
Cabanna	3	3	58																					
Villaluenga ...	3 28	4	19																					
Azana	3 48	4	36																					
Illescas	4 13	5	4																					
Humanes	5 6	5	57																					
Leganes	5 38	6	28																					
Madrid ...arr	6 20	7	20																					

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SEVILLE to JEREZ and CADIZ.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	ra. ca.	ra. ca.	ra. ca.		a.m.	p.m.	p.m.	p.m.
From				Seville (275) .. dep.	7 30	4 5	...	9 45
84	7 0	5 20	3 20	Dos Hermanas ..	7 50	5 18	...	10 3
16½	15 60	11 60	7 0	Utrera (274) ..	8 38	5 47	...	10 54
26½	21 60	16 0	9 80	Las Alcantarillas	9 1	...	...	11 54
34½	27 60	20 60	12 40	Las Cabezas.....	9 27	...	...	12 22
44½	36 0	27 0	16 20	Lebrija	9 58	...	...	1 47
52½	42 0	31 40	19 0	Casas del Cuervo	10 23	a.m.	p.m.	2 58
64½	52 0	39 0	23 40	Jerez	11 10	7 0	3 0	3 40
73½	61 40	45 0	27 0	Puerto Sta. Maria	11 40	7 30	3 30	4 14
79½	66 60	48 40	29 0	Puerto Real.....	12 1	7 52	3 52	4 33
85½	71 60	52 20	31 40	San Fernando.....	12 26	8 17	4 17	5 54
95	79 0	58 0	35 0	Cadiz .....arr	1 0	8 52	4 52	7 22

MADRID and CORDOVA to SEVILLE.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1, 2, 3	1 & 2	Ex.
Dis.	ra. ca.	ra. ca.	ra. ca.		a. m.	p.m.	p.m.
From		Madrid.		Madrid...dep.	7 0	7 35	6 20
91¼	74 0	57 35	35 15	Alcázar	12 48	12 36	10 10
108	87 0	67 42	41 33	Argamasilla	1 40	1 18	10 49
123	99 0	76 73	47 2	Manzanares	3 8	2 25	11 21
140½	113 0	87 58	53 67	Valdepenas	4 3	3 6	11 55
149	120 0	93 0	57 0	Santa Cruz	4 39	3 33	12 20
158½	128 50	99 68	61 3	Almuradiel	5 24	4 7	12 48
165½	133 50	103 50	63 50	V. de Cárdenas	5 51	4 27	1 6
173½	140 0	108 56	66 50	Santa Elena	6 29	4 57	1 36
184½	148 50	115 16	70 53	Vilches	7 26	5 39	2 5
190½	153 50	118 97	72 91	Vadollano(275)	8 1	5 53	2 27
196½	158 0	122 45	75 5	Baeza	8 28	6 10	2 34
205½	165 0	127 88	78 38	Javalquinto	8 56	6 33	3 2
209½	168 50	130 60	80 4	Menjibar	9 35	7 5	3 19
218½	175 0	132 50	81 25	Espeluy	9 48	7 18	3 27
218½	175 50	136 1	83 36	Villanueva	10 10	7 32	3 40
226½	182 0	141 5	86 45	Andujar	10 48	7 57	4 0
239½	185 0	143 38	87 68	Arjonilla.....	11 2	8 9	4 9
233½	188 0	145 70	89 30	Marmolejo	11 15	8 20	4 18
241½	194 50	150 74	92 40	Villa del Rio ..	11 41	8 42	4 36
247½	199 50	154 61	94 76	Montoro	12 8	9 0	4 51
253½	204 0	158 10	96 90	Pedro Abad	12 29	9 16	5 4
256½	206 50	160 4	98 10	Carpio	12 49	9 30	5 18
259½	208 50	161 60	99 0	Villafranca.....	1 1	9 39	5 25
268½	216 0	167 40	102 60	Alcolea	1 30	10 3	5 44
274½	221 0	171 30	105 0	Cordova arr.	1 51	10 21	6 0
				,, (272) dep	2 31	10 46	6 25
283½	227 60	176 30	108 0	Villarrubia.....	2 55	...	...
294½	232 60	180 10	110 20	Almodovar.....	3 14	11 17	6 51
294½	237 0	183 30	112 40	Posadas	3 33	11 32	7 3
300½	242 0	187 10	114 60	Hornachuelos ..	3 52	11 47	7 15
307½	247 60	191 30	117 0	Palma	4 17	12 5	7 29
309½	249 60	192 70	118 0	Penaflor	4 28	12 16	7 36
321½	258 60	199 50	122 0	Lora del Rio ...	5 9	12 46	8 5
334½	269 0	207 30	126 60	Tocina	5 53	1 19	8 34
342½	276 0	212 70	129 80	Brenes	6 18	1 39	8 51
353½	286 60	220 70	135 0	Seville-275ar.	7 15	2 20	9 20

VADOLLANO and LINARES.

	1,2,3	1,2,3			1,2,3	1,2,3
	a.m.	p.m.			a.m.	p.m.
(274	6 10	9 20	...	Linares	5 10	8 25
Vadollano	6 40	9 50	...	Vadollano	5 34	8 49
Linares						

MADRID to CIUDAD-REAL, and BADAJOZ.

E.M	1 cl.	2 cl	3 cl.	Stations.	1,2,3	1 & 2	Stations.	1,2,3	1,2,3
Dis.	ra. ca.	ra. ca.	ra. ca.		a.m.	p.m.		a.m.	p.m.
From		Madrid		Madrid.....dep	7 0	7 35	Badajoz .....dep	9 10	3 20
91¼	74 0	57 35	35 15	Alcázar (272)	12 48	12 56	Ciudad-Real	p9 30	a1140
122½	99 0	76 73	47 2	Manzanares .....arr	p.m.	a.m.	Miguelturra	9 39	11 52
...	...	...	...	,, (274) dep	2 40	2 8	Almagro.....	10 7	12 36
135½	109 50	84 87	52 0	Daimiel.....	3 22	2 42	Daimiel	10 38	1 23
149½	120 50	93 20	57 24	Almagro	4 11	3 18	Manzanares..... arr	11 9	1 59
160½	129 50	100 36	61 51	Miguelturra	4 44	3 50	,, dep	11 34	2 24
163½	131 50	101 91	62 47	Ciudad-Real (276)	4 52	6 0	Alcázar	1 30	4 8
378½	309 50	237 91	146 47	Badajoz .....arr	12 14	...	Madrid ..... arr	6 0	p9 35

UTRERA and MORÓN.

Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Utrera (274) ..dep.	7 40	4 10	...
Señora de Hora	7 51	4 21	4 20
Castolas	8 13	4 34	4 42
Pedroso Rubrea ...	8 28	4 48	4 56
Molle do Pinheiro	8 36	4 55	5 3
Mirabel	8 44	5 3	5 10
Mirabello	8 54	5 13	5 20
Señora de Conde ...	9 3	5 22	5 30
Povos	9 14	5 33	5 40
Fontainhas.....arr	...	5 46	5 53
Stations.	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.
Fontainhas.dep	9 40	5 50	4 30
Povos	9 50	6 0	4 40
Ville do Conde ...	10 0	6 10	5 10
Azuaras	10 9	6 20	5 20
Mindello	10 19	6 30	5 30
Modivas	10 30	6 40	5 40
Villar do Pinheiro	10 37	6 47	5 47
Pedras Rubras ...	10 45	6 55	5 55
Castolas	10 53	7 3	6 3
Señora de Hora ...	11 2	7 12	6 12
Moron (275) ..arr	11 15	7 25	6 25

LUGO and ORENSE.—Ferro-Carriles del Noroeste.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	ra. ca.	ra. ca.	ra. ca.		a. m.	p.m.	p.m.
From		Lugo		Coruna .....dep.	8 0	1 55	...
7	6 0	3 60	...	El Burgo	8 21	2 11	...
14½	12 0	6 60	...	Cambre	8 31	2 21	2 0
21	17 60	9 80	...	Oza (San Pedro) ...	8 38	2 28	2 7
23½	19 60	10 80	...	Betanzos	8 54	2 42	2 23
30½	25 0	13 80	...	Guisteis	9 10	2 58	2 39
34½	28 0	15 80	9 60	Teijeiro	9 27	3 15	2 56
40½	33 0	18 60	11 60	Curtis	9 37	3 25	3 6
45½	37 0	20 80	12 80	Puentes de Garcia	9 53	3 41	3 22
51½	42 0	23 60	14 60	Oroso (San Pedro)	10 12	4 0	3 41
57½	47 0	26 60	16 60	Betanzos	10 24	4 12	3 53
63½	52 0	29 60	18 60	Camoro	10 41	4 29	4 10
69½	56 60	31 80	20 20	El Burgo	10 58	4 46	4 27
71½	57 60	32 30	20 60	Coruna ..... arr	11 8	4 56	4 37

LUGO and ORENSE.—Ferro-Carriles del Noroeste.

E.M	1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	ra. ca.	ra. ca.	ra. ca.		a. m.	p.m.	p.m.
From		Lugo		Lugo .....dep.	7 45	3 60	...
14½	12 0	6 60	...	Rabade	8 0	4 15	...
21	17 60	9 80	...	Ramonde	8 15	4 30	...
23½	19 60	10 80	...	Guitiris	8 24	4 39	...
30½	25 0	13 80	...	Parga	8 34	4 49	...
34½	28 0	15 80	9 60	Teijeiro	8 52	5 7	4 56
40½	33 0	18 60	11 60	Curtis	9 2	5 17	5 6
45½	37 0	20 80	12 80	Puentes de Garcia	9 18	5 33	5 22
51½	42 0	23 60	14 60	Oroso (San Pedro)	9 37	5 52	5 41
57½	47 0	26 60	16 60	Betanzos	9 49	6 4	5 53
63½	52 0	29 60	18 60	Camoro	10 6	6 21	6 10
69½	56 60	31 80	20 20	El Burgo	10 23	6 38	6 27
71½	57 60	32 30	20 60	Coruna ..... arr	10 33	6 48	6 37

SEVILLE and CARMONA.—Ferro-Carriles de Sevilla a Alcala y Carmona.

Dist.	Trains.	All 1,2,3 Class.	a.m.	p.m.	p.m.	Trains.	†Occasionally	a.m.	p.m.	p.m.
From		Seville (St. Barn.) dp	6 5	12 15	5 0	Carmona ..... dep	...	8 2	...	6.57
6½		Carrija	6 25	12 35	5 20	Alcantara	...	...	...	...
13		Alcala	6 39	12 50	5 43	Vigo	...	8 20	...	7 24
13		Malcena	6 51	...	5 56	Malcena	...	8 41	...	7 56
18½		Gandul	7 7	...	6 12	Gandul	...	8 55	...	8 10
23		Alcala	7 19	...	6 24	Alcala	...	9 15	2 40	8 20
23		Alcazabon	...	...	...	Carrija	...	9 26	2 51	8 31
29½		Carmona ..... arr	7 41	...	6 39	Seville 274 a	...	9 36	2 55	8 42

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MADRID, CIUDAD-REAL and BADAJOZ.

1 Cl.	2 Cl.	3 Cl	Stations.	1,2,3	1,2,3
rs. cs	rs. cs.	rs. cs.		p.m.	a.m.
From	Madrid.		**Madrid** ..... dep	9 50	8 15
6 0	4 50	3 0	Getafe	10 17	9 50
39 0	29 25	19 50	Almonacid	12 42	12 3
43 50	32 63	21 75	Mora	1 13	12 48
51 0	38 25	25 50	Yévenes	1 46	1 37
74 0	55 50	37 0	Malagon	3 22	4 4
85 0	63 75	43 50	**Ciudad Real** ...arr	4 0	5 6
...	...	...	„ (275) dep	4 30	5 41
92 50	69 38	46 25	La Canada	5 1	6 30
96 50	72 38	48 25	Caracuel	5 19	6 54
01 50	76 13	50 75	Argamasilla	5 36	7 26
04 50	78 38	52 25	**Puertollano**	5 53	7 55
13 50	85 13	56 75	**Veredas**	6 29	8 53
134 0	100 50	67 0	Almadenejos y Alma.	7 55	11 16
158 0	114	78 0	Belalcazar	9 12	1 15
160 0	120 0	80 0	Cabeza del Buey	9 47	2 8
163 50	122 63	81 75	**Almorchon (276)** a	10 3	2 30
...	...	...	dep	10 28	3 0
190 0	142 50	95 0	**Magacela**	12 23	5 57
197 50	148 13	98 75	Don Benito	12 58	7 2
210 0	157 50	105 0	Guarena	1 46	8 22
214 0	160 50	107 0	Villagonzalo	2 4	8 46
215 50	161 63	107 75	Apeadero de la Zarza	2 13	8 56
224 0	168 0	112 0	**Merida (276)**	2 52	9 54
235 50	176 63	117 75	Montijo	3 34	10 57
244 50	183 38	122 25	Talavera	4 6	11 37
253 50	190 13	126 75	**Badajoz (276)** arr	4 33	12 14

1 Cl.	2 Cl	3 Cl	Stations.	1,2,3	1,2,3
rs. cs	rs. cs	rs. cs		a.m	p.m
From	Ba	dajoz.	**Badajoz (276)** dep.	9 10	3 20
9 0	6 75	4 50	Talavera	9 40	4 5
18 0	13 50	9 0	Montijo	10 10	4 47
29 50	22 13	14 75	**Merida**	10 58	6 0
38 0	28 50	19 0	Apeadero de la Zarza	11 27	6 53
39 50	29 60	19 75	Villagonzalo	11 34	7 6
43 50	32 60	21 75	Guarena	11 47	7 29
56 0	41 97	28 0	Don Benito	12 29	8 46
63 50	48 0	31 75	**Magacela**	1 3	9 50
90 0	67 0	45 0	**Almorchon (276)** a	2 52	1 2
...	...	...	.....dep	3 22	1 35
99 50	70 50	46 75	Cabesa del Buey	3 36	2 5
101 50	76 50	50 75	Belalcazar	4 7	3 7
119 50	90 0	59 75	Almadenejos y Alma.	5 31	5 22
140 0	105 37	70 0	**Veredas**	7 30	7 50
149 0	112 12	74 50	**Puertollano**	7 53	8 50
157 0	118 12	78 50	Argamasilla	8 5	9 18
161 0	121 12	80 50	Caracuel	8 23	9 46
168 50	126 75	84 25	**La Canada**	8 38	10 12
...	...	...	**Ciudad-Real** ...arr	9 5	10 58
182 50	139 0	89 75	„ (275)...dep	10 0	11 33
202 50	152 25	101 25	Malagon	10 53	12 43
210 0	157 87	105 0	Yévenes	12 55	2 51
214 50	161 25	107 25	Mora	1 34	3 42
247 50	185 0	123 25	Almonacid	2 3	4 20
253 50	190 13	126 75	Getafe	4 35	7 23
			Madrid ..... arr	5 0	7 57

ALMORCHON and BELMEZ.

Stations.	1,2,3	Stations.	1,2,3
(276)	p.m.		a.m
Almorchon dep	3 30	**Belmez** .....dep	7 50
Zujar	4 8	Penarroya	8 10
Valsequillo	4 42	Valsequillo	8 41
Penarroya	5 18	Zujar.....(276)	9 15
Belmez (276) ar	5 30	**Almorchon** arr	9 50

CORDOVA and BELMEZ.

Stations.	1,2,3	Stations.	1,2,3
(273)	a.m.		p.m.
Cordova dep	4 0	**Belmez** dep	6 0
Obejo	5 22	Espiel	7 6
Alhondiguilla ...	6 16	Alhondiguilla ...	7 24
Espiel	6 45	Obejo	8 24
Belmez (276	7 30	**Cordova** arr	9 30

MERIDA and ZAFRA.

1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
a.m.	p.m.		a.m.	p.m.	p.m.
	1 40	**Merida (276)** dep	5 30	5 30	5 30
5 0	5 37	Calamonte	6 7	6 7	6 7
5 23	6 12	Almendralejo	6 41	6 41	6 41
5 53	6 42	Los Santos	7 11	7 11	7 11
6 41	7 30	**Zafra** ..... arr	7 50	7 50	7 50
a.m.	p.m.		a.m.	p.m.	p.m.
	9 20	**Zafra** ..... dep	8 0	8 0	8 0
	9 57	Los Santos	8 37	8 37	8 37
	10 26	Almendralejo	9 6	9 6	9 6
	11 10	Calamonte	9 40	9 40	9 40
	11 40	**Merida** ..... arr	10 14	10 14	10 14

BOBADILLA and GRANADA.—Line de Campillos a Granada.

K.M	1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
Dis	r. cs.	r. cs.	r. cs	r. cs		a.m.	p.m.
...	From	m Cor	dova		CORDOVA ..... dep	...	...
77	68 20	51 20	31 0		**Bobadilla (273)** dep	9 25	3 45
79½	70 80	53 20	32 60		Apeadero	9 35	3 53
86½	80 80	61 20	38 60		Antequera	10 23	4 33
99	90 80	68 20	44 60		Archidona	11 41	5 9
108	99 60	76 20	49 80		Las Salinas	12 42	5 54
129½	112 60	86 80	57 80		Loja	1 30	6 39
136	115 20	69 20	59 60		Huetor-Tajar	1 59	6 55
132½	122 0	94 0	63 40		Tocon	2 29	7 18
134½	128 20	99 20	67 0		Illora	2 57	7 39
144	134 20	103 80	70 40		Pinos-Puentes	3 19	7 56
148½	138 20	107 20	73 0		Atarfe-Santa Fé	3 37	8 9
153½	145 20	112 80	77 20		**Granada** ..... arr	4 6	8 33

1,2,3	1,2,3	Stations.	1,2,3	1,2,3
a.m.	a.m.		a.m.	a.m.
4 0	9 0	**Granada** ..... dep.	4 0	9 0
4 16	9 21	Atarfe Santa Fé	4 16	9 21
4 29	9 37	Pinos-Puentos	4 29	9 37
4 48	10 2	Illora	4 48	10 2
5 6	10 6	Tocon	5 6	10 6
5 23	10 48	Huetor-Tajar	5 23	10 48
5 42	11 17	Loja	5 42	11 17
6 57	12 41	Las Salinas	6 57	12 41
7 27	1 21	Archidona	7 27	1 21
8 14	2 17	Antequera	8 14	2 17
8 31	2 44	Apeadero	8 31	2 44
8 46	3 58	**Bobadilla (273)** ar	8 46	3 58
		CORDOVA ..... arr		

K.M	Dist.	Stations.
153½	44	**Granada** ..... dep
109½	18½	Atarfe .....
91	35½	Loja .....
50	41	**Zafra** .....
Dist.		
50		**Zafra** ..... dep
91	41	Los Santos .....
109½	35½	Almendralejo .....
153½	44	Calamonte .....
		Merida .....

LISBON and BADAJOZ.

K.M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
Dis	mil's	mil's	mil's		a.m	p.m.	p.m.	a.m
F	rom	Lisbon.		**Lisbon** ..... dep.	8 0	4 40	8 0	...
5½	300	160	120	Sacavem	8 30	5 30	8 23	...
16	520	410	290	Alhandra	9 8	6 27	8 56	...
18½	620	480	350	Villafranca	9 15	6 45	9 7	...
22½	740	580	410	**Carregado** (*Buffet*)	9 31	7 25	9 29	...
29½	940	730	520	Azambuja	9 49	7 50	9 48	...
33½	1 100	850	610	Reguengo	10 3	8 10	10 11	...
37½	1 250	950	680	Santa Anna	10 14	8 29	...	...
46½	1 492	1 160	830	**Santarem** (*Buffet*)	10 46	8 55	10 44	...
52½	1 670	1 300	930	Ville de Figueira	11 6	...	...	...
58½	1 870	1 460	1 040	Abalto de Miranda ...	11 23	...	...	...
63½	2 050	1 590	1 140	Torres Novas	11 41	...	11 36	...
69½	2 130	1 660	1 180	**Entrocamiento** a.	11 50	...	11 45	...
...	...	...	...	„ (271) dep.	12 30	...	...	1 30
84½	2 580	2 010	1 440	Tramagal	1 53	...	...	2 13
133½	3 660	2 850	2 030	Chanca	5 41	...	...	...
140½	4 310	3 350	2 400	**Portalegre**	7 54	...	5 27	...
184½	5 360	4 160	2 970	Fortalegre	10 0	...	7 33	...

1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
a.m.	a.m.		p.m.	a.m.	a.m.
4 45	...	**Badajoz (276)** dep.	5 45	...	5 15
7 0	...	Elvas	7 0	...	6 15
9 47	...	**Portalegre**	9 47	...	7 38
11 24	...	Chanca	...	...	...
2 29	...	Tramagal	10 56	...	...
3 45	...	**Entrocamiento** a.	11 45	...	...
4 32	...	„ (271) dep.	...	...	1 38
4 43	...	Torres Novas	...	...	1 50
5 0	...	Abalto de Miranda ...	...	...	...
5 24	...	Figueira	...	...	...
5 50	5 30	**Santarem** (*Buffet*)	...	2 49	...
6 17	6 4	Santa Anna	...	3 14	...
6 29	6 17	Reguengo	...	...	...
6 46	6 35	Azambuja	...	3 38	...
7 13	7 3	**Carregado** (*Buffet*)	...	4 4	...
7 29	7 21	Villafranca	...	4 19	...
7 44	7 37	Alhandra	...	...	...

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LISBON AND OPORTO.—Lines de Lisbon a Oporto.

1 Cl mil's Frm	2 Cl mil's Li-	3 Cl mil's bon.	Stations.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	Stations.	1,2,3 a m	1,2,3 a.m.	1,2,3 p m
1 12	1 660	1 180	**Lisbon** .....dep	8 0	...	8 0	**Oporto** (Pin'ro)dp	6 35	8 30	5 15
2 41	1 570	1 340	**Entr'mento (B)**	12 20	...	12 15	Vil'e Nova de Gaya	...	...	...
2 41	1 570	1 340	**Thomar**.....[216	12 54	...	12 45	Valladares	7 28	9 17	...
2 58	2 010	1 440	Chao de Macas	1 23	...	1 12	Granja	7 42	9 40	5 54
2 74	2 170	1 550	Cazarias	1 51	...	1 34	Esmoriz	8 7	10 25	6 17
2 99	2 310	1 660	Albergaria	2 25	...	...	Ovar	8 32	11 8	6 34
3 220	3 510	1 790	Vermoil	2 45	...	...	Estarreja	8 55	11 50	7 0
3 252	3 630	1 8 0	**Pombal**	3 6	...	2 33	Aveiro	9 21	12 56	7 26
3 70	3 880	2 060	Soure	3 31	...	3 56	Oliveira de Barros	10	1 58	8
4 018	3 120	2 230	Formosolha	3 59	...	3 22	Mogofores	10 22	2 36	8 16
4 210	3 280	2 340	Taveiro	4 16	a.m.	...	Mealhada	10 43	3 21	8 35
4 330	3 370	2 410	**Coimbra** (Buffet)	4 46	4 15	4 2	Souzella	11 4	3 58	...
4 670	3 480	2 490	Souzella	4 59	4 29	...	**Coimbra** (Buffet)	11 37	4 16	9 23
4 710	3 660	2 260	Mealhada	5 27	5 35	4 40	Taveiro	11 50	...	9 51
4 870	3 790	2 710	Mogofores	5 44	6 16	4 56	Formosolha	12 11	...	10 22
5 0	3 910	2 790	Oliveira de Barros	5 59	6 45	...	Soure	12 43	...	10 52
5 420	4 220	3 010	Aveiro	6 39	8 5	5 47	**Pombal**	1 20	...	10 56
5 720	4 450	3 180	Estarreja	7 7	9 3	6 9	Vermoil	1 45	...	...
5 990	4 650	3 320	Ovar	7 41	9 56	6 24	Albergaria	2 27	...	...
6 200	4 800	3 440	Esmoriz	8 2	10 32	6 51	Cazarias	2 51	...	12
6 390	4 940	3 540	Granja	8 34	11 16	7 13	Chao de Macas	3 17	...	12 27
6 510	5 070	3 630	Valladares	8 57	11 49	...	**Thomar**.....[216	3 36	...	12 43
...	...	...	Vila Nova de Gaya	...	...	...	**Entr'mento (B)**	4 52	...	1 38
6 610	5 616	3 720	**Oporto** (Pin'ro)ar	9 35	12 30	8 0	**Lisbon** .....arr	9 5	...	3 35

OPORTO & VALENCE. (* Oporto-Vigo, p. 288.)

stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.
[277	a.m.	a.m.	p.m.		a.m.	a.m.	p.m.
Oporto dep	8 45	4 20	6 0	**Valence** * dp	3 40	11 18	...
Rio Tinto.....	8 54	4 32	6 14	S. P. da Torre	5 42	1 30	...
Ermezinde	9 16	4 50	6 32	Vianhaa	4 43	12 17	...
S. Romeo	9 30	5 5	6 51	Vianna	5 02	1 11	6 0
Pamalicao	10 5	5 11	7 44	Tamel	6 34	2 11	6 3
Nine	10 10	5 16	7 49	San Bento	7 24	2 44	6 43
San Bento	10 16	5 20	8 30	Nine	7 29	2 49	6 48
Tamel	10 21	5 25	8 36	Pamalicao	7 47	3 07	7 06
Vianna	11 15	5 58	9 16	S. Romeo	8 25	3 45	7 44
Vianhaa	12 3	6 55	10 16	Ermezinde	8 40	3 56	7 58
Santa Torre ...	12 38	7 36	...	Rio Tinto	9 02	4 18	8 20
Valence ..... arr	1 50	9 50	...	**Oporto** ..... arr	9 13	4 31	8 31

Direct Service and Through Booking to all the principal cities of Spain and France.

LISBON, ABREIRO, SETUBAL, EVORA, and SERPA.—Caminhos de Ferro do Sueste de Portugal,

[C. F. WHITE, Manager and Engineer.]

E M Dis.	1 Cl mil's From	2 Cl. mil's Lisbon	3 Cl. mil's abon	Stations.	1,2,3 a.m.	1,2,3 p.m.
				* From Barreiro	a.m.	p.m.
	...	156	100	**Barriero**	8 50	5 20
*	1½	310	210	Lavradio	8 58	5 28
	3	310	210	Alhos Vedros ...	9 5	5 36
	5½	350	230	Moita	9 16	5 47
	9½	500	310	Pinhal Novo...ar	9 36	6 22
	...	...	...	,, ...dep	9 42	4 24
	19	630	390	Palmella	9 55	4 48
	13½	720	440	**Setubal**... ,,	10 8	4 55
	18½	780	470	Pocsirão	10 6	...
	28	980	580	Pegões	10 30	...
	33½	1 270	740	Vendas Novas ...	11 6	...
	46½	1 610	940	Monte Mor	11 15	...
	55½	1 800	1 090	Casa Branca.....	12 35	...
	72	2 290	1 360	**Evora** ...dep	1 42	...
	104½	3 370	1 910	**Extremoz**ar	3 55	...
	63½	2 120	1 220	Alcaçovas	12 57	...
	68½	2 270	1 300	Vianna	1 11	...
	72½	2 410	1 370	Villa Nova.....	1 28	...
	77½	2 520	1 460	Alvito	1 47	...
	85	2 780	1 540	Cuba	2 16	...
	95½	3 110	1 760	**Beja** [277]	3 13	...
	103	3 330	1 920	Baleisao	3 35	...
	109½	3 460	1 960	Quintos	3 53	...
	113½	3 650	2 070	**Serpa** .....arr	4 11	...

Stations.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.
	a.m.	a.m.	p.m.
Serpa ..... dep	7 50	...	...
Quintos	8 12	...	...
Baleisao	8 31	...	...
Beja [277].....	9 32	...	...
Cuba	10 8	...	...
Alvito	10 40	...	...
Villa Nova.....	11 7	...	...
Vianna	11 22	...	...
Alcaçovas	11 38	...	...
Extremozdp	8 4	...	...
Evora ..... ,,	11 7	...	...
Casa Branca.....	12 22	...	...
Monte Mor	12 57	...	...
Vendas Novas ...	1 44	...	...
Pegoes	2 6	...	...
Pocsirão	2 26	r.m.	p.m.
Setubal...dep	...	7 40	2 30
Palmella ... ,,	...	7 56	2 45
Pinhal Nov	1 20	8 10	2 58
,,	3 4	8 20	3 4
Moita	3 19	8 38	5 25
Alhos Vedros ...	3 26	8 47	5 35
Lavradio	3 34	8 57	5 43
Barreiro	4 10	9 25	6 4
Lisbon .....arr	4 50	10 0	4 50

Steamers:—Lisbon to Setzal at 7.16 a.m., and 2.35 p.m.; and *vice versâ* at 8.45 a.m., 3.13 and 5.30 p.m. Fares, 150 and 100 Reis.

BEJA and CASEVEL.

E M Dis.	1 Cl. mil's From	2 Cl. 3 mil's Beja.	Cl. mil's	Stations.	1,2,3 a.m.	Stations.	1,2,3 a.m.
—	—	—	—	**Beja**(277) dp	3 10	**Casevel**...dep	7 15
9½	220	140	100	Outeiro	3 48	Carregueiro ...	7 40
14	340	200	250	Figueirinha ...	4 8	Figueirinha ...	8 13
23	720	460	400	Carregueiro ...	4 42	Outeiro	8 36
29½	890	780	500	**Casevel** ...arr	5 4	**Beja** (277) ar	9 14

Pedroso and Tocina.

		a.m.		
Pedroso .....dep	11 0	...	...	...
Villana de la Mina.	12 22	...	...	...
Tocina (Emp.) a	1 55	...	...	...
		p.m.		
Tocina (Emp.) d	3 12	5	...	...
Villana de la Minas	1 55	...	...	...
Pedroso .....arr	3 12	...	...	...

SEVILLE and HUELVA.—Camino de Hierro al Puerto.

E M Dis.	1 Cl 2 Cl 3 Cl mil's From Pto	Stations.	1,2,3 a.m.	1,2,3 p.m.
			a.m.	p.m.
		Seville .....dep	4 4	1 44
		Brenda	5 3	2 43
		Tardin.....	6	3
		Ar sitin.....	7	4 10
		Niebla .....arr	7 14	4 24
		Huelva ..... dep	8	5
		Rio Tinto.....	8 54	5 54
		Zalamea.....	9 36	6 36
		Ar sitin.....	10	7
		Tardin.....	10 14	7 14
		Brenda	11	8
		Seville .....arr	12	9

Regos..... dep	4	11	44	...	...
Brenda	5	12	43	...	...
Juncal	6	8	27	...	...
Maco	6	21	2	0	...
Cahlde	6	59	40	...	...
Penaflor	7	30	10	...	...
Almaden	8	45	25	...	...
Rio Tinto	9	30	10	...	...
Huelva ..... arr	10	30	11	...	...

Extra—Vianna to S.P. da To re, 7.44 a.m., and 4.30 p.m.; *vice versa*, 7.30 a.m., and 5.0 p.m.

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I.—FREDERIKSHAVN and VAMDRUP.

Eng. Mls.	1 Cl. kr. o.	2 Cl. kr.	3 Cl. kr. o.	The times are Copenhagen times.	1—3	1—3	1—3	1—3	1—3	1—3	1—3
											p.m.
...	...	...	...	STOCKHOLM.....dep	...	...	...	...	...	...	6 45
...	...	...	...	GÖTEBURG .....dep	...	...	...	...	...	...	9 0
				From Göteburg to Frederichshavn per Steamer, Tues, Thur., Sat., in 5½ hrs	a.m.			p.m.	a.m.		a.m.
from	Fred	erik	shvn	**Frederikshavn**...dep	+1020	...	...	6 30	8 20	...	4 20
19¾	2 65	1 95	1 20	**Hjörring**	11 37			7 50	7 43	...	5 13
31¾	4 25	3 10	1 90	Brönderslev	12 25			8 45	8 36	...	5 46
41¾	5 95	4 35	2 70	**Norre Sundby** ...arr	1 13			9 37	9 28	...	6 22
from	...	...	...	,, ...dep	1 20			9 45	9 35	...	6 25
Aalb	6 40	4 65	2 90	**Aalborg** .....arr	1 30	...	...	9 55	9 45	p.m.	6 35
org.	...	...	...	,, ...dep				6 20		10 0	*2 25
10¾	65	5 55	3 45	Støvring				6 53	...	10 45	3 17
14¾	8 05	5 85	3 65	Skjörping				7 6	...	11 3	3 36
18¾	8 55	6 20	3 85	Arden				7 19	...	11 22	3 59
27¼	9 50	6 90	4 30	**Hobro**				7 51	...	12 5	4 47
41¼	11 30	8 20	5 10	**Randers**.....arr			a.m.	8 47	...	1 13	6 18
...	...	...	...	,, ...dep			6 30	8 57	...	1 33	6 38
51¾	11 95	8 65	5 35	**Langaa ...(278)**...arr			6 50	9 20	...	1 55	7 5
...	...	...	...	,, ...dep				9 30		2 15	7 25
53¾	12 15	8 80	5 45	Laurberg				9 35	...	2 21	7 32
58¾	12 60	9 15	5 65	Hadsteen				9 53	...	2 50	8 2
64	13 10	9 50	5 90	Hinnerup				10 8	...	3 12	8 25
77	...	10 35	6 40	**Aarhus**.....arr	a.m.	...	...	10 50	a.m.	4 10	9 30
...	14 30	...	...	,, ...dep	6 50	...	...	11 0	11 55	4 30	
84¾	15 05	10 90	6 75	Hörning	7 21	...	...	11 22	12 47	5 5	...
89¼	15 50	11 20	6 90	**Skanderborg**.....arr.	7 40	...	...	11 35	1 17	5 35	...
...	...	...	...	,, (279) dep	7 45	...	...	11 40	1 35	5 41	...
97¼	16 25	11 75	7 25	Hovedgaard	8 8	...	...	12 1	2 17	6 11	...
105	16 95	12 25	7 55	**Horsens**.....arr	8 35	...	...	12 25	2 57	6 41	...
...	...	...	...	,, ...dep	8 40	...	...	12 30	3 9	6 47	...
112	17 65	12 75	7 83	Lösning	9 1	...	...	12 48	3 45	7 16	...
116¾	18 00	13 00	8 00	Daugaard	9 15	...	...	12 59	4 10	7 35	...
122¾	18 60	13 45	8 30	**Veile**	9 40	...	...	1 20	4 55	8 3	...
130¼	19 35	14 09	8 60	Börkop	10 2	...	...	1 40	5 28	8 36	1—3
137¾	20 00	14 45	8 90	**Fredericia (279)** arr	10 25	a.m.	2 0	6 5	8 56	a.m.	2 10
...	...	...	...	.....dep	10 52	4 0	2 27	6 30	9 8	7 5	2 30
148	21 05	15 20	9 35	**Kolding**	11 29	4 56	2 58	7 30	9 56	8 15	3 3
155½	21 75	15 70	9 65	**Lunderskov (279)**a.	11 50	5 15	3 16	8 0	10 25	8 53	...
...	...	...	...	,, ...dep	11 51	5 25	3 21	8 15	10 35	...	...
158½	22 05	15 90	9 80	**Vamdrup (168)**...arr	12 0	5 40	3 30	8 30	10 48	...	3 30
...	...	...	...	VAMDRUP .....dep	...	6 17	3 42	...	...	...	3 42
...	...	...	...	FLENSBORG .....dep	...	9 32	6 12	...	...	...	6 7
...	...	...	...	ALTONA..... ,,	...	2 30	9 30	...	...	...	10 35

Fare from Hamburg to Cosenhagen—
1 cl. 3740 Ore.; 2 cl. 2840 Ore; 3 cl. 1840 Ore.

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II.—VAMDRUP and FREDERIKSHAVN.

1 Cl. kr. o.	2 Cl. kr. o.	3 Cl. kr. o.	Copenhagen time is 10 minutes before Hamburg time.	1—3	1—3	1—3	1—3	1—3	1—3	1—3	1—3
				p.m.				a.m.		p.m.	
...	...	...	ALTONA .....dep	6 50	...	...	...	6 55	...	2 10	...
...	...	...	FLENSBORG ..... ,,	10 45	...	...	...	10 17	...	6 52	...
...	...	...	VAMDRUP .....arr	1 7	...	...	...	12 32	...	9 52	...
				a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	
from	Vam	drup	**Vamdrup (168)**...dep	1 17	...	4 50	8 30	12 45	4 35	10 10	...
0 55	0 40	0 25	**Lunderskov** .....arr	...	...	5 5	8 43	12 55	4 48	10 25	p.m.
...	...	...	,, **(278)** dep	...	...	5 15	8 53	1 0	4 53	10 35	6 40
1 40	1 00	0 65	**Kolding**	1 49	...	5 52	9 30	1 25	5 28	11 12	7 20
2 90	2 10	1 30	**Fredericia**	2 17	...	6 39	10 20	1 55	6 10	12 0	8 15
...	...	...	,, **(279)**dep	2 37	...	7 0	10 50	2 30	6 25		
3 80	2 80	1 75	Börkop.....	...	...	7 29	11 15	2 49	6 46	...	...
4 80	3 50	2 20	**Veile**	3 16	...	8 10	11 58	3 15	7 15	...	...
5 65	4 15	2 60	Daugaard	...	...	8 38	12 28	3 33	7 34	...	...
6 10	4 45	2 80	Lösning	...	...	9 2	12 47	3 44	7 46	...	...
6 90	5 00	3 15	**Horsens** .....arr	4 0	...	9 31	1 20	4 5	8 10	...	...
...	...	...	,, ...dep	4 5	...	9 41	1 35	4 10	8 15	...	...
7 85	5 70	3 55	Hövedgaard	...	...	10 18	2 12	4 33	8 39	...	...
8 70	6 35	3 95	**Skanderborg**..... arr	4 45	...	10 53	2 48	4 55	9 5	...	...
...	...	...	,, **(279)** dep	4 50	...	11 3	2 58	5 0	9 10	...	...
9 25	6 70	4 20	Hörnig	...	...	11 23	3 19	5 13	9 24	...	...
10 15	7 35	4 60	**Aarhus** .....arr	5 20	a.m.	11 55	3 51	5 35	9 50	...	...
...	...	...	,, ...dep	5 37	7 15	12 15		5 50		...	...
11 35	8 35	5 10	Hinnerup.....	...	8 13	1 5	...	6 32	...	...	...
11 85	8 60	5 35	Hadsteen	...	8 36	1 25	...	6 48	...	...	...
12 35	8 95	5 55	Laurberg	...	9 7	1 54	...	7 8	...	...	...
12 55	9 10	5 65	**Langaa ...(279)**...arr	6 40	9 20	2 5	p.m.	7 15	...	...	...
...	...	...	,, ...dep	6 50	9 35	2 25	9 55	7 25	...	...	...
13 20	9 55	5 90	**Randers**..... arr	7 10	10 0	2 50	10 15	7 45	...	...	...
...	...	...	,, ...dep	7 30	10 20	3 10		7 55	...	...	...
14 85	10 70	6 65	**Hobro**	8 35	11 55	4 37	...	8 56	...	...	...
15 60	11 30	6 95	Arden	8 59	12 34	5 12	...	9 20	...	...	...
16 00	11 55	7 15	Skjörping	9 13	12 58	5 32	...	9 34	...	...	...
16 40	11 85	7 30	Störring	9 25	1 21	5 51	...	9 47	...	...	...
17 40	12 60	7 75	**Aalborg** .....arr	10 0	2 25	6 45	a.m.	10 20	...	...	...
...	...	...	,, ...dep	10 16	*3 20	7 0	6 35	...	...	...	...
17 80	12 85	7 90	**Norre Sundby** ...arr	10 20	3 30	7 10	6 45	...	...	...	...
...	...	...	,, ...dep	10 23	3 36	7 17	6 55	...	...	...	...
19 05	13 75	8 45	Brönderslev	10 53	4 22	7 58	7 46	...	...	...	...
20 15	14 55	8 95	**Hjörring**.....	11 30	5 16	8 58	8 35	...	...	...	...
22 05	15 90	9 80	**Frederikshavn**.....arr	12 22	6 20	10 8	10 15	...	...	...	...
			,, (Steamer) dep	12 30	p.m.			...	...	...	...
			GÖTEBURG .....dep	6 30	p.m.	...	...	...	...	...	...
			STOCKHOLM.....arr	8 50	a.m.	...	...	...	...	...	...

Fare from Hamburg to Göteburg—
1cl. 4677 ore ; 2cl. 3654 ore ; 3cl. 2241 ore.

III.—LANGAA, SKIVE, ESBJERG, and LUNDERSKOV.

from	Lan	gaa.	**Langaa ...(278)**...dep	...	...	a.m. 7 0	a.m. 9 35	p.m. 2 25	p.m. 7 25	...
8½	1 20	0 85	Bjerringsbro	0 55		7 28	10 8	3 4	7 54	...
14½	1 95	1 40	Rödkjoersbro	0 90		7 46	10 30	3 30	8 12	...
22	2 95	2 15	Viberg	1 35		8 20	11 8	4 26	8 45	...
39½	5 25	3 80	**Skive** .....arr	2 40		9 17	12 13	5 47	9 45	...
1	2	3	4	5	6	7	8	9	10	11

IIII.—LUNDERSKOV, ESBJERG, SKIVE, and LANGAA.

Lu	der	skov	**Lunderskov (278)**p.	p.m. 8 8	...	a.m. 5 39	a.m. 9 15	p.m. 3 27	...	...	...
2 90	2 10	1 30	Bramminge..... **(279)**...	9 23	...	7 20	11 45	4 41	...	...	...
4 10	3 00	1 85	**Esbjerg** .....arr	9 52	...	7 57	12 3	5 10	...	...	...
5 35	...	...	,, ...dep	10 7	...	8 12	12 55	5 20	...	...	...
...	3 90	2 45	**Varde** .....arr	10 46	...	8 52	1 45	5 52	...	...	...
13	14	15	16	17	18	19	20	21			

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
...	...	...	...	**Skive** .....dep	...	...	9 22	12 23	6 2	9 50	...	...	...	...	**Varde**.....dep	...	...	9 7	2 7	5 57
57¼	6 55	4 75	3 0	Vinderup .....arr	...	a.m.	9 50	12 58	6 45	10 25	...	9 45	6 90	4 30	**Ringkjobing** .....arr	...	a.m.	11 52	2 25	7 57
57¼	7 35	5 35	3 35	Struer .....arr	...	6 0	10 26	1 40	7 37	10 50	...	...	...	...	,, ...dep	...	5 50	12 2	p.m.	8 5
66	8 35	6 5	3 80	**Holstebro**.....dep	...	6 37	10 54	2 10	8 12	...	...	12 5	8 75	5 40	**Holstebro** .....dep	...	8 4	2 10	5 45	9 42
...	...	...	...	,, ...dep	...	6 32	...	2 20	8 22	...	...	12 85	9 30	5 75	**Struer** .....arr	a.m.	8 46	2 39	6 12	10 10
92½	11 10	8 5	5 0	**Ringkjobing** .....arr	...	7 58	a.m.	4 9	10 20	...	...	...	...	...	,, ...dep	5 50	9 6	2 49	6 22	...
...	...	...	...	,, ...dep	...	8 5	10 40	4 17	...	...	...	...	...	...	Vinderup .....arr	6 15	9 40	3 15	6 48	...
128½	14 50	10 50	6 50	**Varde**.....arr	a.m.	10 6	2 2	6 58	...	...	...	14 60	10 55	6 55	**Skive** .....arr	6 56	10 27	3 57	7 23	...
...	...	...	...	,, ...dep	5 45	10 13	2 32	7 8	...	...	...	...	...	...	,, ...dep	7 0	10 42	4 7	7 38	...
136½	15 5	10 90	6 75	**Esbjerg** .....arr	6 20	10 45	3 18	7 45	...	...	...	14 30	10 35	6 40	Vlborg .....arr	8 10	12 20	5 35	8 35	...
...	...	...	...	,, ...arr	6 30	11 0	3 40	8 0	...	...	...	...	...	...	Rödkjœrsbro .....arr	8 33	12 54	6 8	8 57	...
146½	14 25	10 30	6 40	Bramminge(279).....	7 12	11 35	4 38	8 48	...	...	...	...	...	...	Bjerringbro.....	8 51	1 17	6 32	9 15	...
168½	12 20	8 85	5 50	**Lunderskov(278)** ar	8 43	12 50	6 30	10 25	...	...	...	12 20	5 85	5 50	**Langaa (278)** .....arr	9 20	1 55	7 10	9 45	...

Wimmerby and Hultsfred.

Stations.	Wimmerby ...dep	8 25	...	...	...	...	...	...	...	...
Storebro.....	9 20	...	...	...	...	...	...	...	...	...
Hultsfred (283)	ar	9 45	...	...	...	...	...	...	...	...
	dep	10 15	a.m.	...	...	...	...	...	...	...
Storebro.....		10 40	6 30	...	...	...	...	...	...	...
Wimmerby ...	arr	...	6 55	...	...	...	...	...	...	...

V.—BRAMMINGE and RIBE.

					a.m.	p.m.	p.m.	p.m.
from	Bra	mmi	nge	**Bramminge(279** dep	7 21	11 48	4 43	9 24
9	1 25	90	55	**Ribe**.....arr	8 12	12 37	5 23	10 5

VI.—RIBE and BRAMMINGE.

					a.m.	a.m.	p.m.	p.m.
Fr	om	Ribe		**Bramminge(279)**arr	6 10	10 45	3 32	7 56
1 25	90	55		**Bramminge(279)** dep	7 0	11 25	4 20	8 37

VII.—SKANDERBORG and HERNING.

					a.m.	a.m.	p.m.
from	Ska	nder	borg	**Skanderborg278**dep	7 50	11-45	5 50
16½	2 20	1 60	1 0	Silkeborg.....	9 10	12 50	7 20
...	...	...	...	**Herning**.....arr	10 49	2 12	9 16

VIII.—HERNING and SKANDERBORG.

					a.m.	p.m.	p.m.
...	...	...	...	**Herning** .....dep	7 25	2 12	6 1
from	Silke	borg	Silkeborg	.....	9 20	3 50	7 52
2 20	1 60	1 0	**Skanderborg278**arr		10 45	4 50	9 0

IX.—FREDERICIA and NYBORG.

	kr oe	kr. oe	kr. oe	(278)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Fro	m F	rede	ricia	**Fredericia Havn** dp	2 40	5 20	10 50	2 35	6 35	...
Str-	85	60	40	**Strib** .....arr	2 55	5 35	11 5	2 50	6 50	...
ib.	...	...	...	,, ...dep	3 5	5 43	11 13	3 0	7 0	...
2½	1 20	85	55	Middelfart	3 15	6 0	11 25	3 12	7 12	...
8	1 95	1 40	90	Nörre-Aaby	...	6 25	11 44	3 27	7 32	...
16½	3 5	2 20	1 40	Aarup	3 57	7 17	12 12	3 49	8 14	...
21½	3 70	2 70	1 70	Tommerup	...	7 56	12 31	4 6	8 45	...
29½	4 75	3 45	2 15	**Odense**	4 45	8 52	1 3	4 33	9 27	...
48½	6 10	4 45	2 80	Ullerslev	...	9 42	1 40	4 59	10 10	...
57½	6 75	4 90	3 5	**Nyborg** .....arr	5 30	10 10	2 0	5 15	10 35	...
...	...	...	...	COPENHAGEN ...arr	10 40	...	8 0	10 30	...	...
...	...	...	...	MASNEDSUND(280	12 20	...	10 50	...	...	...
...	...	...	...	HELSINGOR ..... ,,	1 30	...	10 55	...	...	...
...	...	...	...	KALLUNDBORG .. ,,	12 45	...	11 15	...	...	...

X.—NYBORG and FREDERICIA.

					p.m.	a.m.	a.m.	a.m.	p.m.
...	...	...	...	KALLUNDBORG dep	5 0	...	...	6 15	...
...	...	...	...	HELSINGOR ... ,,	3 45	...	...	...	...
...	...	...	...	MASNEDSUND ... ,,	5 15	...	...	6 30	...
...	...	...	...	COPENHAGEN... ,,	7 0	...	6 45	8 15	...
from	Ny	borg	**Nyborg** ..... dep		11 50	6 15	11 20	p2 30	6 35
...	80	60	35	Ullerslev	...	6 34	11 36	2 44	7 11
2 15	1 60	1 0	**Odense**		12 32	7 30	12 10	3 34	8 10
3 25	2 40	1 50	Tommerup		...	8 3	12 32	4 5	8 50
3 95	2 85	1 80	Aarup		1 2	8 38	12 46	4 32	9 23
5 5	3 65	2 30	Nörre-Aaby		...	9 23	1 7	5 5	10 14
5 75	4 20	2 65	Middelfart		1 39	9 53	1 23	5 27	10 50
6 5	4 40	2 75	**Strib** .....arr		1 45	10 2	1 30	5 36	11 0
...	...	...	,, ...dep		1 50	10 10	1 35	5 44	11 10
6 75	4 90	3 5	**Fredericia Havn** ar		2 5	10 25	1 50	5 59	11 25

WALSKOG to ONELOSUND.

Stations.	1,2,3	1,2,3	Stations	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.		a.m.	p.m.		
Walskog .....dep	6 25	10 10	**Oxelosund** dep	...	6 15	3 3	...
Rekarne	7 22	2 0	Nykoping	...	7 15	3 45	...
Eskilstuna	8 8	3 40	Flen	a.m.	10 20	6 25	p.m.
Flen	10 15	6 20	Eskilstuna.....	8 5	12 30	8 45	4 15
Nykoping	12 30	9 0	Rekarne.....	8 35	1 50	10 14	4 55
Oxelosund...arr	12 57	9 34	**Walskog** ....arr	9 25	...	...	5 50

STENSTORP to HJO.

2 Cl	3 Cl.	Stations.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3
kr oe	kr oe		a.m.	p.m.	* Wed. and Sat.	a.m.	p.m.
—	—	**Stenstorp282** d	7 0	*6 20	**Hjo** .....dep	*6 30	2 10

DEGERFORS and STRIBERG.

2 Cl.	3 Cl.	Stations.	1, 2, 3	Stations.	1,2,3	1,2,3
kr oe	kr. oe		p.m.		a.m.	p.m.
—	—	**Degerfors** dep	12 48	**Striberg 284**dp	...	5 53
2 15	1 45	Dalkarsberg	4 4	Dalkarsberg	8 30	7 33
3 5	2 5	**Striberg(284)**a	5 20	**Degerfors**...arr	12 0	...

UPSALA and LENNA. [All 1,2 3 Class.]

Stations.	p.m.	p.m.	Stations.	a.m.	p.m.
Upsala (285)...dep	1 0	5 45	**Lenna**.....dep	7 0	3 15
Lenna ..... arr	2 8	6 53	**Upsala (285)**'...arr	8 8	4 23

ULRICEHAMN and WARTOFTA. [All 1,2,3 Class.]

Stations.	a.m.	p.m.	Stations.	a.m.	p.m.
Ulricehamn ...dep	6 30	2 0	**Wartofta**..... dep	10 0	6 30

REKARNE & KOLBACK.

Stations.	1,2,3	1,2,3
Kolback .....dep	6 35	1 55
Rekarne.....dep	7 11	2 31
Kolback.....arr	7 45	3 8

NAS and MORSHYTTAN

Stations.	1,2,3	1,2,3
Nas .....dep	10 10	10 20
Bredgertid	10 14	1 56
Morshyttan (283)ar	11 0	2 40

Stations.	1,2,3	1,2,3
Morshyttan .....dep	3 15	...
Bredgertid	3 50	...
Nas ..... ,,	3 55	...
..... arr	...	...

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(West Zealand) Copenhagen to Korsør.—Vest Sjællandske Jernbane.

S M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	2 & 3	2 & 3	2 & 3	2 & 3
½¼	kr.o.	kr.o.	kr.o.		a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
...	...	...	...	ELSINORE dep	...	...	...	...	...	...
...	...	...	...	COPENHAGEN	...	...	...	...	...	...
Fro	m	C	open	h'gn						
1½	0 40		0 30	0 20	Copenhagen	6 45	7 0	12 30	3 15	5 0
7¼	1 0		0 70	0 50	Frederiksberg	...	7 7	12 40	3 23	5 12
11½	1 40		1 10	0 70	Glostrup	...	7 20	1 0	3 36	5 32
...	...		...	...	,,(280)dep	7 7	7 33	1 15	3 48	5 45
16¼	2 0		1 50	1 0	Hedehusene	...	...	1 32	4 0	6
20½	2 60		2 0	1 30	Roeskilde arr	7 25	7 53	1 45	4 9	6 15
...	...		...	...	,,(280)dep	7 30	7 58	2 10	9 20	...
28½	3 40		2 50	1 70	Viby	...	...	2 36	9 40	...
33½	4 0		3 0	2 0	Borup	7 55	8 23	2 55	9 55	...
42	5 0		3 50	2 40	Ringsted arr	8 15	8 40	3 20	10 17	...
...	...		...	...	,,dep	8 25	8 48	3 40	10 29	...
51¼	6 0		4 40	2 90	Sorø	8 45	9 8	4 15	10 55	...
61	7 0		5 10	3 30	Slagelse	9 7	9 28	4 52	11 25	...
72½	8 0		6 0	3 70	Korsør arr	9 30	9 50	5 20	11 55	...
...	...		...	...	,,dep	St'r	to	S	...	Stea-
...	...		...	...	NYBORG arr	to	Ny-	boa	...	mer.
						Nyb.		ts		

S M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	2 & 3	2 & 3	2 & 3	
Dis.	kr.o.	kr.o.	kr.o.		a.m.	p.m.	noon	p.m.		
Fro	m	K	orsør							
11½	1 40	1 0	0 70	Korsør dep.	8 0	7 25	12 0	4 25	...	
21	2 60	1 80	1 30	Slagelse	8 24	7 53	12 40	4 55	...	
30½	3 70	2 70	1 80	Sorø	8 44	8 15	1 10	5 20	...	
...	...	...	...	Ringsted arr	9 2	8 34	1 35	5 42	...	
...	...	...	...	,, dep	9 10	8 44	1 50	5 50	...	
39½	4 60	3 40	2 20	Borup	9 38	9 8	2 17	6 15	...	
44½	5 20	3 80	2 50	Viby	9 58	9 15	2 33	6 30	...	
51½	6 0	4 40	2 90	Roeskilde arr	9 52	9 31	2 52	6 48	...	
...	...	...	...	,,(280)dep	9 57	9 37	3 20	7 0	...	
56½	6 50	4 60	3 10	Hedehusene	...	...	3 36	7 12	...	
61	7 0	5 0	3 30	Taastrup280	10 16	9 57	3 50	7 25	...	
65	7 40	5 30	3 50	Glostrup	...	10 9	4 5	7 37	...	
71	8 0	5 70	3 60	Frederiksberg	...	10 28	4 20	7 52	...	
72½	8 0	6 0	3 70	Copenhagen	10 40	10 30	4 30	8 0	...	
...	...	...	...	,,(280 dep	...	...	...	...	...	
...	...	...	...	ELSINORE arr	...	...	...	...	...	

RETURN TICKETS are issued good for one day, at a half more than single fare.

(South Zealand) Copenhagen to Masnedsund.—Sydsjællandske Jernbane.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	2	3
Dis.	kr.o.	kr.o.	kr.o.		a.m.	p.m.	a.m.	p.m.
...	...	...	...	ELSINORE dep	...	...	...	...
Fro	m	C	open	h'gn				
...	...	...	...	Copenhagen	9 0	7 30	2 15	...
...	...	...	...	Frederiksberg	9 8	7 38	2 23	...
...	...	...	...	Glostrup	9 22	7 52	2 48	...
...	...	...	...	Taastrup280	9 34	8 4	3 0	...
...	...	...	...	Hedehusene	9 45	8 15	3 14	...
...	...	...	...	Roskilde280	10 3	8 32	3 40	...
24½	3 40		2 50	1 70	Havdrup	10 18	8 48	4 0	...
35½	4 70		3 20	2 10	Kjoge dep	10 34	9 4	4 35	...
43	5 10		3 70	2 50	Thureby	10 51	9 21	5 5	...
48½	5 70		4 20	2 80	Haslev dep	11 3	9 33	5 26	...
55	6 50		4 70	3 0	Ostrup	11 21	9 51	5 48	...
61	7 0		5 10	3 30	Neatved dep	11 36	10 6	6 17	...
71½	8 0		5 70	3 70	Lundby	11 58	10 28	6 45	...
78½	8 50		6 0	4 0	Vordingborg	12 15	10 45	7 5	...
80	8 50		6 0	4 0	Masnedsund	12 20	10 50	7½	7½

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	2—3
Dis.	kr.o.	kr.o.	kr.o		a.m.	p.m.	a.m.
Fro	m	M	asne	d's'd.	Masnedsund	6 30	5 15	9 15
1½	0 40	0 30		0 20	Vordingborg	6 37	5 22	9 24
8½	1 0	0 8		0 60	Lundby	6 54	5 39	9 45
19	2 40	1 80		1 20	Neatved dep	7 21	6	10 20
24	3 0	2 20		1 50	Ostrup	7 33	6 17	10 43
31	3 80	2 60		1 90	Haslev dep	7 49	6 34	11 9
36½	4 30	3 20		2 10	Thureby	8 2	6 47	11 25
44½	5 20	3 80		2 50	Kjoge dep	8 18	7 6	12 15
51½	6 0	4 20		3 0	Havdrup	8 36	7 24	12 38
59½	6 70	4 80		3 10	Roskilde280	9 5	7 50	1 20
63½	7 20	5 30		3 50	Hedehusene	9 15	8 1	1 33
68½	7 70	5 60		3 50	Taastrup280	9 30	8 14	1 50
72½	8 10	5 80		3 70	Glostrup	9 41	8 26	2 4
78½	8 50	6 20		3 90	Frederiksberg	9 54	8 40	2 20
80	8 50	6 0		4 0	Copenhagen	10 0	8 45	2 24
...	...	...	...	...	(280)... (Nord)d	...	...	...

Copenhagen and Frederiksund.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3
Dis.	kr.o.	kr.o.	kr.o.		a.m.	p.m.	p.m.
Fro	Cope	nha	gen	Copenhagen	9 15	3 0	8 45
10½	1 20	0 90	0 60	Ballerup	9 57	3 42	9 19
26	3 0	2 30	1 50	Frederiksund	10 45	4 30	10 6
Dis.	kr.o.	kr.o.	kr.o.		a.m.	a.m.	p.m.
Fro	Fred	erik	ssun	Frederiksund	6 30	11 30	5 6
15½	2 10	1 60	1 10	Ballerup	7 14	12 24	5 54
26	3 0	2 30	1 50	Copenhagen	7 45	1 0	6 30

(North Zealand) COPENHAGEN to ELSINORE.—Nord Sjællandske Jernbane.

S M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	2 & 3	1,2,3	1,2,3	E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	2 & 3	2 & 3	1,2,3
Dis.	kr.o.	kr.o.	kr.o.	(280)	a.m.	a.m.	p.m.	p.m.	Dis.	kr.o	kr.o.	kr.o.		a.m.	a.m.	p.m.	p.m.
Fro	m	C	open	h'gn	Copenhagen	8 0	11 0	3 25	9 0	Fro	m	Elsi	nore.	Elsinore dep.	7 0	11 30	3 45	8 0
4½	0 60		0 40	0 25	Hellerup	8 10	11 13	3 38	9 10	5½	0 70		0 60	Qvistgaard	7 12	11 47	4 2	8 13
6½	0 70		0 50	0 30	Gjentofte	8 16	11 20	3 45	9 16	10	1 20		0 90	Fredensborg	7 25	12 4	4 19	8 25
9	0 80		0 60	0 45	Lyngby	8 22	11 30	3 56	9 25	15½	1 80		1 40	Hillerod	7 35	12 20	4 35	8 35
12	1 20		1 0	0 70	Holte	8 35	11 42	4 10	9 35	...	...		...	,,dep	7 40	12 30	4 45	8 40
15½	1 50		1 20	0 90	Birkerød	8 44	11 52	4 21	9 44	20½	...		1 60	Lillerød	7 50	12 45	5 0	8 50
19	2 10		1 60	1 10	Lillerød	8 53	12 3	4 32	9 53	24	3 0	2 0	1 50	Birkerød	8 0	12 58	5 15	9 0
22½	2 60		2 0	1 50	Hillerod arr	9 3	12 14	4 44	10 3	27½	3 0	2 0	1 50	Holte	8 10	1 10	5 30	9 15
...	...		...	...	,, dep	9 6	12 21	4 54	10 6	30½	3 0	2 0	1 50	Lyngby	8 23	1 24	5 44	9 28
29½	3 0	2 0	1 50		Fredensborg	9 21	12 35	5 16	10 21	32½	3 0	2 0	1 50	Gjentofte	8 30	1 32	5 52	9 34
33½	3 0	2 0	1 50		Qvistgaard	9 32	12 46	5 30	10 32	34½	3 0	2 0	1 50	Hellerup	8 36	1 40	6 0	9 38
39½	5 0	2 0	1 50		Elsinore arr.	9 45	1 0	5 45	10 45	39½	3 0	2 0	1 50	Copenhagen	8 46	1 50	6 10	10 0
						a.m.	p.m.	p.m.						,,(280)dep	...	...	...	...

Extra.—Copenhagen to Elsinore, 5.15 p.m., and vice versa, 8.50 a.m.
RETURN TICKETS are issued good for one day, at a half more than single fare.

COPENHAGEN to KALLUNDBORG, 9.0 a.m., 2.15 and 7.30 p.m., vice versa at 6.40 and 9.0 a.m., 5.25 p.m.

Klampenborg Branch.—COPENHAGEN (280) to KLAMPENBORG.—(8½ English Miles.) Stations:—**Hellerup & Charlottenlund.)** RATES FOR PASSENGERS.—60 ore, 40 ore, 25 ore, (1,2,3 class).
On Week-Days from Copenhagen, 7, 8½, 9½, 10½ & 11½ a.m.; 1.40, 2½, 3½, 4½, 5½, 6½, 7½, 8½, 9 & 10 p.m.
From Klampenborg, 7½, 8½, 9½, 10½ & 11½ a.m.; 12½, 2½, 3½, 4½, 5½, 6½, 7½, 8½, 9½, 10½, and 11½ p.m.
On Sundays from Copenhagen, 7, 9, 9½, and every half-hour until 11½ p.m.
On Sundays from Klampenborg, 7½, 8½, 9½, 10½, 11½, and every half-hour until 11½ p.m.
NOTE.—These times vary according to the season of the year.
Falsterbanen (Railway on the Island Falster.) **See page 281**

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NYKJOBING and OREHOVED.—Falsterbahn.

Stations.	1—3	1—3 Pass & Gds	Stations.	1—3	1—3	1—3
	a.m.	p.m. a.m. p.m.		a.m.	p.m.	p.m.
Nykjobing ... dep.	5 0	... 12 0 3 30	COPENHAGEN dep.	...	9 0	7 0
Orehoved .....arr.	5 40	4 15 12 54 4 12	KORSOER(280) ,,	...	8 0	5 0
	p.m.			a.m.	p.m.	p.m.
KORSOER(280)ar	1 0	... ...	Orehoved .....dep	8 0	1 30	11 30
COPENHAGEN arr.	10 0	2 30 ... 8 45	Nykjobing ..... arr.	8 54	2 19	12 19

DRAMMEN, (HONGSUND, KONGSBERG,) & RANDSFJORD.—Drammen & Randsfjord Jernbane.

Stations.	Daily Trains.				Distance from Drammen in Miles.
	1,2,3	1,2,3	Gds.	Gds	
	a.m.	p.m.	p.m.	p.m.	Dis.
Randsfjord dp.	6 15	3 0	5 0	3 30	—
Honefos	6 58	3 45	7 42	5 0	—
Skjerdalen	7 34	4 19	9 16	6 15	7
Kroderen dep	6 40	3 35	...	...	10½
Vikersund arr	8 0	4 45	...	...	—
Vikersund ...dep	8 14	4 59	11 15	7 35	—
Skotselven	8 55	5 40	12 45	8 40	17½
Hongsund arr.	9 18	6 3	1 20	...	—
Kongsberg d	7 55	4 40	12 0	...	17
Darbo.....	8 40	5 25	1 0	...	27
Hongsund arr	9 12	5 57	1 40	...	—
Hongsund dep.	9 30	6 15	2 15	9 30	—
Mjondalen	9 44	6 29	2 45	10 0	35½
Drammen(280)	10 10	6 55	3 25	10 36	44½
CHRISTIANIA ...	12 35	9 20	9 5	...	56

Stations.	Daily Trains.				
	1,2,3	1,2,3	Gds	Gds	
	a.m.	p.m.	p.m.	a.m.	a.m.
CHRISTIANIA ...	6 30	3 15	...	5 45	
Drammen(281)	8 48	5 33	5 0	12 45	
Mjondalen	9 15	6 0	5 45	1 54	
Hongsund...arr	9 27	6 12	...	2 14	
Hongsund dp	9 45	6 30	...	2 20	
Darbo	10 23	7 8	...	3 0	
Kongsberg ar	11 12	7 57	...	3 55	
Hongsund dep	9 39	6 24	6 24	2 30	
Skotselven	10 4	6 49	7 0	3 12	
Vikersund ...arr	10 44	7 29	8 0	4 20	
Vikersund dep	10 54	7 40	8 36	5 0	
Kroderen arr	12 15	9 0	...	...	
Skjerdalen ...dep	11 24	8 9	9 36	6 0	
Honefos.....	12 2	8 47	10 54	7 0	
Randsfjord ar.	12 45	9 30	12 0	8 15	

At Kroderen Station, the Steamer "Hakan Adelsøen;" on the Lake of Kroderen, from its end Station the highroad leads to Storgren, through Hallingdal.

At Skjerdalen Station the trains correspond with the steamer "Tyrol" on Tyrifjord, (Krogkleven.)

At Hees Station, the Trains correspond with the Steamer "Bogna" on Spirillen. From its end Station the highroad passes through the valley of Valders. At Randsfjord Station, the Trains correspond with the Steamer "Olaf Frygessen" and "Harald Haarfagre," on the Lake of Randsfjord, only during the Summer.

CHRISTIANIA, and DRAMMEN.

Stations.	Gds.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Daily Trains		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Christiania(282)dp		5 45	6 30	9 30	2 30	3 15	6 0	8 10
Lysaker.....		6 18	6 45	10 5	2 47	3 45	6 15	8 15
Sandviken		6 15	7 6	10 26	3 7	3 52	6 40	8 41
Asker.....arr		6 46	...	...	...	4 14	7 8	...
,, ...dep.		9 24	7 32	10 47	...	4 16	...	9 8
Roken.....arr		...	...	11 12	...	...	...	...
,, ...dep		10 0	7 54	11 14	...	4 39	...	9 36
Bragerøen		...	8 32	11 50	...	5 17		10 19
Drammen(284)arr		11 20	8 38	11 56	...	5 22	...	10 25
KONGSBERG		3 55	11 12	...	...	7 57	...	...
KRODERN		...	12 15	...	...	9 0	...	...
HONEFOS		7 0	12 2	...	...	8 47	...	...
RANDSFJORD		8 15	12 45	...	...	9 30	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Gds.	1,2,3
		a.m.	a.m.	p.m.	a.m.	p.m.
RANDSFJORD dep	...	...	6 15	...	5 0	3 0
HONEFOS	...	...	6 58	...	8 18	3 43
KRODEREN	...	...	6 40	...	...	3 25
KONGSBERG	...	...	7 55	...	12 0	4 40
Drammen (281)dp.	...	...	7 55	10 20	2 55	4 25
Bragerøen	...	8	2 10	27	3 2	...
Roken	...	...	11 11	...	...	...
,, ...dep.	...	8	52	11 15	3 48	5 50
Asker..... arr	a.m.	9	17	...	4 13	6 25
,, ...dep	7	5	9 19	11 37	4 16	7 8
Sandviken	7	43	9 45	12 1	4 42	8 0
Lysaker	8	6	10 6	12 21	5 2	8 45
Christiania(282)a.	8	20	10	20	12	35

	1,2,3	1,2,3	1,2,3	1,2,3	Gds.	1,2,3
		a.m.	a.m.	p.m.	a.m.	p.m.
RANDSFJORD dep	...	...	6 15	...	5 0	3 0
HONEFOS	...	...	6 58	...	8 18	3 43
KRODEREN	...	...	6 40	...	...	3 25
KONGSBERG	...	...	7 55	...	12 0	4 40
Drammen (281)dp.	...	...	7 55	10 20	2 55	4 25
Bragerøen	...	8	2 10	27	3 2	...
Roken	...	...	11 11	...	...	...
,, ...dep.	...	8	52	11 15	3 48	5 50
Asker..... arr	a.m.	9	17	...	4 13	6 25
,, ...dep	7	5	9 19	11 37	4 16	7 8
Sandviken	7	43	9 45	12 1	4 42	8 0
Lysaker	8	6	10 6	12 21	5 2	8 45
Christiania(282)a.	8	20	10	20	12	35

THRONDHJEM (DRONTHEIM) and HAMAR.—Throndhjem and Storen Jernbane.

Stations.																
			a.m.	p.m.												
Throndhjem ...dep	...		7 45	4*35	...	...	...	...	Hamar.....dep		3 30	...	8 40	...	...	...
Lundsmo.....	...		8 11	5 4	...	...	...	...	Lodten		4 33	...	10 20	...	...	...
Melhus.....	...		8 40	5 34	...	...	...	...	Berg		...	...	...	...	...	...
Leer	...		9 12	6 15	...	...	...	...	Elverum.....	arr.	5 4	...	10 55	...	...	...
Lundemo.....(2).....	...		9 28	6 30	...	...	...	...	,, ...	d p	5 12	...	11 17	...	...	...
Levind	...		9 45	6 58	...	...	...	...	Rena	arr	6 28	...	12 45	...	...	...
Storen.....(285).....	...		10 9	7 15	...	...	...	...	,, ...	dep	6 38	...	...	...	...	...
Slugsaas	...		11 30	...	...	...	...	...	Koppang	arr	8 45	a.m.	...	...	...	...
Roros	...		3 19	...	...	...	...	...	,, ...	dep	...	7 0	...	...	...	...
Tonset	...		5 30	...	...	...	...	...	Lille Elvedal ...arr		...	9 44	...	...	...	...
Lille Elvedal ...arr	...		6 15	...	...	...	...	...	,, ...dep		...	9 54	...	...	...	...
,, ...dep	...		6 30	...	...	...	...	...	Tonset		...	10 50	...	...	...	...
Koppang.....arr	a.m.		9 0	...	...	...	...	...	Roros (Omnibus) ...		...	1 18	...	...	...	...
,, ...dep	6	15	...	...	...	...	...	...	Slugsaas (Restaur)...		...	4 41	a.m.	...	...	...
Rena	8	13	p.m.	...	...	...	...	...	Storen.....		...	6 0	*8 56	...	...	...
,, ...dep	8	28	*3 40	...	...	...	...	...	Hovind		...	6 16	7 16	...	...	...
Elverum.....	arr	9	24	5 10	...	...	...	...	Lundemo		...	6 36	7 39	...	...	...
,, ...	dep	9	44	5 40	...	...	...	...	Leer		...	6 56	7 57	...	...	...
Berg	...		...	...	...	...	...	...	Melhus.....		...	7 24	8 42	...	...	...
Lodten	...		...	...	...	...	...	...	Lundsmo		...	7 51	9 10	...	...	...
Hamar.....	...		...	...	...	...	...	...	Throndhjem	arr	...	8 15	9 45	...	...	...

Steamer from Hamar to Mjos 11.40 a.m.

Rail from Eidsvold to Hoved, 6.30 p.m., Christiania arr. 9 p.m.

* Week days only.

Rail from Christiania to Hoved at 8.0 a.m., thence to Eidsvold arriving at 10.45 a.m., then to Hamar by Steamer at 1.30 p.m.

Stations.		1,2,3	1,2,3	1,2,3	1,2,3	Gds.	1,2,3
			a.m.	a.m.	p.m.	a.m.	p.m.
Christiania	dep	...	...	6 15	...	5 0	3 0
Moss	,,	...	...	7 40	...	8 30	4 55
Frederikstad	,,	...	...	8 10	...	9 0	5 25
Sarpsborg	,,	...	...	8 35	...	9 25	5 50
Fredrikshald (285)	arr	...	...	9 0	...	9 50	6 15
Fredrikshald	dep	...	...	9 30	...	10 27	...
Sarpsborg	,,	...	...	9 55	...	10 52	...
Frederikstad	,,	...	...	10 20	...	11 34	3 0
Moss	,,	...	...	10 50	...	12 11	3 30
Christiania	arr	...	...	12 15	...	1 45	4 55

Stations.		1,2,3	1,2,3	1,2,3	1,2,3	Gds.	1,2,3
			a.m.	a.m.	p.m.	a.m.	p.m.
Christiania	dep	...	...	6 15	...	5 0	3 0
Moss	,,	...	...	7 40	...	8 30	4 55
Frederikstad	,,	...	...	8 10	...	9 0	5 25
Sarpsborg	,,	...	...	8 35	...	9 25	5 50
Fredrikshald (285)	arr	...	...	9 0	...	9 50	6 15
Fredrikshald	dep	...	...	9 30	...	10 27	...
Sarpsborg	,,	...	...	9 55	...	10 52	...
Frederikstad	,,	...	...	10 20	...	11 34	3 0
Moss	,,	...	...	10 50	...	12 11	3 30
Christiania	arr	...	...	12 15	...	1 45	4 55

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CHRISTIANIA, KONGSVINGER, CHARLOTTENBERG, (AND SWEDEN.)— Hoved og Kongsvinger-Jernbanen.

E.M.	Stations.	1–3	1–3	1–3			Stations.	1 - 3	1–3	1–3		
Dis.			a.m.	p.m.				p.m.	p.m.			
—	**Christiania (281)** d	...	8 0	3 20	...	...	MALMÖ .....dep	2 15	2 15	...	...	
...	EIDSVOLD ... ,,	...	6 0	...	...	...	ELMHULT ..... ,,	...	...	...	...	
12½	**Lillestrom (282)** ...	...	9 0	4 24	...	...	GOTHENBUEG ,,	6 30	6 30	...	...	
35½	**Aarnæs**	a.m.	10 20	5 51	...	...	STOCKHOLM C.	6 30	6 45	...	...	
61½	**Kongsvinger**	8 0	12 0	7 30	...	...	CHRISTINEHAMM	...	...	...	...	
68½	**Aabogen**	8 34	12 23	7 54	...	...	CARLSTAD ... ,,	...	...	...	...	
75	**Eidsskog (285)** ...	9 4	12 43	8 16	...	...	ARVIKA ..... ,,	a.m.	p.m.	p.m.		
88½	**Charlottenberg** a	10 0	1 23	9 0	...	...	**Charlottenberg**...	6 0	12 47	4 0	...	
...	ARVIKA* .....arr	...	...	...	...	...	**Eidsskog**.....	6 43	1 30	5 10	...	
...	CARLSTAD ... ,,	...	...	...	...	...	**Aabogen**	7 3	1 50	5 40	...	
...	CHRISTINEHAMM ...	...	...	...	...	...	**Kongsvinger**	7 33	2 16	6 10	...	
...	STOCKHOLM C. ...	...	8 50	9 50	...	...	**Aarnæs**	9 4	3 44	...	...	
...	GOTHENBURG ,, ...	...	8 50	9 40	...	...	**Lillestrom**	10 34	5 0	...	...	
...	ELMHULT..... ,, ...	...	...	...	...	...	**Christiania**	11 25	5 50	...	...	
...	MALMÖ ..... ,, ...	...	1 0	1 0	...	...	EIDSVOLD.....	...	7 58	...	...	

CHRISTIANIA, LILLESTROM, and EIDSVOLD.

E.M.	Stations.	1–3	1–3	1–3	1–3		Stations.	1–3	1–3	1–3	1–3	
Dis.	**(281, 282)**	a.m.	a.m.	p.m.	p.m.							
—	**Christiania** .....dep	8 0	8 31	3 20	5 0		Per (LILLEHAMMER	...	...	...	...	
12½	**Lillestrom**	8 53	9 31	4 18	6 3		Stea- (GJOVIG .....dep	...	...	...	...	
18½	Frogner	...	9 53	...	6 29		mer. (HAMAR ..... ,,	a.m.	...	...	p.m.	
27½	Trögstad	...	10 27	...	7 8		**Eidsvold** .....dep	6 0	...	...	4 5	
42	**Eidsvold**	...	11 17	...	7 58		Trögstad	6 51	...	...	4 56	
...	Per (HAMAR	...	...	...	...		Frogner.....	7 27	a.m.	p.m.	5 28	
...	Stea- (GJOVIG	...	...	...	...		**Lillestrom** .....arr	7 50	10 34	5 0	5 58	
...	mer. (LILLEHAMMER ...	...	...	...	...		**Christiania**	8 54	11 25	5 50	6 51	

TRELLEBORG and LUND.

E.M.	1 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3		1 Cl.	3 Cl.	Stations.	1,2,3	1,3,3	1,2,3	
Dist	kr oe	kr oe		a.m.	a.m.	p.m.		kr oe	r. oe.		a.m.	p.m.	p.m.	
Fro	m Tr	ell'g.	**Trelleborg** dep	6 55	11 30	6 20	...	—	—	**Lund** .....dep	6 10	1 55	6 13	
11½	1 40	0 70	Svedala ..... ,,	7 55	12 30	8 0	...	1 80	0 90	Svedala ..... ,,	7 54	3 6	7 25	
26½	3 20	1 60	**Lund (283)** arr	8 57	1 30	9 2	...	3 20	1 60	**Trelleborg** arr	8 45	3 55	8 18	

SOLVESBORG to CHRISTIANSTAD.

1 Cl.	3 Cl.	Stations				1 Cl.	3 Cl.	Stations.			
kr oe	kr oe		a.m.	p.m.		kr oe	kr oe		a.m.	p.m.	
—	—	**Solvesborg** .....dep	6 0	1 0	...	—	—	**Christianstad** ...dep	8 45	4 30	
1 40	0 85	Beckaskog.....	6 48	1 48	...	1 0	0 60	Beckaskog	9 23	5 8	...
2 30	1 45	**Christianstad 285** arr	7 30	2 30	...	2 30	1 45	**Solvesborg**..... arr	10 15	6 6	...

BORAS and HERRLJUNGA.

Stations.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3
	a.m.	p.m.		a.m.	p.m.
Boras .....dep	6 30	3 10	**Herrljunga** dep	9 30	7 5
Herrljunga arr	8 25	5 5	**Boras** .....arr	11 25	9 0

STENSTORP to LIDKOPING.

Stations.	2 & 3	2 & 3	Stations.	2 & 3	2 & 3
	a.m.	p.m.		a.m.	p.m.
Stenstorp 279 d	5 50	6 30	**Lidkoping** dep	6 10	1 50
Skara	7 37	8 20	Skara.....	7 27	3 5
Lidkoping arr	8 40	9 25	**Stenstorp** ...arr	9 5	4 45

MARIESTAD to MOHOLM.

Stations.	2 & 3	2 & 3	Stations.	2 & 3	2 & 3
	a.m.	p.m		a.m.	p.m.
Mariestad ...dep	10 30	6 30	**Moholm**.....dep	7 0	4 0
Moholm .....arr	11 35	7 35	**Mariestad** ...arr	8 0	5 0

SVENSBRO and TIDAHOLM.

Stations.			Stations.		
* Wed. & Saturday	a.m.	p.m.	* Wed. & Saturday	p.m.	p.m.
Svensbro ...dep	8 15	*7 5	**Tidaholm** ...dep	2 30	*6 30
Ekedalen	8 50	7 44	Ekedalen	3 25	7
Tidaholm ...arr	9 10	8 5	**Svensbro**..... arr	3 55	7 30

FILIPSTAD and DAGLOSEN.

3 Cl	Stations.					Stations.			
kroe		a.m.	a.m.	a.m.			a.m.	p.m.	p.m.	
—	**Filipstad (282)** dp	5 25	5 53	9 55	...	**Daglosen** .....dep	10 37	5 42	9 52	...
0 40	**Daglosen (283)** arr	5 46	6 14	10 13	...	**Filipstad (284)** arr	10 55	6 3	10 10	...

WISBY and HEMSE.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.		a.m.	p.m.	
Wisby .....dep	7 30	4 15	...	**Hemse** ...dep	6 42	3 27
Burs	8 40	5 25	...	Burs	7 57	4 42
Hemse	9 5	5 50	...	Wisby	8 41	5 26
Hemse.....arr	10 33	7 20	...	**Hemse**.....arr	9 45	6 30

NORDMARK and EDEBÄCK.

Stations.	a.m.	p.m.		Stations.	a.m.	p.m.	
Nordmark dp	1 35	...	...	**Edeback** dep	...	5 40	...
Hagfors.....	4 11	...	...	Uddeholm	...	6 17	...
Uddeholm	4 37	...	...	Hagfors	10 50	6 43	...
Edeback ...arr	5 10	...	...	**Nordmark**...arr	1 5	...	...

LINDEFORS and HALMSTADT.

Stations.	a.m.		Stations.	a.m.	
Lindefors..... dep	6 45	...	**Halmstadt**.....dep	3 0	...
Smalandstenar	12 13	...	Smalandstenar	12 6	...
Halmstadt..... arr	4 23	...	**Lindefors** ..... arr	4 10	...

WISLANDA and BOLMEN.

Stations.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3
† Sats. excepted	p.m.	p.m.	‡Sat. only. *Daily.	a.m.	p.m.
Wislanda ...dp	2 25	...	**Bolmen**.....dep	10 24	7 41
Tutaryd	†4 3	...	Tutaryd	‡11 1	8 55
Bolmen .....arr	5 36	7 23	**Wislanda** .....arr	12 40	...

SKOFDE and CARLSBORG.

Stations.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3
	a.m.	p.m.		a.m.	p.m.
(284)					
Filipstad d	11 20		**Nordmark**	1 30	5 40
Nordmark	12 57		**Filipstad** ...	3 0	7 10

FILIPSTAD & NORDMARK.

Stations.	a.m.	Stations.	p.m.	p.m.
Filipstad d	11 20	**Nordmark**	1 30	5 40
Nordmark	12 57	**Filipstad** ...	3 0	7 10

SKOFDE and CARLSBORG.

Stations.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3
	a.m.	p.m.		a.m.	p.m.
(284)					
Filipstad d	6 20	4 55	**Carlsborg** dp	9 30	7 45
Skofde ...dep	7 58	6 35	**Skofde**..... arr	11 10	9 0
Carlsborg arr	8 30	7 10			

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Swedish Government Railways.—STOCKHOLM AND MALMO.—Vestra Stambanan.

DAILY.

1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
					class	class	class	class	class		class	class	class	class	class
kr.o.	kr.o.	kr.o.			p.m.	a.m.	p.m.	p.m.	p.m.		p.m.	a.m.	a.m.	p.m.	p.m.
Fr 8	book	h'lm		**Stockholm**.....	...	...	...	...	...	**Malmo** .....dep	2 15	...	7 0	5 30	10 38
...	...	...		(Central Stn.)dep	6 45	6 30	12 20	4 35	9 10	**Lund** ...(282)	2 47	...	7 44	6 17	1 33
1 10	0 85	0 85		**Huddinge**	...	7 3	12 59	5 32	9 48	**Eslof** ...(285)...	3 27	...	8 36	7 14	2 15
1 75	1 3	0 85		**Tumba**	...	7 20	1 19	5 52	3 2	**Hor** .....(284	4 1	...	9 16	7 54	...
3 65	2 0	1 25		**Soedertelje U.**	7 40	7 30	1 30	6 10	3 27	**Hessleholm** ...	4 27	...	10 27	9 0	...
4 70	3 30	2 10		**Guesta**	8 46	8 50	2 52	8 6	...	Ousby	5 48	...	11 24	9 58	...
6 85	5 5	3 20		Sparroholm	9 35	9 43	3 37	...	...	**Elmhult**	6 18	...	12 10	10 35	...
8 80	6 80	4 15		**Walla**.....(284	10 21	10 31	4 55	...	...	Listorp	...	...	12 37	...	...
9 55	7 5	4 55		**Kathrin'holm**	10 57	11 2	5 30	...	...	**Alfvesta (284)**	7 34	...	2 0	...	1, 2, 3,
12 95	9 55	6 8		**Norrkoping** ...	12 22	12 33	7 29	1, 2, 3	...	Moheda	7 53	...	2 26	...	a.m.
14 45	10 65	6 75		Norsholm(285) ..	1 0	1 42	8 18	a.m.	...	**Safsjo**	9 3	a.m.	3 59	...	8 0
16 15	11 90	7 55		**Linkoping**	1 49	2 33	9 8	5 20	...	**Nassjo (284)**...	10 10	9 54	5 20	...	9 24
18 40	13 55	8 60		**Mjolby (285)**...	2 48	3 37	...	6 36	...	Anoby	10 49	10 41	6 15	...	...
20 95	15 40	9 80		Tranas	3 49	4 48	1, 2, 3	7 58	...	Tranas	11 36	11 36	7 17	1, 2, 3	...
23 0	16 90	10 75		Anoby	4 40	5 47	p.m.	9 2	...	**Mjolby (285** ...	12 43	12 49	8 41	a.m.	...
24 65	18 10	11 50		**Nassjo (284)**...	5 40	6 33	5 15	10 22	...	**Linkoping**	1 43	1 52	9 45	6 50	...
26 65	19 40	12 45		**Safsjo**	6 24	...	6 31	11 23	...	Norsholm	2 25	3 2	...	7 49	...
29 90	21 95	13 95		Moheda	7 31	...	...	12 49	...	**Norrkoping** ...	3 10	3 52	...	9 5	...
30 70	22 55	14 35		**Alfvesta (284)**	8 6	1, 2, 3	t..	1 36	...	**Kathrin'holm**	4 47	5 29	...	11 4	...
32 95	24 20	15 40		Listorp	...	a.m.	...	2 42	...	**Walla**.....(284	5 7	5 48	...	11 26	1, 2, 3
34 0	25 0	15 90		**Elmhult**	9 16	5 0	...	3 14	...	Sparroholm	5 55	6 39	1, 2, 3	12 24	a.m.
35 50	26 10	16 60		Ousby.....(283	9 44	5 43	...	3 57	...	**Guesta**	6 55	7 40	a.m.	1 34	5 10
37 60	27 60	17 55		**Hessleholm** ...	10 35	6 51	...	5 11	1, 2, 3	**Soedertelje U.**	7 30	8 20	11 45	2 25	6 30
39 65	29 10	18 50		**Hor**	11 23	7 51	...	6 14	a.m.	Tumba	...	8 58	12 18	3 2	7 20
41 5	30 15	19 20		**Eslof ...(285)**...	12 1	8 44	...	7 13	10 30	Huddinge ...(284	...	9 16	12 37	3 22	7 47
42 25	31 5	19 75		**Lund ...(282)**...	12 35	9 28	...	8 1	11 11	**Stockholm**	...	...	...	...	...
43 40	31 85	20 25		**Malmo (285)** ar	1 0	10 5	...	8 38	11 43	(Central Stn.) arr	8 50	9 50	1 12	4 0	8 35

Express fare Stockholm to Malmo 58kr. 50o., First Class; 37kr. 65o., Second Class.

Stora and Ostermalm.

Stations.			
Stora	dep.	9 35	
Knaby	,,	9 50	
Osterm'lm ...	arr.	10 0	
Stora	dep.		2 0
Knaby	,,		2 15
Osterm'lm ...	arr.		2 30

Dannemora and Knaby.

Stations.			
Dannemora ...	dep.	11 41	
Knaby	,,	11 50	
Stora	arr.	12 0	
Dannemora ...	dep.		2 17
Knaby	,,		2 30
Stora	arr.		2 45

Bangbammar & Klotens.

Stations.			
Bangbammar ...	dep.	1 30	
Kihljon	,,	1 45	
Klotens	arr.	2 0	
Bangbammar ...	dep.		3 5
Kihljon	,,		3 20
Klotens	arr.		3 35

† Tues., Thurs., and Satur. only.

FALUN and GOTHENBURG.

1 Cl.	2 Cl.	3 Cl.	3 Cl.	Stations.			Stations.				
kr.o.	kr.o.	kr.o.			p.m.			a.m.	p.m.	a.m.	
From	From	Falun		**Falun (285** dep	4 55	a.m.	**Gothenburg** dp	6 10	5 30	11 39	...
...	5 30	...	3 30	Ludvika (284) ..	7 41	6 0	Ornered	9 28	8 47	4 28	...
...	11 40	...	7 10	Grythyttehed	...	9 21	Mellerud	11 6	—	7 9	a.m.
...	13 85	...	8 65	Dagloesen (282)...	...	10 29	6 0	Amal	12 41	...	9 14	5 30
...	18 40	...	11 50	**Kil**	p.m.	12 40	9 20	**Kil**	arr	3 0	p.m.	9 15
...	...	...	...	,, ,, ...	dep	6 25	12 50	...	dep	3 21	6 25	a.m.
...	23 45	...	14 65	Amal	10 10	3 32	...	5 3	Dagloesen...	5 44	9 41	6 39
...	26 60	...	16 60	Mellerud (285)...	...	5 5	a.m.	7 11	Grythyttehed	6 55	...	8 23	a.m.
...	29 60	...	18 20	Ornered...(284...	...	6 45	6 0	9 39	Ludvika	10 0	...	3 0	6 0
...	35 80	...	18 20	**Gothenburg**arr	...	9 55	9 39	2 18	**Falun (285** arr	...	...	7 10	8 41

ENGELHOLM and LANDSKRONA.

Stations.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	Stations	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
	a.m.	a.m.	p.m.	(285	a.m.	p.m.	p.m.
Engelholm d	6 20	11 50	7 0	**Landskrona**	6 0	1 32	7 30
Astorp	6 50	12 25	7 47	Kingelstad	6 37	2 4	8 2
Kingstad (285	7 41	1 3	8 56	Astorp	7 52	2 57	8 55
Landskrona	8 14	1 30	9 34	**Engelholm** a	8 20	3 25	9 25

SUNDSVALL and TORPSHAMMAR.

(All 1, 2, 3 Class.)	a.m.	a.m.	p.m.	(285	a.m.	p.m.	p.m.
Sundsvall .....dep	8 35	3 30		**Torpshammar** dp	7 25	3 20	
Karfsta	10 41	5 36		Karfsta	8 15	4 10	
Torpshammar ar	11 25	6 20		**Sundsvall** .....arr	10 15	6 10	

STOCKHOLM and JERFSO.

Stations.	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
	class	class	class	class	class
	a.m.	a.m.	p.m.	p.m.	p.m.
Stockholm 283	9 30	8 30	3 0	7 20	10
Rosersberg	...	9 40	4 19	8 41	
Upsala	10 11	10 30	5 23	10 0	
Sala	...	1 15	...	...	
Krylbo ...(283) ...	...	2 22	...	...	
Morshyttan	...	2 57	...	...	
Storvik	...	4 40	...	...	
Holmsveden	2 & 3	7 6	...	...	
Killafors.....	a.m.	7 43	...	...	
Bollnas	5 30	8 15	...	...	
Jerfso	arr	7 25	...	...	

Stations.	1 & 2	2 & 3	1, 2, 3	2 & 3
	class	class	class	class
	p.m.	a.m.	p.m.	
Jerfso .....dep	...	6 0	...	7 10
Bollnas	...	6 38	...	9 3
Killafors	...	7 11	...	
Holmsveden	...	10 0	...	
Storvik	...	11 14	...	
Morshyttan	...	11 56	1, 2, 3	
Krylbo	...	1 6	a.m.	p.m.
Sala	...	3 0	3 23	6 45
Upsala	...	4 45	7 57	8 39
Rosersberg	...	4 40	6 0	9 5
Stockholm 284	...	6 0	9 5	10 0

HELSINGBORG and HESSLEHOLM. (47½ miles.)

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.
From CHRISTIANIA d	8 0	3 20	p.m.
,, STOCKHOLM ,,	p6 45	12 20	p.m.
,, GOTHENBURG ,,	p6 30	2 55	p.m.
Hessleholm 283 d	a.m.	10*45	5 16	p.m.
Klippan	6 10	11 59	7 5	...
Bjuf .....arr	7 14	12 35	8 1	...
Bjuf.....dep	...	...	...	a.m.
Billeholm ..... arr	...	...	...	a.m.
Helsingborg 285a	8 40	1 13	9 0	*
COPENHAGEN ,,	...	6 15	...	*
KORSOR..... ,,	...	9 30	...	...

Stations.	1, 2, 3	1, 2, 3	1, 2, 3
	a.m.	a.m.	p.m.
KORSOR .....dep	...	8 0	...
COPENHAGEN ...	...	11 0	3 25
Helsingborg 285d.	6 30	p3 0	7 0
Billeholm dep	...	...	...
Bjuf ..... arr	...	...	...
Bjuf.....dep	7 25	2 38	8 15
Klippan	8 21	3 17	9 25
Hessleholm 284a.	10 0	4 30	...
GOTHENBURG arr	10 45	8 50	a.m.
STOCKHOLM ,,	4 0	8 50	a m.
CHRISTIANIA ,,	11 25	5 50	p m.

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E.M.	k. oe	k. oe	k. oe		a.m.	a.m.	p.m.						
—	—	—	—	**Saffjostrom**.....dep	...	5 27	...	...		**Nybro** .....dep	p.m.	a.m.	p.m.	
26½	3 20	...	1 60	**Nybro** .....arr	...	7 12	...	...		**Saffjostrom**.....arr	4 5	...	7 15	...
—	—	—	—	**Christianstad 282**	‡5 25	8 35	3 5	...		**Hessleholm 283** d	‡6 55	10 40	5 15	...
—	2 0	...	1 0	**Hessleholm 283** a	6 33	9 50	4 29	...		**Christianstad** arr	8 10	12 5	6 40	...
					a.m.	p.m.				[282		p.m.		
—	—	—	—	**Karlshamn**.....dep	7 50	‡2 30	...	...		**Wislanda**.....dep	...	2 20	...	...
22½	2 40	...	1 20	Ryd	10 6	4 30	...	...		Ryd	...	4 31	...	...
48½	5 15	...	2 60	**Wislanda**.....arr	12 25	6 37	...	...		**Karlshamn** .....arr	...	6 30	...	...
					a.m.	p.m.	p.m.				a.m.	p.m.	p.m.	
—	—	—	—	**Alfvesta (283)** dep	8 10	2 5	7 40	...		**Wexio (284)**...dep	6 50	12 15	6 15	...
11½	1 25	...	0 75	**Wexio (284)** ...arr	8 57	2 53	8 25	...		**Alfvesta (283)**...arr	7 35	1 5	7 5	...
					a.m.		p.m.				a.m.	p.m.	p.m.	
—	—	—	—	**Wexio (284)**...dep	9 25	...	3 38	...		**Karlskrona** ...dep	6 15	12 50	3 0	...
35½	4 25	...	2 15	**Emmaboda**.....arr	11 52	...	6 22	a.m.		**Emmaboda** ...arr	8 48	3 17	5 58	...
...	...	...	...	" .....dep	12 20	...	...	6 15		**Kalmar** .....dep	6 0	...	...	...
70½	6 25	...	3 20	**Kalmar**.....arr	...	2 a.m.	...	9 3		**Emmaboda** arr	8 38	...	...	...
—	—	—	—	**Emmaboda** ...dep	12 8	6 22	6 33	...		**Emmaboda**....dep	9 3	5 33	...	...
70½	8 50	...	4 25	**Karlskrona**.....arr	2 35	9 23	9 4	...		**Wexio (284)** ...arr	11 44	5 54	...	...
					a.m.	a.m.	p.m.					a.m.	p.m.	a.m.
—	—	—	—	**Vassjo (283,284)** d	5 45	11 10	6 55	...		**Oskarhamn**.....dep	...	...	3 50	5 45
13½	1 60	1 30	0 80	Eksjö	6 36	3 10	7 45	...		Borgea	...	...	4 49	7 4
52	6 20	5 10	3 15	Hultsfred (**210**)	8 59	6 13	...	...		Hultsfred (**285**)	...	...	6 27	9 18
75	9 0	7 35	4 55	Berga	10 23	8 5	...	...		Eksjö	...	8 30	8 53	12 8
92½	11 10	9 5	5 60	**Oskarhamn**.....arr	11 24	9 20	...	...		**Vassjo (283,284)** a	...	9 20	9 34	...
					a.m.	p.m.	p.m.	a.m.			p.m.	a.m.	a.m.	...
—	—	—	—	**Falkoping (284)** d	*1 50	5 50	...	10 45		MALMÖ	2 15	...	7 0	a.m.
43½	4 95	3 65	2 35	**Joukoping** .....arr	3 46	8 7	...	2 8		**Vassjo (283,284)**	10*12	6 21	6 50	9 55
...	...	...	...	" .....dep	3 56	8 15	8 0	3 10		**Joukoping** .....arr	11 22	7 41	8 10	11 40
70½	7 95	5 85	3 75	**Vassjo (283,284)** a	5 13	9 40	9 35	5 4		" .....dep	11 32	7 51	...	1 8
236½	25 70	19 60	12 50	MALMÖ	...	...	8 38	...		**Falkoping (284)**	1 26	10 13	...	5 3
					a.m.	a.m.	p.m.				a.m.	a.m.	a.m.	a.m.
—	—	—	—	**Gerebro (283)** dep	*7 26	8 29	3 47	...		**Stockholm (285)** d	...	8 *6	9 36	...
10	1 15	0 90	0 60	**Dylta** .....arr	7 58	9 10	4 31	...		**Tillberga (285)**dep	...	11 43	p3 13	...
—	—	—	—	**Dylta** .....dep	9 40	...	4 50	...		Westeras	...	12 6	3 58	...
—	1 30	1 5	0 80	**Nora (284)** arr	10 30	...	5 40	...		**Koping (285)**...dep	5 56	1 17	5 50	...
—	—	—	—	**Dylta** .....dep	8 2	9 30	4 46	...		Arboga.....	6 55	1 51	6 55	...
—	1 80	1 40	0 90	Frövi	8 25	10 10	5 23	...		Frövi	8 43	2 54	8 40	...
34½	3 85	3 0	1 90	Arboga	9 28	12 0	7 5	...		**Dylta** .....arr	9 5	3 11	9 2	...
—	4 95	3 85	2 45	**Koping (285)**...dep	10 5	1 40	7 49	a.m.		**Nora**.....dep	7 0	2 10	...	...
—	7 35	5 70	...	Westeras	11 14	3 38	...	7 50		**Dylta** .....arr	7 51	3 1	...	...
—	8 10	6 30	...	**Tillberga (285)**dep	11 49	4 21	...	8 14		**Dylta** .....dep	9 25	3 15	9 20	...
—	15 0	11 75	...	**Stockholm (283)** a	3 20	9 37	...	...		**Gerebro** .....arr	10 9	3 45	10 0	...
				[285	a.m.		p.m.				a.m.	a.m.		
—	—	—	—	**Frovi** .....dep	5 30		p.m.	...		**Ludvika** .....dep	...	8 55	...	...
—	4 50	3 0	1 90	**Kopparberg** ...arr	11 55	...	8 20	...		**Kopparberg** ...arr	...	11 12	...	...
...	...	...	...	" .....dep	12 20	...	...	...		" .....dep	5 30	11 24	...	...
—	8 0	5 30	3 40	**Ludvika (283)** arr	2 50	...	...	...		**Frovi** .....arr	8 5	2 20	...	...
					a.m.						a.m.			
—	—	—	—	**Striberg (279)** dep	‡6 30	...	...	...		**Otterbacken** ...dep	8 0	...	...	...
—	—	—	—	Gyttorp .....arr	6 54	...	p.m.	...		**Wergulands Saby**	9 12	p.m.	...	...
—	—	—	—	**Nora (284)** ...dep	p.m.	...	6 50	...		**Karlskoga** .....dep	10 50	3 40	...	...
—	—	—	—	**Karlskoga** .....arr	‖3 45	...	10 55	...		**Nora**.....arr	...	8 10	p.m.	...
—	—	—	—	**Wermlands Saby**	5 30	...	...	...		Gyttorp ..... dep	...	...	‡6 48	...
—	—	—	—	**Otterbachen** ...arr	6 40	...	...	...		**Striberg** ..... arr	...	...	7 10	...
					a.m.	p.m.	p.m.	p.m.			a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Gerebro (283)** dep	...	11 55	2 5	7 30	‖*50	**Hallsberg** .....dep	6 12	12 55	3 28	12*49
16½	1 75	1 30	0 85	**Hallsberg (285)** arr	...	12 41	2 56	8 22	12 31	**Gerebro** .....arr	6 56	1 45	4 18	1 30

* & 2 Classes. All others 1,2,3 Class. ‡ Tuesdays & Fridays. ‖ Sun., Tues., Thurs., & Frid. only.
† Wednesdays and Saturdays only. ‡‡ & 2 Classes. † Tuesdays & Fridays. ‖ Wednesdays and Saturdays only.

KATRINEHOLM & ORDINBY.

Stations.	EXPRESS		ORDINBY.	
[dep	p.m.	a.m.		
STOCKHOLM	6 45	6 30	...	...
[dep	p.m.	a.m.		p.m.
Katrineholm	10 56	11 0	...	...
Wingaker [283	11 26	11 32	‡ & 2	...
Hallsberg 285	12 45	1 9	p.m.	8 55
Laxa (285) ...	1 44	2 9	10 5	9 55
Elgaras	2 33	2 50	...	...
Foreboda ...	3 3	3 27	11 29	...
Skofde (282)	4 11	4 39	12 34	a.m.
Tatkoping ...	5 17	5 42	1 24	4 30
Herrljunga	6 18	6 57	...	6 41
Alingsas ...	7 24	8 4	...	8 23
Lerum ...[283	8 12	8 57	...	9 39
Gothenburg	8 50	9 40	...	10 45

Stations.	EXPRESS.			ORD-
[283	p.m.	a.m.	p.m.	p.m.
Gothenburg	6 30	6 30	1 30	4 25
Lerum	7 11	7 14	2 17	5 51
Alingsas ...arr	7 57	8 4	3 9	7 4
Herrljungaarr	9 0	9 14	4 18	a.m.
Falkopingarr	10 2	10 23	5 30	1451
Skofde (282)	11 6	11 36	...	2 41
Foreboda arr	12 7	12 43	...	3 42
Elgaras	12 37	1 14	...	a.m.
Laxa (285 arr	1 25	2 5	4 59	5 11
Hallsberg arr	2 26	3 4	‡7 0	6 2
Wingaker	3 53	4 45	9 44	...
Katrineholm	4 25	5 16	10 30	...
[arr	a.m.	p.m.		
STOCKHOLM	8 50	9 50	...	7 56

‡ & 2 cl. a.m. 1,2,3 cl.

SMEDJEBACKEN and MARNAS

Stations.	1,2,3	
	p.m.	
Smedjebacken ...dep.	12.30	...
Marnas .....arr.	1 30	...

	p.m.	
Marnas .....dep.	3 25	...
Smedjebacken ...arr.	4 25	...

‖ Sun., Tues., Thurs., and Frid. only.

Kristinehamn and Finshyttan.

Stations. [285	a.m.	a.m.	p.m.	p.m.
Kristinehamn dp	...	7 25	...	4 10
Storfors	...	9 10	...	5 23
PERSBERG ...dp	6 15	...	2 15	...
Filipstad (282).....	6 54	11 14	2 54	7 24
Finshyttan ...arr	7 0	11 20	3 0	7 30
	noon	a.m.	p.m.	p.m.
Finshyttan .....dp	12 0	7 30	7 50	3 20
Filipstad (282).....	12 12	7 40	8 0	3 34
PERSBERG	12 46	...	8 35	...
Storfors .....[285	...	10 20	...	5 30
Kristinehamn ar	...	11 35	...	7 0

MALMO and YSTAD.

Stations (283)	a.m.	p.m.	p.m.		Stations	a.m.	a.m.	p.m.		
Malmo d	6 12	2 2	6 20	...	**Ystad** ...d	6 0	10 50	6 5	...	...
Svedala ...	7 15	3 7	7 21	...	Rydsgard	6 49	11 22	6 55	...	...
Rydsgard	8 23	4 15	8 20	...	Svedala ...	8 0	12 32	8 2	...	...
Ystad ...a	9 10	5 0	9 2	...	**Malmo** a	8 55	1 25	8 50	...	...

Palsboda to Finspong 5.25 a.m., vice versa 12.0 noon.
Wadstena to Fogelsta 4.50, 10.15 a.m. 3.50 p.m.; and vice versa 7.15, 11.0 a.m. 4.35 p.m.

KOPING and UTTERSBERG.

E.M. Dist.	1 Cl. k. oe	3 Cl. k. oe	Stations.	1,2,3 a.m.	1,2,3 p.m.
—	—	—	**Koping** (284) dep	10 10	4 0
11¼	1 20	0 60	Gisslarbo	11 14	5 4
22	2 40	1 20	**Uttersberg** ......arr	12 10	6 0
Dist.	k. oe	k. oe		a.m.	p.m.
...	—	—	**Uttersberg** ...dep	7 15	1 50
...	1 20	0 60	Gisslarbo	8 23	2 58
...	2 40	1 20	**Koping** (284) arr	9 15	3 50

SALA and KARRGRUFVAN.

1 Cl. k. oe	2 Cl. k. oe	3 Cl. k. oe	Stations. * Tues. and Fridays.	1—3 a.m.	1—3 p.m.		Stations.	1—3 p.m.	1—3 a.m.	1—3 p.m.
...	...	...	**Sala** ...(283)......dep	10 20	1 30	...	**Karrgrufvan** dep	*3 38	7 42	...
—	—	—	Tillberga	12 5	*8 35	...	Hogfors	4 33	8 25	...
2 35	1 80	1 15	Seglingsberg	1 46	10 29	...	Seglingsberg	5 55	9 33	...
4 15	3 20	2 5	Hogfors	2 54	11 53	...	Tillberga	7 37	11 50	4 30
4 80	3 75	2 40	**Karrgrufvan**(285a	3 32	12 38	...	**Sala** (283) ......arr	...	12 51	5 40

LIDKOPING and HAKANTORP.

1 Cl. k. oe	2 Cl. k. oe	3 Cl. k. oe	Stations.	1,2,3 a.m.	1,2,3 p.m.		Stations.	1,2,3 a.m.	1,2,3 p.m.	
—	—	—	**Lidkoping**(282) d	6 0	3 23	...	**Hakantorp** ... dep	8 10	7 4	...
...	2 10	1 5	**Hakantorp** ... ..arr	7 28	4 51	...	**Lidkoping**...... arr	9 38	8 32	...

NORSHOLM and HULTSFRED.

	a.m.	p.m.	a.m.			a.m.			
Norsholm (283) dep	7 50	2 45	...	...	**Hultsfred** ....dep	9 10	...	...	...
Atvidaberg ,,	10 13	5 15	6 10	...	Tuna ,,	10 27	a.m.	...	...
Gamleby ,,	1 8	—	9 26	...	Ankarsrum ,,	11 50	7 45	...	...
Westervik............arr	2 20	a.m.	10 45	...	**Westervik**............arr	1 15	9 10	p.m.	...
,, ...dep	p1 55	10 0	...	...	,, ...dep	a6 45	—	2 45	...
Ankarsrum ,,	3 29	11 30	...	...	Gamleby ,,	8 7	a.m.	4 13	...
Tuna ,,	4 43	...	...	...	Atvidaberg ,,	11 12	5 0	7 20	...
Hultsfred (284) arr	5 55	...	...	...	**Norsholm** ....arr	1 30	7 30	...	...

SWEDISH RAILWAYS.—Continued.

	a.m.	a.m.	p.m.	
OERREBRO	...	5 5	2 5	...
Hallsberg (284)...d	...	6 35	3 27	...
Motala	5 4	10 24	6 42	...
Mjolby (283)...arr	6 5	11 39	7 55	...
NASSJO	9 53	6 33	5 22	...
		a.m.		
Gefle (285) ......dep	...	10 0	...	...
Orrskog	...	11 54	...	...
Orbyhus	...	1 6	...	...
Upsala (279)......arr	...	2 40	...	...
	a.m.	p.m.		
Krylbo (283)...dep	8 40	2 27	...	...
Andersbenning	...	...	...	...
Karrgrufvan(285a	9 35	3 17	...	...
	p.m.	p.m.		
Orrskog ....dep	12 5	2 30	...	...
Soderfors ....arr	12 30	2 55	...	...
	a.m.	p.m.	p.m.	
Orbyhus ....dep	7 0	1 20	8 20	...
Dannemora(283)a	7 25	1 45	8 45	...
	a.m.	p.m.		
Gefle (285) ......dep	8 0	3 0	...	...
Falun(283) ......arr	11 48	6 48	...	...
	a.m.	p.m.	a.m.	
Uddevalla ......dep	...	1 38	7 10	...
Wenersborg	5 51	3 14	8 28	...
Herrljunga(282)a	9 3	6 26	...	...
	a.m.	a.m.	p.m.	
Ystadt(285) ......dep	5 5	10 55	3 10	...
Eslof (283, 285)arr	8 10	2 34	6 44	...
	a.m.	a.m.	p.m.	p.m.
Eslof(283,285)dep	8 50	1 5	3 50	7 25
Billeberga ......arr	9 44	2 13	5 1	8 15
Landskrona arr	10 22	2 50	5 52	8 45
,, (283) dep	9 8	1 40	4 40	7 45
Billeberga ......dep	9 50	2 18	5 15	8 19
Helsingborg(283a	11 0	3 34	6 25	9 20
	a.m.			
Torpshammar dp	11 40	...	...	...
Erikslund	12 49	...	...	...
Bräcke	2 59	...	...	...
Pilgrimsta	5 15	...	...	...
Ostersund ....arr	6 55	...	...	...

	a.m.	a.m.	p.m.	
NASSJÖ	...	9 54	5 20	...
Mjolby (283)...dep	6 30	3 37	8 42	...
Motala	7 37	5 9	9 46	...
Hallsberg(284)arr	10 22	8 35	—	...
OERREBRO	11 50	10 0	...	...
		a.m.		
Upsala (279)......dep	...	11 30	...	...
Orbyhus	...	1 14	...	...
Orrskog	...	2 20	...	...
Gefle ....arr	...	4 5	...	...
	a.m.	p.m.		
Karrgrufvan ...dep	10 50	4 45	...	...
Andersbenning	...	...	...	...
Krylbo ....arr	11 40	5 40	...	...
		a.m.	p.m.	
Soderfors ......dep	...	11 15	1 45	...
Orrskog ....arr	...	11 40	2 10	...
	a.m.	p.m.	p.m.	
Dannemora ...dep	6 0	12 30	7 30	...
Orbyhus. ....arr	6 25	12 55	7 55	...
		a.m.	p.m.	
Falun (283) ... dep	...	7 25	2 20	...
Gefle ....arr	...	11 7	6 7	...
	a.m.	p.m.		
Herrljunga(284)d	6 35	5 28	...	...
Wenersborg	10 5	8 58	...	...
Uddevalla ....arr	11 23	10 16	...	...
	a.m.	p.m.	p.m.	
Eslof (283, 285) d	8 47	3 40	7 20	...
Ystadt ....arr	12 22	7 18	10 5	...
	a.m.	a.m.	p.m.	p.m.
Helsingborg 283d	6 0	8 24	1 0	3 55
Billeberga ......arr	7 0	9 46	2 8	5 13
Landskrona arr	7 35	10 22	2 56	5 52
,, (283)dep	6 30	9 8	1 40	4 40
Billeberga ......dep	7 5	9 52	2 14	5 25
Eslof(283, 285)arr	8 0	11 2	3 0	6 40
	a.m.			
Ostersund ......dep	7 55	...	...	...
Pilgrimsta	9 44	...	...	...
Bräcke	11 58	...	...	...
Erikslund	2 5	...	...	...
Torpshammar arr	3 5	...	...	...

ANNEFORS and BERGSLAGS HORKEN.

	a.m.		p.m.
Annefors............dep	8 30	**Bergslags Hork'n** d	1 0
Fredriksberg	8 40	Strömsdal	3 10
Gravendal	9 30	Gravendal	3 50
Strömsdal	10 30	Fredriksberg	4 35
BergslagsHork'n a	12 0	**Annefors** .... arr	4 40

FREDRIKSHALD and SUNNANA.

	p.m.	p.m.			a.m.	p.m.	
Fredriks'd	12 37	4 30	...	**Sunnana** d	...	...	...
Mon	2 57	7 11	...	Mellerud	11 3	5 15	...
Melerud283	4 54	10 15	...	Mon	1 17	8 5	...
Sunnana a	...	...	...	**Fredriks'd**	2 45	10 0	...

LAXA and CHARLOTTENBERG.

Stations.	Ex.	1,2,3	2 & 3	Stations.	Ex.	1,2,3	2 & 3
	a.m.	p.m.	...		p.m.	p.m.	
STOCKHOLM...... dp	6 30	6 45	...	KONGSVINGER (282	7 30	12 0	...
GOTHENBORG	6 30	6 30	...	**Charlottenberg**dp	6 49	2 5	a.m.
MALMO (283)	...	2 15	...	**Arvika**	8 0	3 16	6 0
	p.m.	a.m.	a.m.	**Karlstad**	10 28	5 45	10 46
Laxa (284)	2 20	5 10	9 0	**Kristinehamn** 284	11 48	7 12	1 54
Kristinehamn284	4 11	7 23	1 36	**Laxa**(284) ....arr	1 40	9 15	5 32
Karlstad	5 37	8 54	4 48		p.m.	a.m.	
Arvika .... [282	7 55	11 26	9 0	STOCKHOLM	9 50	8 50	...
Charlottenberg ar	9 0	12 33	...	GOTHENBORG	9 40	8 50	...
KONGSVINGER arr	7 23	2 10	...	MALMO	...	1 0	.

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ST. PETERSBURG AND HELSINGFORS—(Finland).

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dist.	r. k.	r. k.	r. k.		a.m.	p.m.	a.m.	p.m.	a.m.	
from	St.	Peters	burg	**St. Petersburg** dp	9 0	6 15	6 0	5 30	11 15	
11½	0 60	0 40	0 25	Levaschovo	9 42	6 50	7 4	6 21	12 5	
18½	0 90	0 60	0 40	Walkeasaari	10 3	7 12	8 0	6 45		
22½	...	...	...	Systerbæck ...arr	...	...	...	...	...	
28½	1 40	0 95	0 60	Terojoky	10 45	7 55	9 26	...	...	
74½	3 60	2 40	1 50	Wiborg	1 10	10 20	2 50	...	...	
132½	6 40	4 30	2 70	Kaipiais	3 51	...	5 30	...	...	
180½	8 75	5 85	3 65	Lahtis	5 23	...	10 37	...	...	
214½	10 40	6 95	4 35	**Riihimaki** .....arr	8 10	...	p.m.	p.m.	...	
...	...	...	...	**Abo** .....dep	12 45	a.m.	2 45	12 45	...	
...	...	...	...	**Tammerfors** „	4 10	...	...	7 30	...	
...	...	...	...	**Tavastehus**	6 55	7 35	6 30	...	...	
...	...	...	...	**Riihimaki** .....arr	8 0	8 31	10 36	...	...	
...	...	...	...	**Riihimaki** .....dep	8 22	8 41	3 10	...	...	
222½	10 75	7 20	4 50	**Hyvinge (286)**	8 49	9 4	4 20	...	...	
256½	12 40	8 30	5 20	**Helsingfors** ...arr	10 40	11 0	6 11	...	...	

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	a.m.	
Helsingfors ...dep	8 30	5 45	6 30	...
Hyvinge	10 31	7 43	11 30	...
Riihimaki .....arr	10 52	8 4	p.m.	...
Riihimaki ...dep	11 15	8 29	3 30	...
Tavastehus... ..	12 30	9 35	6 50	...
Tammerfors arr	3 20	...	...	...
Abo .....arr	6 40	...	12 20	...
Riihimaki .....dep	11 7	...	12 50	p.m.
Lahtis	12 59	...	4 40	...
Kaipiais	4 10	...	6 0	a.m.
Wiborg	7 8	...	8 0	7 0
Terojoky	9 37	...	5 40	9 27
Systerbæck...dep	...	a.m.	...	...
Walkeasaari.....	10 25	8 30	7 25	10 14
Levaschovo	10 48	8 46	8 4	10 36
St. Petersburgarr	11 30	9 35	9 21	11 15

1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
a.m.	p.m.	a.m.		
8 30	5 45	6 30	...	...
10 31	7 43	11 30	...	...
10 52	8 4	p.m.	...	...
11 15	8 29	3 30	...	...
12 30	9 35	6 50	...	a.m.
3 20	...	...	...	11 50
6 40	...	12 20	...	6 40
11 7	...	12 50	p.m.	
12 59	...	4 40	...	
4 10	...	6 0	a.m.	
7 8	...	8 0	7 0	
9 37	...	5 40	9 27	
...	a.m.	...	...	
10 25	8 30	7 25	10 14	p.m.
10 48	8 46	8 4	10 36	1 30
11 30	9 35	9 21	11 15	2 22

HANGO and HYVINGE—(Finland).

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	3 Cl.	Stations.	1,2,3	3 Cl.
Dist.	r.	k.	r. k. r. k.		p.m.	p.m.	(286)	a.m.	p.m.
—	from	Ha	ngo	**Hango** .....dep	4 0	3 25	**Hyvinge** ...dep	10 40	4 20
19½	3 20	2 25	1 30	Ekenäs ..... „	5 0	5 35	Ekenäs ..... „	2 17	10 15
86½	19 40	13 0	7 80	**Hyvinge** ...arr	8 35	10 11	**Hango** .....arr	3 15	11 56

MOSCOW, SMOLENSK and BREST LITEWSKI.

Stations.	1,2,3	1 & 2	Stations.	1,2,3	1 & 2	1,2,3
	noon	p.m.				
Moscow ...(288) dep	12 0	6 30	ROMNEY .....dep	...	...	1 25
Moschaisk	3 52	10 14	WARSAW .....dep	4 32	10 51	
Gjatsk	6 30	12 37		p.m.	p.m.	
Wjäma (290)	8 55	3 0	**Brest Litewski** dp	11 20	7 56	
Smolensk .....arr	8 15	8 40	Stolbzy „	6 22	4 17	
RIGA	3 5	a.m.	**Minsk** .....arr	8 20	6 40	
TSARITSIN .....arr	...	9 45	WILNA ..... arr	1 5	5 0	
Smolensk (289) dep	...	10 0	**Minsk** .....dep	8 40	7 0	
Orscha	...	2 35	Borissow	11 6	9 48	
Borissow	...	8 37	Orscha	3 0	3 37	
Minsk (287) .....arr	...	11 10	**Smolensk** .....arr	6 0	7 10	
WILNA .....arr	...	7 13	RIGA.....dep	11 45	7 25	
Minsk .....dep	...	11 40	TSARITSIN .....dep	a.m.	...	
Stolbzy „ [289]	...	3 13	**Smolensk** .....dep	4 10	6 38	
Brest Litewski arr	...	11 35	Wjäma	10 30	12 35	
WARSAW .....arr	...	8 44	Moschaisk	2 54	4 28	
ROMNEY .....arr	...	9 55	**Moscow** .....arr	6 25	7 30	

1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
a.m.	p.m.	p.m.				
6 0	6 10	6 55				
9 50	3 45	10 35				
7 50	6 0	9 50	...	...	...	...
8 0	6 10	9 55	...	...	...	...
9 45	10 35	...	...	...	...	...

1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
p.m.	p.m.	p.m.				
12 0	6 30	11 50				
3 5	...	...				
7 3	7 56	...				
8 5	8 40	12 30				
11 55	...	...				
...	...	...				
1 0	9 48	...				
4 20	3 37	...				
8 5	7 10	...				
7 25	...	...				
...	...	...				
6 38	8 15	...				
12 35	2 30	...				
4 28	6 55	...				
7 30	10 30	...				

RIGA and MUHLGRABEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	
Riga (287) ...dep	6 20	12 0	4 25	8 10
Bolderaa	7 10	12 50	5 15	9 0
Hafendemm...arr	7 15	12 55	5 20	9 5

RIGA and MUHLGRABEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.		
Riga (286) ...dep	6 30	11 45	5 35	...	...	...
Bolderaa	7 15	12 30	6 20	...	...	...
Hafendemm...arr	7 20	12 35	6 25	...	...	...

RIGA and KALKUNEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	a.m.	p.m.	p.m.			
Riga (286) ...dep	7 55	1 15	6 54	...	...	...	...
Mühlgraben de	7 55	1 15	6 54	...	...	...	...
Riga .....arr	8 0	1 20	7 0	...	...	...	...

Riga and Tukum.

Riga depart 8.25 a.m. and 5.55 p.m. Tukum depart 4.20 and 12.20 p.m.

Mühlgraben and Kalkunen.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	
Mühlgraben de	7 55	1 15	6 54	...
Riga .....arr	8 0	1 20	7 0	...

RADZIWILISCHKI and KALKUNEN.

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	
Radziwilischki dep	5 20	1 40	6 0	...
Kalkunen (287)arr	7 40	4 0	8 20	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	
Radziwilischki dep	5 20	1 40	6 0	...
Kalkunen (287)arr	7 40	4 0	8 20	...

ST. PETERSBURG, GATSCHINA REVAL, & BALTISCHPORT. (St. Petersburg time).

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.		p.m.	p.m.
S. Petersburg	9 30	...	9 0	6 0
Tosna (289)	8 50	...	...	...
Gatschina ...	10 45	...	10 33	7 48
Gatschina dep	11 7	...	10 45	8 3
Narwa .....(287)	2 46	...	2 14	12 40
Tapa (287)	6 52	a.m.	6 30	...
Reval	9 0	11 30	8 30	...
Baltischport	...	1 15	...	...

Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	a.m.	p.m.	p.m.	p.m.
Baltischport	...	...	5 15	...
Reval	10 0	...	7 0	10 20
Tapa.....	12 27	...	...	12 48
Narwa.....	4 31	2 5	...	4 46
Gatschina ... arr	8 1	6 42	noon	8 7
Gatschina dep	8 10	6 54	12 10	8 17
Tosna.....arr	...	...	2 5	...
S. Petersburg	9 30	8 35	...	9 35

ST. PETERSBURG, KRASNOE SELO, GATSCHINA PASS, and ORANIENBAUM.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3				
r. k.	r. k.	r. k.		a.m.	a.m.	p.m.	p.m.				
St. Pe	ters	burg	**St. Petersburg**	8 30	12 0	5 0	8 0	...	...	...	...
0 50	0 38	0 23	Ligovo	8 53	12 23	5 25	8 24	...	...	...	...
1 8	0 81	0 40	Nov. Peterhof dep	9 25	12 54	5 59	8 54	...	...	...	...
1 50	1 13	0 85	**Oranienbaum**	9 50	1 20	6 25	9 20	...	...	...	...

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	
r. k.	r. k.	r. k.		a.m.	a.m.	p.m.	p.m.	p.m.		
Ora	nien	b'm.	**Oranienbaum**	8 0	11 0	4 0	7 0	10 0	...	...
0 50	0 38	0 17	Nov. Peterhof	8 23	11 29	4 24	7 24	10 25	...	...
1 0	0 75	0 40	Ligovo	8 56	12 7	4 58	7 59	10 59	...	...
1 50	1 43	0 58	**St. Petersburg**	9 15	12 30	5 20	8 20	11 20	...	...

St. Petersburg to Pavlovsk at short intervals daily.

Pavlovsk to St. Petersburg at short intervals daily.

St. Petersburg to Beloyostroff, at short intervals daily.

Beloyostroff to St. Petersburg, at short intervals daily.

St. Petersburg to Gatschina, 1.0 p.m.

Gatschina to St Petersburg, 3.10 p.m.

Oranienbaum to Revel, 8 and 11 a.m., and 7 p.m.

Revel to Oranienbaum, 10 a.m. and 10.20 p.m.

[3.10 p.m.

Gatschina to Oranienbaum

These times are liable to Alteration on the 18th of the Month.

ST. PETERSBURG, DUNABURG, WILNA, and EYDTKUHNEN.*

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	Stations.	1 & 2	1,2,3	1,2,3
Dis.	r. k.	r. k.	r. k.		p.m.	p.m.	p.m.	p.m.	a.m.				
from	St. Petersburg			St. Peterasburg dp	4 20	5 30	1 30	11 0	9 25	BERLIN.....dep	11 15	...	6 40
24	1 85	1 19	0 61	Jatschina (1860).....	5 35	6 49	2 43	12 14	10 31	KONIGSBERG arr	12 35	...	1 56
48½	3 8	2 25	1 13	Divenskaja.....	...	7 57	3 47	1 20	...	EYDTKUHNEN.arr	p.m.	3 56	...
82	4 84	3 62	1 85	Luga.....	...	9 31	5 27	2 49	...		p.m.	p.m	a.m.
119½	7 24	5 43	2 77	Belaja	...	11 18	7 5	4 45	...	Eydtkuhnen ...dep	4 13	...	6 21
139½	9 64	7 23	3 69	Pskov	...	1 7	8 52	7 6	...	Wirballen .....arr	4 15	...	6 23
190	11 48	8 61	4 40	Ostrow	...	2 29	10 5	8 51	...	..... dep	5 50	2 30	7 45
270	16 31	12 21	6 26	Antonopol	...	6 12	1 35	1 5	...	Kowno.....	8 10	5 22	10 14
309½	18 64	13 98	7 14	Dunaburg .....arr	...	8 5	3 3	2 51	...	Koschedari	9 11	6 40	11 22
				(287-9)			a.m.	p.m.		Wilna .....arr	11 1	8 48	1 13
...	...	...	...	DUNABURG ...dep	...	...	5 55	4 35	...		a.m.	p.m.	p.m.
...	...	...	...	RIGA .....arr	...	...	11 55	10 55	...	Warsaw .....dep	9 30	6 43	11 20
					a.m.	p.m.	p.m.	p.m.		Lapy	2 3	11 47	3 56
...	...	...	...	Dünaburg .....dep	8 30	3 37	3 21	...		BREST .....dep	9 30	...	10 51
314½	18 43	14 12	7 22	Kalkuhnen(286).....	8 50	3 42	3 41	...			p.m.	a.m.	a.m.
344½	27 94	16 45	8 41	Swentsiany.....	11 24	5 54	6 19	...		Bialistock	3 10	12 47	4 53
466	34 34	18 25	9 33	Wileiskaja (287) arr	...	1 11	7 39	8 11	...	Grodno	5 31	3 21	7 44
512½	38 6•	19 51	9 46	Wilna .....arr	...	1 25	7 51	8 25	...	Poretsche	6 46	4 27	9 7
				Wilna.....dep	...	2 0	8 0	8 30	...	Wilna.....arr	10 0	8 18	12 40
534½	39 5	21 80	11 14	Poretsche.....	...	6 55	11 50	12 51	...		p.m.	a.m.	p.m.
563½	39 19	22 64	11 57	Grodno	...	7 50	2 38	1 50	...	Wilna.....dep	11 25	9 18	1 38
581½	33 11	24 84	12 70	Bialistock 288arr	...	10 11	2 40	4 28	...	Wileiskaja (287)	11 41	9 34	1 53
					a.m.	p.m.				Swentsiany	1 35	11 45	3 51
565	...	...	...	BREST.....arr	4 37	9 12	...	...		Kalkuhnen.....	4 0	2 24	6 24
653	23 94	25 45	13 1	Lapy	11 33	3 52	5 47	...		Dunaburg (287)ar	4 10	2 45	6 34
412½	29 71	29 41	15 4	Warsaw 289ar	3 53	7 33	10 20	...			p.m.	a.m.	p.m.
					p.m.	a.m.	p.m.			RIGA .....dep	7 25	7 35	11 15
...	24 68	18 51	9 46	Wilna.....dep	2 5	8 16	9 38	...		DUNABURG ...arr	1 25	2 5	5 45
456½	27 4	20 20	10 36	Koschedari (287) ...	4 6	10 1	11 48	...			p.m.	p.m.	p.m.
471½	28 31	21 34	10 86	Kowno	5 9	10 53	12 57	...		Dünaburg .....dep	4 35	3 15	7 9
581	31 38	23 51	12 2	Wirballen .....arr	7 30	12 24	3 30	...		Antonopol	6 13	5 24	9 5
				..... dep	8 0	1 84	4 0	...		Ostrow	9 37	10 1	1 3
592½	31 39	23 54	12 3	Eydtkuhnen180	8 3	1 37	4 5	...		Pskov	11 0	11 51	2 40
					p.m.	p.m.				Belaja	12 43	2 2	4 45
...	...	...	...	EYDTKUHNEN dp	9 0	2 22	...	...		Luga	2 33	4 8	7 38
...	...	...	...	KONIGSBERG arr	12 43	5 10	...	...		Divenskaja.....	4 51	5 36	8 45
...	...	...	...	BERLIN .....arr	p.m.	6 0	6 10	a.m.	...	Jatschina	6 0	6 48	10 4
										St. Petersburg arr	10 5	6 0	8 0

LIBAU, MOSCHEIKI, and KOSCHEDARI.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3
Dist.	r. k.	r. k.	r. k.		p.m.	p.m.	p.m.		a.m.	a.m.	p.m.
—	from	Lib au		Libau .....dep	2 50	8 50	...	Wilna.....dep	...	9 50	...
53½	3 23	2 43	1 34	Moschelki .....arr	7 30	12 35	...	Koschedari ...arr	...	11 30	...
from	Mos	chei	ki	Moschelki ...dep	4 47	a.m.	8 28	... dep	...	12 10	...
128	4 99	3 78	1 92	Riga(287) ...arr	9 30	4 56	12 43	Radziwillschki.....	...	4 50	...
				Moschelki .....dep	...	12 56	...	Moschelki .....arr	...	6 1	...
110	6 64	4 99	2 56	Radziwillschki(286)	...	5 11	...	Riga.....dep	10 10	2 p 0	7 10
182½	11 3	8 26	4 23	Koschedari ...arr	...	9 20	...	Moschelki ...ar	a.m.	6 35	11 19
...	...	...	...	... (287) dep	...	10 30	...	Moschelki .....dep	2 15	8 26	...
...	...	...	...	Wilna..... arr	...	2 15	...	Libau .....arr	7 0	11 25	...

WILEISKAJA, BACHMATSCH, and ROMNEY.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3
Dist.	r. k.	r. k.	r. k.	ST. PETERSBURG dp	a.m.	p.m.	...		a.m.	a.m.	
...	...	...	...	WILNA..... ,,	12 30	2 15	...	Romney .....dep	7 45	1 25	...
...	...	...	...		a.m.	p.m.		Bachmatsch ...arr	11 0	4 0	...
from	Wile iska	ja		Wileiskaja 287 dep	1 5	3 0	...	KIEW ..... dep	...	...	...
167½	6 69	4 86	2 48	Minsk (286) .....arr	7 25	9 40	...	Bachmatsch ...dep	...	6 45	...
...	...	...	...	BREST ..... ,,	...	...	...	Gomel	..	1 30	...
...	...	...	...	Minsk .....dep	...	11 45	...	Bobruisk.....	...	6 48	...
194½	11 74	8 80	4 50	Bobruisk	...	4 51	...	Minsk..... arr	...	11 43	...
258½	17 6	12 80	6 54	Gomel	...	10 28	...	BREST .....dep	...	...	p.m.
356½	23 76	17 98	9 19	Bachmatsch 291ar	...	5 15	...	Minsk .....dep	...	12 40	12 15
...	...	...	...	KIEW	...	...	...	Wileiskaja .....arr	...	8 17	6 32
...	...	...	...	Bachmatsch ...dep	...	7 25	...	WILNA ..... ,,	...	6 32	7 5
441	26 86	20 0	10 22	Romney ..... arr	...	9 55	...	ST. PETERSBURG ,,	...	...	...

RIGA and DUNABURG.—Riga Dünaburger Eisenbahn.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3
Dist.	r. k.	r. k.	r. k.		a.m.	p.m.
...	from	Riga	—	Riga(289).....dep	11 15	6 55
43	2 56	1 91	0 98	Römershof	1 29	9 9
75	4 49	3 44	1 76	Kreuzburg	3 18	10 58
196	7 65	5 74	2 93	Dünaburg (287)ar	5 45	1 25
				ST. PETERSBURG arr	11 15	6 0

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,	1,2,3
Dist.	r. k.	r. k.	r. k.	ST PETERSBURG dep	1 30	...
...	...	...	...		a.m.	p.m.
Pro	Dun aburg			Dünaburg .....dep	5 55	9 5
51½	3 11	2 34	1 20	Kreuzburg	8 41	11 51
84½	5 14	3 85	1 97	Römershof	10 25	1 35
126½	7 65	5 74	2 93	Riga ..... arr	12 25	3 35

TAPS and DORPAT.

E.M.	Stations.	1,2,3	1,2,3	1,2,3
		a.m.	p.m.	p.m.
	Dorpat ....dep.	6 15	1 30	7 8
	Taps .....arr.	10 53	6 17	12 8
	Taps	...	...	...
	Dorpat ....arr.	...	...	...

† 1, 2, 3 class.

* 1 & 2 class.

These times are liable to Alteration on the 13th of the Month.

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ST. PETERSBURG and MOSCOW.

Cl.	2	3	Cl.	Stations.	2 & 3	2 & 3	1 & 2	1 & 2	2 & 3	2 & 3
r. k.	r. k.	r. k.			a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Petersbu	rg.			St. Petersburg dp	9 0	2 30	3 0	7 15	9 30	2 0
2 31	1 24	0 73		Toosna (286)	11 1	2 33	4 26	Ex.	11 28	4 0
3 75	2 56	1 13		Ljuban	12 12	3 49	5 35	9 21	12 56	5 51
5 50	3 75	1 60		Tsehudowo (288)	1 30	5 8	6 35	...	2 18	7 7
7 19	5 0	2 19		M. Wischera	3 15	6 49	7 58	11 14	3 57	8 42
1 25	7 69	3 30		Uglovka (289)	6 28	10 45	10 30	1 22	7 6	11 53
4 19	9 75	4 24		Bologoe (288)	8 53	1 10	12 34	2 47	9 47	2 8
6 94	11 56	5 29		Spirowo	11 37	3 45	2 42	4 40	12 40	...
8 19	12 50	5 87		Ostaschkowo (288)	1 7	5 23	3 56	5 33	2 13	...
9 44	13 31	6 94		Twer	2 36	7 20	5 7	6 85	3 51	...
11 69	14 88	7 56		Klin	4 10	10 5	7 14	8 19	6 40	...
13 75	16 25	8 68		Moscow (291)...arr	8 45	1 30	9 30	10 15	10 0	...

1, 2, 3	2 & 3	1 & 2	2 & 3	1 & 2	2 & 3	1 & 2	2 & 3
a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
9 0	1 0	3 30	9 0	8 0	0	0	0
12 24	4 30	6 5	12 34	10 13	...	...	...
3 6	7 15	8 12	3 18	11 35	...	...	...
4 29	8 50	9 26	4 44	12 51	...	...	...
6 0	11 2	10 41	6 22	1 51	...	...	...
8 27	1 48	12 53	9 33	3 36	10	...	...
10 56	4 17	2 51	12 2	5 5	12	2	5
2 3	8 18	5 20	3 29	7 18	2	4	7
3 43	9 52	6 75	5 25	...	3	5	8
5 10	11 14	7 45	6 47	9	6	7	10
6 15	12 19	8 34	7 51	...	7	8	11
8 15	2 15	10 0	9 45	11	9	10	1

TSCHUDOWO, NOVGOROD, and STARAYA RUSSA.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	2 & 3
Dist	r. k.	r. k.	r. k.	(288)	a.m.	p.m.
from	Tsch	udo.	wo.	Tschudowo ...dep	4 0	2 15
42½	2 89	1 94	0 99	Novgorod	6 0	6 15
104	5 89	4 41	2 25	Staraya Russa arr	12 45	...

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3
Dist	r. k.	r. k.	r. k.		a.m.	p.m.
from	Star aya			Staraya Russa dp	4 45	...
3 34	2 50	1 28		Novgorod	10 0	1 0
104	5 89	4 41	2 25	Tschudowo ...arr	1 40	4 55

BOLOGOE and RYBINSK.

E M.	1 Cl.	2 Cl	3 Cl.	Stations.	1, 2, 3	1, 2, 3
Dist	r. k.	r. k.	r. k.		a.m.	p.m.
From	Bologoe.			Bologoe (288 dep	3 40	10 50
173½	10 50	7 34	4 3	Rybinsk ..... arr	1 20	9 45

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3
Dist	r. k.	r. k.	r. k.		a.m.	p.m.
From	Rybinsk.			Rybinsk .....dep	8 0	1 25
173½	10 50	7 38	4 3	Bologoe .....arr	7 0	11 10

OSTASCHKOWO and RSCHEWO.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3
Dist	r. k.	r. k.	r. k.	(288)	a.m.	p.m.
from	Osta schk owo			Ostaschkowo dep	6 55	5 13
20½	1 24	0 93	0 47	Torschok	8 12	7 4
80	4 80	3 60	1 81	Rschewo ..... arr	11 43	11 43

E M	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3
Dist.	r. k.	r. k.	r. k.		c.m.	p.m.
Fro	Rschewo.			Rschewo .....dep	6 50	3 28
59½	3 60	2 70	1 33	Torschok	11 44	7 15
80	4 80	3 60	1 84	Ostaschkowo arr	1 16	8 15

Uglovka (289) to Borovitchi 36 a.m. Borovitchi to Uglovka 7.56 p.m.

MOSCOW and WOLOGDA.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
Dist	r. k.	r. k.	r. k.	(286, 288)	a.m.	p.m.	p.m.		
F	rom	Mos	cow.	Moscow .....dep	7 0	4 10	8 15	Wologda dep	...
411	2 50	1 88	0 92	Sergieiposat	9 30	6 32	10 47	Jaroslawl arr	...
129½	7 84	5 88	3 0	Rostow	...	...	5 4	dep	...
182	9 79	5 79	3 45	Jaroslawl .....arr	...	p.m.	7 9	Rostow	...
from	Ja	rosla	wl.	,, ...dep	...	8 5	9 13	Sergieiposat ...	7 50
284½	7 20	5 40	2 76	Wologda .....arr	...	7 55	8 26	Moscow (290	10 8

1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3
p.m.	a.m.	p.m.	p.m.
...	8 43	...	9 10
...	8 0	...	9 10
...	10 0	...	...
...	12 22	...	...
7 50	6 42	1 30	...
10 8	9 0	3 50	...

MOSCOW and NISCHNI-NOVGOROD.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3	1 & 2
Dist	r. k.	r. k.	r. k.		a.m.	p.m.	p.m.
...	from	Mos	cow	Moscow (286) dep	9 25	2 30	8 30
118	6 54	4 98	2 54	Wladimir	4 18	9 56	2 17
148½	8 36	6 28	3 21	Nowki (288)	5 59	11 45	4 15
158	8 89	6 66	3 40	Kowrow	6 25	12 15	4 40
195½	10 99	8 24	4 21	Wlasniki	...	3 35	5 57
273	15 38	11 54	3 90	Nischni-Novg arr	...	7 0	9 30

1, 2, 3	1, 2, 3	1 & 2
a.m.	p.m.	p.m.
Nischni-Novg dep	...	2 30	8 30
Wlasniki	...	7 11	12 8
Kowrow	9 40	9 18	1 55
Nowki	10 11	9 55	2 34
Wladimir	12 0	12 2	4 6
Moscow (288) arr.	6 40	7 0	9 30

NOWKI and KINESCHMA.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3
Dist	r. k.	r. k.	r. k.		a.m.	a.m.
F	rom	Now	ki.	Nowki (288) ...dep	12 1	3 55
34½	2 10	1 58	0 81	Schuja	2 15	7 0
106	6 41	4 81	2 48	Kineschma ..... arr.	6 51	1 0

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3
Dist.	r. k.	r. k.	r. k.		p.m.	p.m.
from	Kin esch		ma.	Kineschma ...dep	2 20	4 10
71½	4 35	3 26	1 67	Schuja	7 10	11 15
106	6 41	4 81	2 48	Nowki ..... arr	9 10	2 0

BREST-LITEWSKI and GRAJEWO.

1 Cl.	2 Cl	3 Cl.	Stations.	1—3	1—3
r. k.	r. k.	r. k.		a.m.	p.m.
...	...	...	Odessa.....dep	...	...
...	...	...	Brest-Litewsk dp	9 30	10 51
3 15	2 36	1 21	Bjelsk .....(291	12 9	2 36
4 84	3 63	1 68	Bialistock 297 ar	1 38	4 6
...	...	...	St. Petersburg	...	...
...	...	...	Bialistock ...dep	5 0	...
7 43	5 58	2 85	Grajewo (291) arr	7 37	...
...	...	...	Prostken ...arr	8 17	...

1—3	1—3
a.m.	p.m.
Prostken ...dep	9 20	...
Grajewo	11 6	...
Bialistock ..... arr	1 38	...
St. Petersburg	...	...
Bialistock .....dep	5 2	11 30
Bjelsk	6 38	1 21
Brest-Litewsk ar	9 12	4 37
Odessa.....arr	...	...

IVANGOROD and LUKOW.

(289)	
p.m.	p.m.
Ivangorod dep	2 48	...
Lukow 289 ar	2 41	...
	p.m.
Lukow ...dep	3 15	...
Ivangorod arr	5 17	...

FAUSTOWA and SNAMENKA.

1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1, 2, 3
r. k.	r. k.	r. k.		p.m	a.m.
Fro	Faus	tova	Faustova 291 dep	12 30	12 20
5 78	4 34	1 42	Wjasowok (288) ...	8 6	7 56
7 46	5 69	3 11	Bobrinskaja (289)	9 35	9 24
10 58	7 94	4 6	Snamenka 290 arr	1 0	12 50

1, 2, 3	1, 2, 3
a.m.	p.m.
Snamenka ...dep	5 30	5 45
Bobrinskaja (289)...	9 10	9 28
Wjasowok	5 3	5 43
Faustowa..... arr	6 8	6 15

Bobrinskaja & Scherkassy.

(289)	a.m.	p.m.
Bobrinskaja dep	10	8
Scherkassy.....arr.	11 25	11 25
	a.m.	p.m.
Scherkassy ...dep	6 50	6 50
Bobrinskaja arr	8 13	8 13

KOWROFF and MOUROM

(68 M'les). No Information.

WJASOWOK and SCHPOLA.

(288)	a.m.	p.m.
Wjasowok ...dep	6 30	4 10
Schpola.....arr	6 50	4 30
Schpola ...dep	7 0	4 40
Wjasowok arr	7 20	5 0

RARNIK and LUCKOWIZY.

(291)	a.m.	p.m.
Rarnik .....dep	9 50	3 8
Luckowizy.....arr	10 10	3 28
Luckowizy ...dep	10 30	4 30
Rarnik arr	10 50	4 50

These times are liable to Alteration on the 13th of the Month.

OREL and BUNSBURG.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—	1—
Dist.	r. c.	r. c.	r. c.		p.m.	a.m.
...	...	...	...	GRIAZI.....dep.	...	6 0
From				Orel (292).....	3 0	1 0
77½	4 65	3 51	1 79	Bryanski	7 12	5 7
155½	9 26	7 4	3 60	Roslavl	11 41	9 15
223½	13 36	10 13	5 18	Smolensk 290 arr.	2 17	12 15
...	...	...	...	.....dep	2 57	12 50
303	18 30	13 73	7 2	Witebsk .....arr.	8 10	5 8
From	W	itebsk		..... dep.	9 40	6 15
...	3 51	2 65	1 36	Polozk	12 47	9 26
...	9 15	6 96	3 51	Dunaburg 287 arr.	5 10	2 5
...	...	...	...	RIGA ..... arr.	2 20	3 0

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1—	1—
Dis.	r. c.	r. c.	r. c.		p.m.	a.m.
...	...	...	...	RIGA.....dep	6 1	9 4
From				Dunaburg	6 40	8 35
...	5 63	4 33	2 16	Polozk	11 17	1 37
...	9 15	6 86	3 51	Witebsk .....arr.	2 10	4 30
From	W	itebsk		.....dep.	8 25	5 20
79½	4 80	3 60	1 85	Smolensk .....arr.	7 25	9 15
...	...	...	...	.....dep.	8 0	9 45
149½	8 96	6 73	3 44	Roslavl	11 5	1 35
225½	13 61	10 21	5 22	Bryanski	4 16	5 47
303	18 30	13 73	7 2	Orel 290-2)...arr.	8 40	9 40
...	...	...	...	GRIAZI..... arr.	2 20	11 35

WARSAW, TERESPOL, and BREST LITEWSKI. (Warsaw Time.)

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	*123	1,2,3	2 & 3
Dist.	r. k.	r. k.	r. k.		p.m.	a.m.	p.m.
From	War	saw.		Warsaw (Praga)	3 50	12 0	7 12
18½	1 31	0 95	0 51	Kowe Misak	4 48	12 58	8 42
55½	3 15	2 26	1 21	Siedlice	6 18	2 15	10 55
72½	4 13	3 19	1 59	Lukow (296).....	7 11	3 18	12 18
105½	5 96	4 48	2 75	Biala.	8 3	4 54	2 13
127½	7 24	5 44	2 78	Terespol ..... (290	9 23	5 56	2 57
132½	7 51	5 64	2 88	Brest Litewskiarr	9 35	6 12	3 43
...	...	...	...	BREST .....and	pl	...	...
...	...	...	...	Szczytno	...	...	...

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	*1,23	1,2,3	2 & 3
Dis.	r. k.	r. k.	r. k.		p.m.	a.m.	p.m.
...	...	...	...	MOSCOW .....dep	...	...	...
...	...	...	...	BREST .....arr	...	...	...
From				Brest Litewski dp	8 0	12 12	10 58
0	0 30	0 23	0 12	Terespol	8 14	12 30	11 13
26½	2 41	2 56	1 31	Kukow	9 9	1 36	12 3
54½	3 41	2 56	1 31	Lukow	10 27	3 31	2 38
78½	4 39	3 33	1 49	Siedlice	11 20	4 25	3 51
103½	6 23	4 68	2 39	Novo Minsk	12 41	6 4	6 19
124½	7 51	5 64	2 28	Warsaw (Praga)	1 37	7 11	7 31

* Only takes 3rd class Passengers in direct communication with Moscow—Brest, and Kiel—Brest Railways, and vice versa.

WARSAW and CRACOW.

Cl.	Stations.	1 & 2	1, 2 & 3	1, 2, 3	1, 2, 3
r. c.					
...	ST. PETERSBURG dp	1 30	p.m.	p.m.	5 30
...	WARSAW (Praga) ar	7 33	...	...	3 55
...	MOSCOW ..... dep	6 30	...	...	...
...	WARSAW (Praga) ar	7 11	...	...	...
		p.m.	a.m.	p.m.	a.m.
	Warsaw (287)...dep	9 10	11 15	5 45	6 0
	Ruda Guzowska ...	10 15	12 39	7 16	7 5
	Skierniewitz (289)...	10 59	1 34	8 40	7 47
	Molushki .....arr	12 1	2 53	9 57	8 49
	Molushki.....dep	...	3	8 10	7 9
	Lodz.....arr	...	4	8 11	7 10
	Petrikau .....dep	1 10	4	9 11	0 9
	Czenstochau	1 28	6 51	...	12 8
	Zoppkowitz ...arr	5 20	8 59	...	2 4
	Sosnowitz 284 a	6 10	9 35	...	2 40
	Sosnowitz dep	8 30	10 18	...	3 30
	KATTOWITZ...arr	8 47	10 30	...	3 45
	BRESLAU.....	2 50	...	...	9 15
	DRESDEN	10 44	...	...	3 40
	Zoppkowitz...dep	5 27	9 10	...	2 10
	Granica (206) arr	5 58	9 33	...	2 30
	..... dep	6 58	...	...	3 16
	CRACOW .....arr	9 45	...	...	5 32
	LEMBERG	9 25	...	...	5 20
	VIENNA..... arr	4 8	...	...	5 16

Cl.	Stations.	1 & 2	1, 2 & 3	1, 2, 3	1, 2, 3
	VIENNA .....dep	11 0	a.m.	p.m	8 36
	LEMBERG	4 35	p.m.	p.m.	11 5
	CRACOW	5 30	p.m.	a.m.	8 0
		p.m.			3.16.
	Granica (206) arr	9 20	a.m.	...	11 54
	.....dep	10 40	7 50	...	1 6
	Zoppkowitz ...arr	11 4	8 14	...	1 24
	DRESDEN .....dep	7 59	p m.	a.m.	12 29
	BRESLAU.....	10 5	a.m.	a.m.	6 10
	KATTOWITZ...dep	8 40	6 29	...	11 48
	Sosnowitz arr	8 56	6 45	...	11 59
	Sosnowitz .....dep	10 35	7 50	...	12 55
	Zoppkowitz ...	11 3	8 23	...	1 23
	Czenstochau	1 20	10 48	a.m.	3 26
	Petrikau	3 45	1 32	5 10	5 40
	Lodz .....dep	...	1 33	5 27	5 1
	Kolushki.....arr	...	2 23	6 27	6 1
	Kolushki.....dep	4 49	2 44	6 16	6 44
	Skierniewitz	5 56	4 2	7 29	7 56
	Ruda Guzowska	6 29	4 45	8 9	8 37
	Warsaw.....arr	7 30	6 5	9 30	9 37
	WARSAW (Praga) dp	11 20	a.m.	p.m.	11 26
	MOSCOW	10 50	a.m.	...	11 26
	WARSAW (Praga) dp	9 30	a.m.	p.m.	11 26
	ST PETERSBURG arr	6 0	p.m.	a.m.	11 18

WARSAW and ALEXANDROWO. (Warsaw Time)

Cl.	2 Cl.	3 Cl.	Stations.	1 & 2	1, 2, 3	1, 2, 3
r. k.	r. k.	r. k.				
...	...	...			p.m.	
...	...	...	ST. PETERSBURG dp	...	5 30	...
...	...	...	WARSAW (Praga) ar	...	3 53	...
				p.m.	a.m.	p.m.
From	War	saw.	Warsaw (287) dep	2 35	6 50	...
1 54	1 15	0 61	Ruda Guzowska.....	3 35	8 3	...
2 36	1 75	0 92	Skierniewitz (289)...	4 15	8 52	8 15
4 73	3 55	1 86	Kutno	5 53	10 41	9 55
6 64	4 99	2 62	Wloclawek .....(290	7 15	12 19	—
7 96	5 98	3 14	Alexandrowo arr	8 5	1 15	...
...	...	...	Alexandrowo ...dep	8 20	...	...
...	...	...	Ciechocinek .....arr	8 20	...	...
...	...	...	Alexandrowo dep	9 8	2 23	...
...	...	...	BROMBERG .....arr	11 2	5 25	...
...	...	...	BERLIN	6 10	6 50	...

Stations.	1 & 2	1, 2, 3	1, 2, 3
		p.m.	p.m.
BERLIN .....dep	...	11 15	9 30
BROMBERG.....	...	5 51	9 45
Alexandrowo ...	...	8 20	1 40
Ciechocinek .....dep	...	8 33	...
Alexandrowo ...arr	...	8 45	...
Alexandrowo dep	...	9 20	3 40
Wloclawek	...	10 11	4 54
Kutno	...	11 38	6 39
Skierniewitz	...	1 15	8 32
Ruda Guzowska	...	1 46	9 12
Warsaw.....arr	...	2 45	10 28
			p.m.
WARSAW (Praga) d	...	...	11 20
ST. PETERSBURG ar	...	...	11 15

YOUZLOVIA and JELETZ.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3
Dist.	r. k.	r. k.	r. k.		a.m.
From	Youz	zlovia		Youzlovia .....dep	10 23
...	6 5	3 4	1 44	Krymow	3 0
...	6 63	3 13	1 87	Jeletz (292)..... arr	3 35

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3
Dist.	r. k.	r. k.	r. k.		[292 p.m.
From		Jelet	z.	Jeletz .....dep	12 23
...	4 41	2 74	2 9	1 7	Efremow 3 12
...	111½	6 63	5 13	2 63	Youzlovia .....arr. 7 2

These times are liable to Alteration on the 18th of the Month.

MOSCOW OREL and KURSK.

E M.	1 Cl.	2 Cl.	3 Cl.	Stations.		1 & 2	1,2,3	1,2,3	Stations.	1,2,3	1 & 2	1 & 2	
Dist.	r. k.	r. k.	r. k.			p.m.	p m	p.m.		a.m.	p.m.	p.m.	
	From	Mosc	ow.	**Moscow (288)** dep	...	12 30	4 0	8 0	**Kiev** ..... dep	10 0	10 30	12 40	...
57½	3 45	2 59	1 33	**Serpuchow** ..... arr	...	3 3	7 37	11 44		a.m.	p.m.	a.m.	
...	...	...	...	..... dep	...	3 15	7 37	11 56	**Kursk (290)** ...dep	10 15	5 45	3 40	
113½	6 79	5	2 90	**Tula (290)**.....	...	6 1	11 22	3 51	Ponuiry ..... ,,	12 59	8 17	5 36	
165½	9 98	7 49	3 83	Skuratowo	...	8 26	3 52	7 35	**Orel (290)**..... arr	4 18	11 20	7 51	
222½	13 45	10 9	5 15	**Orel (290, 292)** arr	...	11 12	6 37	11 18	GRIAZY	...	6 0	3 10	
...	...	...	...	GRIAZY ..... dep	...	11 35	...	2 20	**Orel** ..... dep	4 43	11 38	8 1	
...	...	...	...	**Orel** ..... dep	...	11 22	7 2	11 38	Skuratowo	8 54	3 48	10 49	
270½	16 45	12 34	6 30	Ponuiry ..... ,,	...	1 41	10 43	3 5	**Tula (290)**.....	12 30	7 20	1 27	
311½	18 85	14 14	7 22	**Kursk (290)** ...arr	...	3 30	1 5	5 30	**Serpuchow** .....arr	4 11	10 54	4 3	
						a.m.	p.m.	p.m.	,, ...dep	4 25	11 9	4 17	
...	...	...	...	**Kiev** .....arr	...	5 30	8 5	3 5	**Moscow**.....arr	8 0	2 30	6 30	

KURSK and ROSTOW.

K.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1 & 2	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	
Dist.	r. k.	r. k.	r. k.	¶ 1 & 2 cl. †1,2,3 cl.	a.m	p.m.	p.m.	**(292)**	p.m.	a.m.	a.m.	
—	From	m K	ursk	**Kursk (290)**...dep	5 10	2 25	8 45	**Rostow** (Gnflow) dp	5 45	8 30	3 25	
93½	5 61	4 21	2 15	Bjelgorod.....	10 36	8 17	5 1	**Taganrog** .....arr	8 30	10 50	6 55	
143½	8 59	6 44	3 2	**Charkow (291)** arr	1 10	11 7	8 40	,, ...dep	9 20	11 20	8 0	
...	...	...	3	.....dep	1 30	12 10	10 25	**Constantinowk.** a	9 20	7 22	9 25	
...	9 45	7 9	3 62	Merefa **(291)**.....	3 54	2 15	11 40	**Elenowka** ..... dep	7 20	...	...	
194½	11 70	8 78	4 49	Alexejewka.....	6 25	3 53	3 17	**Slawjansk**	5 59	9 12	...	0
221½	13 54	10 15	5 19	Lozovo **(290)**	9 0	6 40	6 35	Lozovo **(290)**.....	9 50	1 15	7 30	
289½	17 48	13 1	6 69	**Slawjansk**.....arr	12 26	10 24	11 42	Alexejewka.....	12 5	3 42	12 43	
...	...	...	...	**Elenowka** arr	...	6 29	...	Merefa	2 11	6 5	4 3	
315½	19 1	14 26	7 29	**Constantinowka**d	2 18	12 45	4 12	**Charkow** .....arr	2 59	6 58	5 10	
434½	26 18	19 63	10 0	**Taganrog**.....arr	9 14	9 17	3 20	,, ...dep	4 50	7 50	7 20	
...	...	...	...	,, ...dep	9 42	10 3	6 48	Bjelgorod .....s	7 38	10 47	11 24	
474½	29 65	21 49	10 98	**Rostow (291-S)** arr	12 5	12 55	10 25	**Kursk (291)**.....arr	12 57	4 15	7 20	

Constantinowka to Elenowka, at 2 p.m., and vice versa at 7.20 a.m.

Perm to Ekaterinburg, 8.10 a.m. and 10.0 p.m., in 20 hrs, *vice versa* at 9.20 a.m. and 5.50 p.m.

LOZOVO and SEBASTOPOL.

E M.	1 Cl.	2 Cl	3 Cl.	Stations.	1,2,3		Stations.	1,2,3	1,2,3
Dist.	r. k.	r. k.	r. k		a.m.	p.m.		p.m.	a.m.
...	Fro	m Lo	zovo	**Lozovo (290)** dep	11 0	9 58	**Sebastopol** .....dep	9 48	9 25
56½	3 45	2 59	1 32	Senelnikowo ..... ,,	2 55	1 19	**Simferopol** .....arr	1 48	1 24
...	...	...	...	**Ekaterinosal** arr	4 55	8 38	,, ...dep	2 21	4 1
100½	6 10	4 59	2 35	Alexandrowsk	5 50	3 45	Taganasch	6 29	5 44
166½	10 5	7 54	3 85	Melitopol	10 25	7 43	Melitopol	11 19	10 5
243½	14 74	11 5	5 65	Taganasch	1 22	11 58	Alexandrowsk	3 34	1 58
303½	18 64	13 98	7 14	**Simferopol** .....arr	7 27	3 12	**Ekaterinosl**...arr	12 45	1 58
...	...	...	...	,, ...dep	8 7	3 40	Senelnikowo..... ,,	6 28	4 33
352½	21 38	16 4	8 20	**Sebastopol** ..... arr	12 4	7 36	**Lozovo (290)**...arr	9 57	7 30

Extra.—Rion to Kutais 3 50 a.m., 12.25 & 7.10 p.m., and *vice versa* 11.38 a.m., 6.12 & 12.44 p.m.

KOWLOW, TAMBOW and SARATOW.

E M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1, 2, 3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	
Dist.	r. k.	r. k.	r. k.		a.m.	p.m.	p.m.		p.m.	a.m.	p.m.	
	From			**(291, 292)**	0 0	6 0	12 0	**Saratow**.....dep	4 0	8 44		
	0 91	0 61	0 30	**Kowlow** ..... dep	10 10	6 0	12 0	**Alkask**	4 10	8 35		
	1 91	0 98	**Tambow** arr	12 20	8 30	2 20	**Kirsanow**.....	6 12	10 45			
	2 91	1 91	,, ... dep	1 0	9 0	3 0	**Tambow**	7 30	1 21			
	4 91	3 91	**Kirsanow**.....	4 37	12 31	6 37	,, ...	7 50	1 41			
	7 91	6 91	**Alkask**	10 37	9 31	6	**Kowlow**	10 10	4 0			
	9 91	8 91	**Saratow**.....	1 10	1 0	9 0	**Kowlow**	1 10	7 0			

RJASCHK and WJASMA.

E.M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	E.M	Stations.	1,2,3	1,2,3	
Dist.	r. k	r. k	r. k.	**(291, 292)**	a.m.	p.m.	Dist.		a.m.	p.m.	
—	from	Rjas	chk	**Rjaschk** ..dep	4 40	...	—	**Wjasma** dep	5 30	...	
27½	1 58	1 19	0 61	Skobin	6 26	...	95½	Kaluga	12 27	9 20	
88½	6 23	3 94	2 1	Chrouzeff.....	10 6	7 30	173	**Tula** .....arr	5 25	7 57	
116½	7 1	5 26	2 69	**Tula** ..... arr	11 46	9 10	...	**(290)** dp	5 45	8 25	
...	...	...	...	**290)** dp	12 6	9 25	200½	Chrouseff	7 46	10 3	
193½	11 59	8 69	4 44	Kaluga	5 46	3 61	265½	Skobin	11 41	...	
288½	17 36	13 3	6 66	**Wjasma 290a**	11 37	...	288½	**Rjaschk** ... arr	1 25	...	

ELISABETHGRAD and KULIKOWO POLE.

E. M	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	Stations.	1,2,3	1,2,3
Dist	r. k.	r. k.	r. k		a.m.	p.m.		a.m.	p.m.
...	...	...	...	CHARKOW .....dep	...	...	**Kulikowo Poledp**	9 30	8 56
...	...	...	...	**(291)**	a.m.	p.m.	**Odessa**	9 39	9 5
from	Elis	beth	grad	**Elisabethgrad** dep	6 39)	1 0	Birsula	3 25	4 10
39½	1 80	1 42	0 99	Nowo Ukrainka.....	6 45	3 54	Balta	4 28	5 7
87½	4 17	3 13	1 74	Oliviopol	9 32	7 38	Ljubaschewka	6 58	6 58
123	5 94	4 46	2 48	Ljubaschewka.....	11 24	10 13	Oliviopol	9 51	9 8
149½	7 47	5 60	3 11	Balta	1 27	12 59	Nowo Ukrainka	1 32	11 37
167½	8 10	6 8	3 38	Birsula (291).....	2 43	2 5	**Elisabethgrad** arr	4 27	1 34
274½	...	...	...	**Odessa**	9 0	9 33	**(290)**	p.m.	a.m.
283½	16 69	12 52	5 83	**Kulikowo Pole**arr	9 10	9 44	CHARKOW ..... ,,	3 26	5 41

ROVI and TIFLIS.

(138 miles)	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	
	a.m.	p.m.		p.m.	a.m.	a.m.	
0	9 21	12 56	**Tiflis**.....dep	10 11	1 57	4 35	
14	11 39	4 35	Mikheta	8 43	6 59	8 58	
44	2 36	8 58	Kaspi	6 46	5 40		
69	4 18	12 11	Borjomi	5 14	4 0		
96	6 45	1 40	Bejatubani	3 23	1 40		
113	8 26	3 20	Kwirila	1 48	12 0		
138	10 45	5 40	Rovi ..... arr	11 30	9 30		

Rovi ..... dep	9 21	11 4	Mikheta	10 11	1 57
Tschelodili	10 14	12 19	Fort	11 39	4 35
Senaki	11 25	2 26	Kuram	1 44	6 59
Rion	1 18	5 8	Kaspi	6 46	5 40
Kwirila	3 31	6 5	Borjomi	5 14	4 0
Bejatubani (for Borjomi)			Bejatubani	3 23	1 40
Borjomi	4 18	8 0	Kwirila	1 48	12 0
Gori	7 5	11 20	Gori	12 30	9 30
Kaspi	8 43	1 40	Rion	10 3	6 37
Tiflis	6 30	3 0	Tschelodili	9 23	5 50
Mikheta	9 31	3 51	Poti ..... arr	9 50	6 37
Kutais	12	6 12	Poti ..... dep	1 0	7 0
Tiflis ..... arr	7 30	12 44	Batoum	4 30	10 30

These times are liable to Alteration on the 13th of the Month.

KURSK, KASJATIN, SCHMERINKA and KULIKOWO POLE.

Dist.	1 Cl. r.	2 Cl. r.	3 Cl. r.	3 Cl. k.	Stations.	1 & 2 a.m.	1, 2, 3 p.m.	2 & 3 p.m.		Stations.	1, 2, 3 a.m.	1 & 2 p.m.	1, 2, 3 p.m.	
—	—	—	—	—	Moscow ..... dep	...	...	...	...	Kulikowo Pole d.	7 30	7 30	8 55	
						a.m.	p.m.	p.m.		Odessa				
—	Fro	m K	ursk		Kursk (290) ...dep	3 40	2 8	5 57		Rasdelnaja	10 18	9 36	11 34	
—	6 22	4 66		2 39	Voroshba (291)	6 46	5 44	1 25		Birsula	9 44	12 24	3 28	
901	9 32	7 38		3 77	Bachmatsch (287) ...	11 45	12 56	6 9		Schmerinka.....arr	10 11	5 21	9 47	
874	10 08	12 44		6 36	Kiew ..... arr	5 30	8 5	8 5		Wolotschyska dep				
...	Fro	Kief		...	..... dep	6 30	9 30	7 30		Schmerinka ...dep	10 36	5 21	10 37	
...	...	...		...	Fastova (286)	8 21	11 44	10 13		Winnitza	12 20	6 32	12 9	
91	4 41	3 31		1 84	Kasjatin ..... arr	10 35	2 29	1 34		Kasjatin.....arr	2 28	7 36	2 2	
...	...	...		...	Kasjatin ..... dep	...	3 0	3 10	...	Brest	5 10	...	11 0	
167	...	...		...	Berditschew arr	...	3 54	4 32	...	Kovel	9 41	...	3 6	
197	...	...		...	Kriwin	...	8 50	10 31	...	Kiwerzy	12 20	...	5 17	
230	10 02	7 07		4 43	Sdolbunow ...ar	...	9 54	11 43	...	Sdolbunow...arr	2 58	...	7 34	
Fro	Sdol	bun	ow		Sdolbunow dp	...	3 19	...	...	Radziwillowd	11 20	...	...	
...	2 38	1 94		1 0	Radziwillows	...	6 20	...	...	Sdolbunow ar	3 17	...	...	
220	...	...		...	Sdolbunow...dep	10 24	12 28	...	...	Sdolbunow ...dp	3 48	...	8 4	
264	12 78	9 50		5 33	Kiwerzy	12 58	3 17	...	...	Kriwin	5 15	...	9 20	
326	14 73	11 5		6 14	Kovel (289)	...	4 10	4 7	...	Berditschew.....dep	12 51	...	2 17	
177	15 24	12 66		7 66	Brest (289) ....arr	...	7 29	10 15	...	Kasjatin .....arr	1 84	...	2 55	
91	from	Kief		...	Kasjatin ..... dep	10 56	...	2 55	p.m.	Kasjatin..... dep	3 18	8 11	4 0	
3284	...	...		...	Winnitza.....	12 27	4 55	6 1	...	Faustova	6 59	10 30	7 0	
155	7 30	5 68		3 12	Schmerinka 291 a	1 33	6 34	7 34	...	Kiew ..... arr	9 15	12 0	9 0	
					Wolotschyska ,,	...	...	...	...	,, ...dep	10 0	12 40	10 20	
155	...	...		...	Schmerinka ..dep	1 42	7 4	7 41	...	Bachmatsch (287) ...	7 53	6 23	5 53	
271	12 8	9 81		5 45	Birsula (290)	7 1	2 43	3 1	...	Voroshba	1 23	9 35	9 40	
338	16 35	12 36		6 81	Rasdelnaja	10 15	7 2	6 39	...	Kursk ..... arr	8 45	2 35	3 50	
379	18 37	13 70		7 61	Odessa	11 57	9 30	9 15	...					
201	12 46	13 77		7 65	Kulikowo Polearr	12 0	9 35	9 20	...	Moscow ..... arr				

Voroshba (291) to Merefa (290), 41.14 a.m. Fare—2r. 43k., 6r. 32k., and 3r. 23k.
Voroshba (291) to Gulsk (290), 4.34 p.m. Gulsk to Kreider, 11.10 p.m., in 14 hours.

KULIKOWO POLE and WOLOCZYSKA.

r. k. Kulik	r. k. owo	r. k. owo	All 1, 2, 3 class.	a.m.	p.m.
			Kulikowo Pole dp	9 30	8 56
—	—	—	Odessa	9 39	9 5
2 55	1 91	0 98	Rasdelnaja ....arr	11 48	11 14
Fro	m Rasdelnaja ...dep			11 0	10 0
1 29	0 97	0 54	Tiraspol	12 29	12 18
1 65	1 24	0 69	Bender (291).....	1 20	1 17
2 27	2 15	1 36	Kischinew	3 17	4 14
5 31	3 98	2 91	Korneschti	5 46	7 26
6 30	4 73	3 63	Ungheni .....arr	7 0	9 3
—	—	—	Jassy (293) ....arr		
—	—	—	Rasdelnaja d	p.m.	12 4
6 69	4 92	3 53	Birsula (290)	9 37	4 5
9 96	7 46	5 31	Kryschopol a	2 31	7 26
13 56	10 19	8 71	Schmerinka291	7 46	10 30
—	—	—	Proskurow	...	2 42
19 24	14 43	7 37	Wolocyzska ...arr	4 30	7 0
			(217)	a.m.	p.m.
—	—	—	Podwolczyska d	7 15	6 0
—	—	—	Lemberg .....arr	3 43	10 33

All 1, 2, 3 class.	a.m.	a.m.
Lemberg .....dep	6 0	11 45
Podwolczyska	10 35	7 11
(213)	a.m.	p.m.
Wolocyzska ...dep	12 55	10 5
Proskurow	3 6	12 54
Schmerinka.....	7 0	5 58
Kruschopol.....	11 29	11 54
Birsula	2 58	3 35
Rasdelnaja ....arr	6 35	7 1
Jassy (293) ...dep	a.m.	...
Ungheni .....dep	10 0	7 20
Korneschti	11 21	9 9
Kischinew	1 52	12 21
Bender	3 57	3 19
Tiraspol	4 27	4 2
Rasdelnaja ...arr	5 55	6 0
,, ...dep	6	6 39
Odessa	9 30	9 15
Kulikowo Polear	9 35	9 20

CHARKOW and ELISABETHGRAD.

1 Cl. r. Char	2 Cl. r. kow	3 Cl. r. kow	Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.
2 40	1 80	0 92	Charkow (290) dp	12 50	2 50
4 95	3 71	1 90	Alexejewka	3 6	6 30
7 16	5 27	2 78	Poltawa	5 21	9 9
9 15	6 86	3 51	Kobeljaki	7 8	10 59
11 19	8 39	4 29	Krementschug	9 14	12 56
12 45	9 34	4 77	Protopopowka	11 41	3 5
			Snamenka (289)	1 20	4 33
			Nikolajew .....arr		12 39
14 29	10 71	5 47	Elisabethgrad ,,	2 42	6 7

Stations.	1, 2, 3 p.m.	1, 2, 3 p.m.
(290) dp	2 50	2 50
Nikolajew ..... ,,	4 45	...
Snamenka	1 49	5 40
Protopopowka	3 8	6 52
Krementschug	5 18	9 12
Kobeljaki	7 10	11 3
Poltawa	9 15	1 3
Alexejewka	11 48	3 12
Charkow .....arr	2 10	5 20

Elisabethgrad dp	11 55	3 53
Nikolajew ..... ,,	4 45	...
Snamenka	1 49	5 40
Protopopowka	3 8	6 52
Krementschug	5 18	9 12
Kobeljaki	7 10	11 3
Poltawa	9 15	1 3
Alexejewka	11 48	3 12
Charkow .....arr	2 10	5 20

ROSTOW to VLADIKAVKAS, under the Caucasus, 436 mile.

1, 2, 3 1, 2, 3	Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.
	(St. Petersburgh time) dep	7 37	10 54
	(Moskau time) dep	10 54	p.m.
11 0	Rostow (Don) dep	7 45	11 0
3 37	Prokhladnaja (Mount Elbrus)	11 0	3 37
	Kumakaya (for Platigorsk Mineral Bath)		
6 26	Newinnomyskaya	2 26	6 27
9 24	Kubanskaya (for Stavropol.	5 24	9 19
11 8	Krylowskaya	8 8	11 8
11 28	Kavkaskaya	8 28	11 28
1 48	Armawir	8 48	1 48
3 55	Tichoretzkaya	10 55	3 55
7 48	Rostow (290) ...arr	2 48	7 48
	Rostow to Vladikavkas	7 45	11 0
p.m.	1st. class 24r. 25k. 2nd 16r. 34k. 3rd. 9r. 97k.	p.m.	p.m.

MOSCOW and KOSLOW.

E. M. Dist.	1 Cl. r. k.	2 Cl. r. k.	3 Cl. r. k.	Stations.	1, 2, 3 a.m.	1, 2, 3 p.m.	1, 2, 3 p.m.	1 & 2 p.m.		Stations.	1, 2, 3 p.m.	1 & 2 a.m.	1, 2, 3 a.m.	1, 2, 3 a.m.	
33	from 3 16	Mos 2 46	cow 1 21	Moscow 286d	11 30	4 0	5 30	11 30	...	Koslow 286d	p.m. 6 30	a.m. 7 55	a.m. ...	a.m. 8 50	
65	...	...	...	Woskressensk ,,	2 29	7 0	8 31	1 34	...	Rjaschk ...arr	9 49	10 5	...	12 0	
67	...	...	...	Jegoriewsk ar	...	10 0	...	...	...	... dep	10 20	10 39	12 15	12 35	
79	4 31	3 19	1 68	Kolomna	3 38	8 26	9 38	2 19	...	Rjasan..... arr	2 9	12 22	...	3 53	
79	4 88	3 60	1 86	Luchowisy	4 11	9 10	10 17	2 44	...	... dep	2 40	1 20	3 30	4 35	
115	...	...	...	Saraisk dep	7 30	...	...	...	...	Saraisk dep	...	...	3 30	...	
	6 94	5 30	2 66	Rjasan ..... arr	5 57	11 12	12 5	4 7	...	Luchowisy	4 37	2 40	5 40	6 36	
	from	Rjas	an.	... dep	6 55	...	12 40	4 37	...	Kolomna	5 33	3 14	6 34	7 12	
66	6 9	3 6	1 56	Rjaschk ...arr	10 30	...	4 34	7 9	...	Jegoriewsk	...	...	...	6 0	
66	...	...	...	... 286, 286d	10 50	...	5 1	7 24	...	Woskressensk ...	6 34	3 58	7 40	8 41	
132	7 69	5 56	2 84	Koslow 286d	2 0	...	8 0	9 34	...	Moscow 286d	9 30	5 57	11 0	11 0	

Krakoff and Tiraspol. 11.21 p.m., and vice versa 4.5 a.m.

RJASCHK, MORSCHANSK and SYSRAN.

E.M.	1 Cl	2 Cl.	3 Cl.	Stations.	1,2,3		
Dist.	r. k.	r. k.	r. k.	(200, 291)	a.m.		
—	from	Rja	schk	**Rjaschk** .....dep	5 30	...	...
75½	4 58	3 44	1 76	**Morschansk** arr	10 0	...	...
Fro	m M	'rsch	ansk	,, ...dep	11 0	...	...
149	9 38	7 4	3 50	Pensa	8 24	...	...
224½	13 58	10 19	5 21	Kusnetzk	12 40	...	...
290½	18 19	13 64	6 97	**Sysran**	4 55	...	...
...	18 63	14 1	7 16	**Batraki (292)** ...	7 15	...	...

E.M.	Stations.	1,2,3		
Dist.		p.m.		
—	**Batraki** .....dep	3 40	...	...
—	**Sysran (292)** dep	6 30	...	...
76½	Kusnetzk	12 30	...	...
151½	Pensa	5 30	...	...
290½	**Morschansk** ar	2 30	...	...
...	,, ...dep	4 0	...	...
75½	**Rjaschk** .....arr	8 30	...	...

SYSRAN and ORENBURG.

r. k.	r. k.	r. k.	Stations.	a.m.	p.m.	
Fro'	Sysr	an.	**Sysran (292)** dp	6 30	...	...
...	...	...	Besentschuk	11 36	...	...
4 31	3 24	1 66	Samara	2 25	7 40	...
16 43	7 80	4 0	Busuluk	9 0	4 38	...
13 9	9 81	5 1	Sorotschinskaja	11 36	8 5	...
19 5	14 29	7 30	**Orenburg** ...arr	5 35	3 50	...

Stations.	1,2,3		
	p.m.	a.m.	
Orenburg ..dep	5 13	9 0	...
Sorotschinskaja...	11 29	4 48	...
Busuluk	2 19	8 36	...
Samara.....	9 6	5 0	...
Besentschuk.....	11 28	...	...
Sysran	4 35	...	...

KOSLOW, WORONESCH and ROSTOW.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	
r. k.	r. k.	r. k.		p.m.	a.m.	
...	...	...	**Moscow**.....dep	5 30	11 30	...
				a.m.	a.m.	
from	Ko	slow	**Koslow (291)**...dp	11 10	3 15	...
2 25	1 69	0 88	Griasy **(292)**	11 10	5 15	...
4 5	3 4	1 55	Usman.....	3 14	7 5	...
6 30	3 73	2 42	**Woronesch** ...arr	5 10	9 0	...
Fro'	Wor	on'h	,, ...dep	6 10	9 46	...
7 43	5 58	2 86	Michailowka	12 58	4 35	...
11 61	8 62	4 41	Tschertikowa	4 58	8 45	...
16 41	12 10	6 25	**Kamenskaja**	9 17	1 2	...
20 21	15 82	8 9	Nowoschenkaschk a.	2 50	6 42	...
22 98	17 16	8 77	**Rostow (291)** arr	4 45	8 35	...

Stations.	1,2,3	1,2,3	
	a.m.	noon	
Rostow (290) dep	10 30	12 0	...
Nowotscherkask	12 35	1 58	...
Kamenskaja	5 56	7 22	...
Tschertkowa	10 25	12 15	...
Michailowka.....	2 30	4 15	...
Woronesch ...arr	9 45	11 0	...
,, ...dep	10 45	12 0	...
Usman	12 53	2 25	...
Griasy	2 20	3 55	...
Koslow .....arr	4 33	6 15	...
	a.m.	a.m.	
Moscow.....arr	2 30	11 0	...

ROSTOW and SHAKTMAYA.

2 Cl.	3 Cl.	Stations.	2 & 3		
r. k.	r. k.		p.m.	a.m.	
from	Ros	**Rostow (292)** dep	5 0	...	...
2 66	2 0	**Shaktmaya** ..... arr	9 30	...	...

2 Cl.	3 Cl.	Stations.	2 & 3		
r. k.	r. k.		a.m.	p.m.	
from	Shk	**Shaktmaya**	6 0	...	...
2 66	2 0	**Rostow** ..... arr	10 30	...	...

ORÉL, GRIAZI and KALATSCH.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	
R. k.	R. k.	R. k.		p.m.	a.m.	
—	from	Orel	**Orel (289)** .....dep	11 35	11 40	...
...	...	...	**Liwni** ..... ,,	12 40	...	...
3 73	2 43	1 24	**Werschowje** ...dep	4 24	3 28	...
6 56	5 15	2 63	Jeletz **(289)**	9 27	7 19	...
9 56	7 17	3 67	Lipetzk	12 49	10 13	...
10 69	9 1	4 9	**Griazi (292)** .....arr	2 20	11 25	...
From	Griazi		,, ...dep	3 15	...	...
7 35	5 54	2 83	Borissoglebsk	11 2	...	...
9 23	6 93	3 54	Alexikowo	1 5	...	...
...	...	...	**Urjupino**.....arr	4 20	...	...
11 25	8 44	4 31	Philinowo	...	...	...
20 36	15 28	7 81	Gorodiitze	...	...	...
...	...	...	**Krutaja** .....arr	...	...	...
21 15	15 86	8 11	**Zarizyn** .....arr.	12 15	...	...
Fro	Zar	izyn	,, ...dep.	3 0	...	...
2 74	2 5	1 5	**Kalatsch**.....arr.	6 40	...	...

Stations.	1,2,3	1,2,	
		a.m.	
Kalatsch .....dep.	...	8 0	...
Zarizyn .....arr.	...	11 40	...
,, ...dep.	p.m.	3 15	...
Krutaja .....dep	...	...	...
Gorodiitze	...	...	...
Philinowo.....	...	...	...
Urjupino.....dep	...	11 12	...
Alexikowo	...	2 44	...
Bor seoglebsk	...	4 47	...
Griazi.....arr	p.m.	12 15	...
,, ...dep	3 10	6 0	...
Lipetzk	...	4 54	8 8
Jeletz	...	7 51	11 35
Werschowje ...	...	11 55	4 15
Liwni ..... arr	...	...	7 55
Orel (290) ...	...	4 0	8 50

Special Trains from Smyrna to Ephesus (Aynsoulouk Station) in 2 or 3 hours' notice, at the following rates:—
First Class,—all charges, £10.
Second Class,—for 1 to 5 persons, £10.
" " " for 6 to 10 persons, £15.
" " " for 11 to 15 persons, £20.
For every Passenger over the number 15 £1 each.

OTTOMAN RAILWAY—SMYRNA to AIDIN.

Eng. Mls	Single. 1 cl.	Single. 2 cl.	Single. 3 cl.	Return. 1 cl.	Return. 2 cl.	Return. 3 cl.	Stations.	Week Days.	Sundays. 1	Sundays. 2	Eng. Mls	Stations.	Week Days.	Sundays. 1	Sundays. 2
Dis.	Turki sh			Pia stre	s.			a.m.	a.m.	a.m.	Dis.		a.m.	a.m	noon
—	From		8	myr na	—	—	**Smyrna (293)** dep.	6 0	4 30	9 —	—	**Aidin** .....dep.	6 30	8 50	11 50
4	3	2	1	3	2½	1½	Paradise	9 15	...	9 15	19½	Deirmendjik	9 40	9 40	...
5½	4½	3½	2½	5	4	3	Boudja **(293)**.....	9 25	...	...	19	Balachik.....	10 0	10 0	1 10
8	6	4	3	6	5	4	Cazawir	9 40	4 30	9 40	32½	**Ayasoulouk** Ephesus	11 20	11 20	2 40
9½	7½	7	4½	10	8	6	Seidikeuy	9 50	...	...	50½	Turbatt.....	12 20	12 20	3 40
30	40	28	20	60	42	30	Turbali.....	10 55	6 30	10 55	73	Seidikeuy	...	...	...
48	60	44	35	90	68	53	**Ayasoulouk** Ephesus	12 0	7 40	12 0	...	Cazawir	1 55	1 53	5 30
61½	80	62	48	120	93	72	Balachik	1 10	9 15	1 10	...	Boudja.....	...	...	...
67	85	66	52	128	99	78	Deirmendjik	1 30	9 40	1 30	76½	Paradise	2 15	2 15	...
80½	100	77	60	150	116	90	**Aidin** .....arr.	2 20	10 20	2 20	80½	**Smyrna (293)**...arr.	2 40	2 40	6 10

Branch Trains between Smyrna, Boudja (5½ MILES) and Seidikeuy (9½ MILES).

Departure from		a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Smyrna **(293)** ...	Week Days.	7 0	9 0	3 20	5 0	6 50	Sundays	7 0	9 0	10 45	3 0	4 40	5 30	...	...
Boudja **(293)** ...		8 25	9 25	3 40	5 20	7 10		8 25	9 25	11 5	3 20	5 0	5 50	6 50	...
Seidikeuy		7 50	9 50	4 5	5 45	...		7 50	9 50	11 30	3 45	...	...	7 15	...

Departure from		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Seidikeuy .....dep	Week Days.	...	8 0	...	...	9 50	4 10	5 50	Sundays	...	8 0	...	...	9 50	11 40	3 50	...	...	7 24	...
Boudja		6 50	8 25	9 40	...	...	4 40	6 20		8 25	9 40	...	12 5	4 20	5 10	6 0	7 30	...
Smyrna **(293)** arr		7 10	8 45	10 0	10 25	5 0	5 0	6 40		8 45	10 0	10 25	12 25	4 40	5 30	6 20	6 10	...

These times are liable to Alteration on the 13th of the Month.

ROMAN, JASSY, and LEMBERG.—[Roumanian Railway.—For Continuation, see pages 298-9.]

Stations.	1,2,3 a.m.	1,2,3 p.m.
Roman (298) ....dep	9 15	5 2
Pascani .....arr	10 16	6 36
" Pascani ....dep	10 26	7 26
Ruginoasa		
Tergul-Frumos	11 30	8 9
Podul-Tioae		
Cucuteni		
Jassy (301) ...arr	12 45	10 4
Pascani .....dep	10 32	7 30
Veresti .....arr	11 53	9 5
Veresti .....dep	12 3	10 5
Botosiani .....arr	1 51	11 53
Veresti .....dep	11 53	9 50
Titicani-Sucsava arr	12 16	10 28
" dep	12 41	11 0
Czernovitz (302) arr	2 42	2 55
" dep	2 47	3 30
Lemberg .....arr	9 40	3 32
" dep	11 28	5
Cracow .....arr	7 21	5 8
" dep	7 52	6 7
Oderberg .....arr	11 1	10 2
Oderberg ...dep	5 50	5 58
Berlin .....arr	5 15	8 30
Oderberg .....dep	11 21	10 25
Vienna .....arr	4 53	7 15

Extra Cracow to Czernovitz, 10.48 p.m.

Stations.	1,2,3 a.m.	1,2,3 a.m.
Vienna .....dep	10 45	8 0
Oderberg .....arr	5 21	5 6
Berlin .....dep	11 0	8 0
Oderberg..... arr.	10 38	5 35
Oderberg ...dep	5 30	5 52
Cracow .....arr	7 55	9 18
.....dep	9 15	10 38
Lemberg .....arr	5 30	10 55
" dep	6 25	12 30
Czernovitz .....arr	1 18	12 25
" dep	1 38	1 0
Titicani Sucsava arr	4 6	5 10
" " **(302)** d	5 5	6 40
Veresti.....arr	5 35	7 38
Botosiani ... dep	3 35	5 14
Veresti.....arr	5 20	7 8
Veresti .....dep	5 35	7 38
Pascani .....arr	6 51	9 30
Jassy ..... dep	4 29	6 37
Cucuteni		
Podul-Tioae		
Tergul-Frumos	5 49	8 19
Ruginoasa		
Pascani .....arr	7 0	9 45
Pascani .....dep	7 10	10 17
Roman (298) .....arr	8 12	11 50

	Lemberg (302)dep.	Cracow	Oderberg	Berlin	Oderberg	Vienna ..... arr.
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
13 hours.	noon	2 0	5 40	6 0	6 15	11 0
	12 0	2 40	6 20	6 30	6 45	11 40
	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
11 hours.	2 18	5 40	9 30	7 25		
	a.m.	a.m.	a.m.	a.m.		

	Kasloveshy ..... dep.	Sverova ..... dep.	Yashinetza ..... arr.	Bobolinova ..... dep.	Nikiforka ..... arr.	Nikiforka ..... dep.	Bobolinova ..... arr.	Popadina ..... dep.	Lialchansky ..... arr.	Lialchansky ..... dep.	Stupka ..... arr.	Bachmout ..... dep.	Stupka ..... arr.
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	2 18	2 30	4 40	12 35	1 48	1 0	3 15	4 15	6 30	6 0	6 15	1 20	3 39
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.

ROUMANIAN RAILWAYS.—The Danube and Black Sea Railway, and Kustendjie Harbour Company (Limited.)

1 Cl.	2 Cl.	Stations.	a.m.	p.m.
pias.	pias.			
Kust	endji	**Kustendjie** ...dep	11 0	3 0
14	9	Moorfatlar	11 40	3 40
25	16	Medjidie	12 23	4 25
40	25	**Tchernavoda** arr	1 15	5 15

Stations.	a.m.	p.m.
Tchernavodadep	6 30	3 30
Medjidie	7 20	4 20
Moorfatlar	8 5	5 5
Kustendjie .. arr	9 5	6 5

RUSTCHUCK and VARNA RAILWAY (Bulgaria).

1 Cl. P. p	2 Cl. P. p	3 Cl. P. p.	Down Trains. (*Buffet.*)	a.m.	p.m.
R.			**Rustchuck**....dep.	7 30	12 50
14 0	10 0	7 0	Tchernavoda	8 20	...
26 0	19 25	13 0	Vetova	9 44	...
47 0	35 0	23 20	Rasgrad	10 49	3 34
62 0	46 20	31 0	Ishiklar	11 44	...
74 25	56 0	37 15	Sheytanjik *(Buffet)*	12 57	5 27
96 0	70 20	47 0	Shumla Road.....	2 17	6 36
115 0	85 0	57 20	Pravady	3 37	7 36
137 0	102 20	68 20	Gubedjie	4 50	...
150 0	112 0	75 0	Varna *(Buffet)* arr	5 45	9 10

Up Trains. (*Buffet.*)	a.m.	
Varna.....dep.	7 30	
Gubedjie	...	
Pravady	9 6	
Shumla Road.....	10 13	
Sheytanjik *(Buffet)*	11 36	
Ishiklar	...	
Rasgrad	1 18	
Vetova	...	
Tchernavoda	...	
Rustchuck*(B.)* ar	3 56	

SMYRNA, MAGNESIA AND ALASCHEIR.

Km.	SINGLE.			RETURN.			Stations.	1,2,3	1,2,3	E M	Stations.	1,2,3	1,2,3
Dis.	1 cl P.	2 cl P.	3 cl P.	1 cl P.	2 cl P.	3 cl P.		a.m.	p.m.	Dis —		noon	
			From										
6½	5	4	3½	8	6	5	**Smyrna(202)**....dep.	8 30	3 35	5½	**Alascheir** .....dep	12 0	...
16	13	10	8	20	15	9	Cordelio	8 55	4 0	9½	Alkan	12 16	...
16	13	10	8	20	15	9	Chighily	9 9	4 15	16½	Deyré-Keui	12 30	...
15	14	11	8½	22	17	10	Ouloodjak	9 23	4 27	21	Monavak-Cavé	12 49	...
15	14	11	8½	22	17	10	**Salikli** .....arr	9 37	4 41	23	**Salikli** .....arr	1 8	...
15	14	11	8½	22	17	10	**Magnesia** .....arr.	9 37	4 44		.....dep	1 20	...
							.....dep.	9 44	4 50	28½	Sardis	1 34	...
22½	20	17	12½	43	33	24	**Emir Aalem**	10 29	5 35	34½	Achmetli	1 55	...
22½	20	17	12½	43	33	24	**Ghiaour Keui**	10 39	5 39	39½	Ourghanli	2 11	...
21	18	15	11½	39	30	22	**Horos Kepi**.....	10 47	5 53	47	**Cassaba** .....arr	2 31	...
41	38	28	22	78	57	42	**Magnesia** .....arr.	10 53	6 0		.....dep	2 42	...
							.....dep.	11 5	...	55½	Chobanlass	3 12	...
51	46	35	26	87	66	51	**Chobanlass**	11 30	...	64	**Magnesia** .....arr.	3 30	...
58	52	40	29½	102	77	60	**Cassaba**.....arr.	11 53	...		.....dep.	3 40	...
							.....dep	12 5	...	65½	Horoz Keui	3 47	...
62	57	42	32	116	93	68	**Ourghanli**	12 26	...	79½	**Ghiaour Keui**	4 5	...
72½	63	47	36	125	101	74	Achmetli	12 45	...	81½	Emir Aalem	4 37	...
72½	63	47	36	125	101	74	Sardis	1 4	...	85½	**Meamem**..... arr.	4 42	...
82	72	53	41	135	110	80	**Salikli**.....	1 17	...		.....dep.	4 49	...
							.....arr	1 17	...	89½	Ouloodjak	5 14	...
82	72	53	41	135	110	80	.....dep	1 27	...	93½	Chighily	5 28	...
104	84	61	48	156	126	92	**Monavak-Cavé**	1 47	...	99½	Cordelio	5 43	...
112	90	66	52	168	136	98	**Deyré-Keui**	2 6	...	106	**Smyrna(202)** ar.	6 0	...
127	102	75	59	191	154	112	Alkan	2 20	...				
143	115	84	66	215	173	126	**Alascheir** .....arr	2 40	...				

Boarmahet-Branch.

WEEK DAYS.

Smyrna (202) dep. 7.0, 8.0, 9.0, 12.0 a.m., 3.15, 4.15, 5.30, 6.45 p.m. Extra, Saturday 7.45 p.m.
Boarmahet dep. 7.30, 8.30, 9.30 a.m., 2.0, 3.45, 5.0, 6.0, 7.15 p.m. Extra, Saturday 8.15 p.m.

SUNDAYS.

Smyrna (202) dep. 8.0, 9.15, 10.30, 12.0 a.m., 2.0, 3.30, 5.45, 7.0 p.m.
Boarmahet dep. 8.30, 10.0, 11.0 a.m., 12.30, 2.30, 3.10, 5.0 6.0, 7.0 p.m.

‡ Wed. & Sat. only.
† Wed. & Sat. only.

EGYPTIAN GOVERNMENT RAILWAY.—ALEXANDRIA to CAIRO.—DISTANCE, 130 Miles.

Distance Mi. ch Fro'	Fares. 1st class T. P. Alex	2nd class T. P. andr	3rd class T. P. ia.	Stations.	Trains. 1 & 2 Ex. p.m.	1,2,3 class a.m.	1,2,3 class p.m.
				Alexandria (294) d	5 0	8 30	2 15
3 0	2 20	1 20	1 0	Hadra	5 8	...	2 25
5 0	3 0	2 20	1 0	Sidi-Gabir	5 11	...	2 30
18 0	13 20	9 0	5 20	Kafr-Dawar	...	...	3 7
29 0	21 30	14 20	8 30	Abou-Hummus	...	...	3 35
39 0	29 10	19 20	11 30	Damanhoor	6 15	...	4 0
55 0	41 10	27 20	16 20	Teh-el-Barood	...	...	4 45
66 0	49 20	33 0	20 0	**Kafr-Zayat** arr.	7 1	...	5 10
...	...	...	...	,, (Buffet) dep.	7 21	...	5 25
77 0	57 30	38 20	23 10	Tantah (295)	7 45	...	6 0
88 0	66 0	44 0	26 20	Birkot-el-Sab	8 6	...	6 30
102 0	76 20	51 0	35 30	Benha (295)	8 32	...	7 10
110 0	82 20	55 0	33 0	Tooh	...	...	7 30
122 0	91 20	61 0	36 0	Callioub	...	...	8 0
130 0	97 20	65 0	39 0	**Cairo (294, 295)** arr	9 21	2 35	8 16

Fares. 1st class T. P. From	2nd class T. P. Cai	3rd class T. P. ro	Stations.	Trains. 1 & 2 Ex. p.m.	1,2,3 class a.m.	1,2,3 class p.m.
			Cairo dep.	5 0	9 15	2 25
6 30	4 20	2 30	Callioub	...	...	2 52
15 30	10 20	6 20	Tooh	...	...	3 21
21 30	14 20	8 30	Benha	5 52	...	3 48
31 20	21 0	12 30	Birket-el-Sab	6 16	...	4 24
40 20	27 0	16 10	Tantah	6 41	...	4 59
48 30	32 20	19 20	**Kafr-Zayat** arr.	7 0	...	5 23
...	...	...	,, dep.	7 20	...	5 39
56 10	37 20	22 20	Teh-el-Barood	...	...	6 7
69 0	46 0	27 30	Damanhoor	...	...	[illegible]
76 20	51 0	30 30	Abou-Hummus	8 9	...	7 13
84 30	56 20	34 0	Kafr-Dawar	...	...	7 43
94 20	63 0	38 0	Sidi-Gabir	9 11	...	8 17
95 10	63 20	38 10	Hadra	9 14	...	8 22
97 20	65 0	39 10	**Alexandria** arr.	9 21	2 12	8 30

Fares.—The 1st and 2nd class fares by the 6.0 p m. Cairo-Alexandria Express Train are as follows:—

		Egyp. plastres.		Egyp. plastres.
Alexandria to Damanhoor,	1st class	35.10 ...	2nd class	23.20
,, ,, Kafr-Zayat.	,,	59.20 ...	,,	39.30
,, ,, Tantah	,,	69.20 ...	,,	46.10
,, ,, Birket-el-Sab	,,	79.10 ...	,,	53. 0
,, ,, Benha	,,	92. 0 ...	,,	61.10
,, ,, Cairo	,,	117. 0 ...	,,	78. 0

		Egyp. plastres.		Egyp. plastres
Cairo to Benha	1st class	26.10 ...	2nd class	17.20
,, ,, Birket-el-Sab	,,	38. 0 ...	,,	25.10
,, ,, Tantah	,,	48.30 ...	,,	32.20
,, ,, Kafr-Zayat	,,	58 20 ...	,,	39. 0
,, ,, Damanhoor	,,	83. 0 ...	,,	55.10
,, ,, Alexandria	,,	117. 0 ...	,,	78. 0

N.B.—Alexandria to Suez, Express, 1st Class, Plastres 187-40; Second Class, Plastres 123.

SUEZ to CAIRO, via Bilbès and Zagazig.—DISTANCE, 149 Miles.

Fares. 1st T. P. Fro	2nd T. P. m S	3rd T. P. uez.	Stations.	1 2 3 class a.m.	
			Suez (294) ...dep	9 0	...
...	...	...	Shalouffe	...	...
...	...	...	Geneffe	...	...
27 0	18 0	11 0	Faid	10 30	...
...	...	...	Serapeum	...	...
...	...	...	Nefishe	11 22	...
44 10	29 20	17 30	**Ismailia** ¶ ...arr	11 30	...
...	...	...	,, ...dep	11 40	...
51 30	34 20	20 30	Mahsame	12 22	...
62 10	41 20	25 0	Tel-el-Kibir	12 58	...
67 20	45 0	27 0	Abu Hamad	1 15	...
76 20	51 0	30 30	**Zagazig (295)** ar	1 43	...
...	...	...	,, (Buffet) dep	2 30	...
81 0	54 0	32 20	Bordein	2 48	...
84 30	56 20	34 0	Bilbès	3 4	...
97 20	65 0	39 0	Scibin-el-Kanater	3 49	...
102 0	68 0	41 0	Nawa	4 7	...
106 0	70 0	42 0	Callioub	4 23	...
111 30	74 20	44 30	**Cairo (295)** arr	4 44	...

Fares. 1st T. P. From	2nd T. P. Cai	3rd T. P. ro	Stations.	1 2 3 class a.m.	
			Cairo ...dep	11 30	...
6 30	4 20	2 30	Callioub	11 56	...
10 20	7 0	4 10	Nawa	12 10	...
15 0	10 0	6 0	Scibin-el-K.	12 27	...
27 0	18 0	11 0	Bilbès	1 12	...
31 20	21 0	12 30	Borvein	1 28	...
36 0	24 0	14 20	**Zagazig** arr.	1 45	...
...	...	...	,, dep	2 26	...
45 0	30 0	18 0	Abu Hamad	2 54	...
49 20	33 0	20 0	Tel-el-Kibir	3 13	...
60 0	40 0	24 0	Mahsame	3 52	...
73 20	49 0	29 20	**Ismailia** ar	4 38	...
...	...	...	,, dep	4 48	...
...	...	...	Nefishe	4 57	...
...	...	...	Serapeum	...	...
85 20	57 0	34 10	Faid	5 49	...
...	...	...	Geneffe	...	...
...	...	...	Shalouffe	...	...
111 30	74 20	44 30	**Suez** ...arr	7 14	...

¶ The Egyptian Post Steamer leaves Ismaila for Port Said every morning about 8, accomplishing the journey (50 miles) in about 7 hours. The Suez Canal Company's Boat which sails at 7.30 a.m. every alternate day, is far superior in size and comfort, and the fare very much lower. 1st class fare by the Government Steamers is 18s. 9d.

ALEXANDRIA (294) and RAMLE RAILWAY.—DISTANCE, 5 Miles.

ALEXANDRIA, depart, 6.30, 7.45, and 9.0, a.m.; 12.30, 4.30, 5.40, 6.45, and 8.0 p.m.
RAMLE. depart, 7.0, 8.15, and 9.30 a.m.; 2.45, 5.0, 6.10, 7.15, and 8.30 p.m.

ROSETTA to ALEXANDRIA.

Dist M. ch Fro	1 Cl. T. P m R	2 Cl. T. P. osett	3 Cl. T. P. a	Stations.	1,2,3 a.m.	
				Rosetta dep	9 0	...
24	18 0	12 0	7 10	Maddieh	10 19	...
35	26 10	17 0	10 20	Mandara	11 6	...
37	27 30	18 20	11 10	**Ramlé**	11 18	...
44	33 0	22 0	13 10	**Alexandria** ... arr	11 48	...

Stations.	1,2,3 p.m.	
(294) **Alexandria** ...dep	2 45	...
Ramlé	3 18	...
Mandara	3 29	...
Maddieh	4 19	...
Rosetta ...arr	5 33	...

GABBARI to SUEZ.

Stations.	1 & 2 p.m.		
Gabbari ...dep	7 0	...	...
Tel el Baroud	9 15	...	...
Tantah	10 19	...	...
Benha	11 27	...	...
Zagazig ...arr	12 18	...	...
,, ...dep	12 46	...	...
Suez ...arr	5 0 a.m.	...	...

Stations.	1 & 2 p.m.		
Suez ...dep	8 0	...	...
Zagazig ...arr	12 12	...	...
,, ...dep	12 42	...	...
Benha	1 43	...	...
Tantah	2 43	...	...
Tel el Baroud	3 46	...	...
Gabbari ...arr	6 0	...	...

These Special Trains leave Suez and Alexandria on the day the Steamers arrive with the Indian Mails and Passengers. See p. 296.

Omnibus Fares.—From the Marina to the Square, and *vice versa*, 2 T. P.; from the Square to the Ramle Railway and *vice versa*, 1 T. P. The Vice-Royal Post-Office receives despatches to be sent by above trains until 7 a.m., and 1½ p.m.

LOWER EGYPT.—DAMIETTA to TANTA.—Dis. 72 M

Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 class	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 class
T. P.	T. P.	T. P.		a.m.	T. P.	T. P.	T. P.		p.m.
—	—	—	**Damietta**.....dep.	6 30	—	—	—	**Tanta (295)**.....dep	12 20
25 20	10	0	6 20	Ras-el-Khalig	7 15	5 0	5 0	3 0	Mohallet Roh	12 49
21 20	14	0	9 0	Shirbin.....	7 35	13 0	8 20	5 0	Mohallet Kibir	1 12
33 30	22	0	14 0	**Talka**	8 21	16 20	11 0	6 20	Samanhood	1 56
43 0	28	0	18 0	Samanhood	8 51	26 0	17 0	10 20	**Talka**	2 6
46 20	30	20	19 20	Mohallet Kibir	9 5	38 0	25 0	15 20	Shirbin	2 42
51 30	34	0	21 20	Mohallet Roh (295) ...	9 33	44 0	29 0	18 0	Ras-el-Khalig	3 2
59 0	39	0	24 20	**Tanta (294)**..... arr	9 53	59 20	39	24 20	**Damietta** ..... arr.	3 42

ZIFTE to TANTA.—Distance 28 Miles.

				a.m.					p.m.
—	—	—	**Zifte** .....dep	8 0	—	—	—	**Tanta (295)**.....dep	12 40
6 30	4 20	3 0	Santa	8 29	...	...	...	Mohallet Roh	1 13
15 20	10	6 20	Kourascie	9 8	2 20	1 20	1 1	Kourascie	1 31
18 0	12 0	7 20	Mohallet Roh	9 17	11 20	7 20	6 20	Santa	2 4
—	—	—	**Tanta** .....arr	9 40	18 0	12 0	7 20	**Zifte**.....arr	2 25

TANTA to SCIBIN-EL-COM.—Distance 18½ Miles.

				p.m.					a.m.
—	—	—	**Tanta (295)** .....dep	1 0	—	—	—	**Scibin-el-Com** dep	8 45
6 0	4 0	2 20	Tala	1 33	8 20	5 20	3 20	Tala	9 23
14 20	9 20	6 0	**Scibin-el-Com**...arr	2 0	14 20	9 20	6 0	**Tanta (295)**.....arr	9 45

MANSOURAH to ZAGAZIG.—Distance 46½ Miles.

				a.m.					p.m.
—	—	—	**Mansourah** .....dep	9 45	—	—	—	**Zagazig(295)**.....dep	2 35
10 0	7 0	4 0	Simbellanen	10 1	6 0	4 0	2 20	Hihia	3 7
17 0	11 20	7 0	Abu Shekouk	10 36	11 20	7 20	4 20	Abu Kibir	3 40
24 0	16 0	10 0	Abu Kibir	11 15	18 20	12 0	7 20	Abu Shekouk	4 18
29 20	19 20	12 0	Hihia	11	25 20	16 20	10 20	Simbellanen	4 53
35 20	23 20	14 20	**Zagazig (294)**.....arr	1 23	35 20	22 20	14 20	**Mansourah**.....arr	5 39

DESSOUK to TANTA.—46½ Miles.—* On Mons., Thurs., and Sats. only.

				a.m.					p.m.
—	—	—	**Dessouk**.....dep	7*0	—	—	—	**Tanta (295)**.....dep	*20
5 30	3 20	2 0	Shabas.....	7 39	8 0	5 0	3 0	Mohallet Roh	1 56
11 0	7 0	4 0	Nashart	8 12	11 0	10 20	6 20	Kotour.....	2 26
19 0	12 0	7 20	Kotour.....	11 0	25 0	15 20	9 20	Nashart	2 29
20 0	17 20	11 0	Mohallet Roh	11 40	30 20	19 0	12 0	Shabas.....	6 5
36 0	22 20	14 0	**Tanta (294)**.....arr	12 6	36 0	22 20	14 0	**Dessouk** .....arr	6 36

BENHA to ZAGAZIG.—Distance 24 Miles.

				p.m.					p.m.
—	—	—	**Benha(294, 295)**dep	1 10	—	—	—	**Zagazig (295)**.....dep	2 8
9 0	6 0	4 0	Minet-el-Gamh.....	1 41	9 0	6 0	4 0	Minet-el-Gamh.....	2 36
14 0	9 0	6 0	**Zagazig (294)**.....arr	2 6	18 0	12 0	8 0	**Benha**.....arr	3 4

BENHA to MITBEREH.—Distance 8 Miles.

—	—	—	**Benha(294, 295)** dep	...	—	—	—	**Mitbereh**.....arr	...
6 0	4 0	2 20	**Mitbereh**.....arr	6 0	4 0	2 20	**Benha** .....dep	...	

CAIRO to KALAAT SAIDIEH (Barrage.)—Distance 17½ M.

				a.m.					a.m.
—	—	—	**Cairo (295)**.....dep	8 30	—	—	—	**Kalaat Saidieh** dep	10 0
7 30	5 0	3 0	Galloub	9 1	6 0	4 0	2 20	Galloub	10 30
13 20	9 0	5 20	**Kalaat Saidieh** arr	9 21	13 20	9 0	5 20	**Cairo** .....arr	10 51

PHILIPPEVILLE to CONSTANTINE.—(Algerian Railways).

Dis. Fro	fr. c. Philippe	fr. c. ville	fr. c.	[All 1, 2, 3 class.]	a.m.	p.m.	Dis. Fro	fr. c. Con	fr. c. stan	fr. c. tine	[All 1, 2, 3 class.]	a.m.	p.m.
				Philippeville (Port) d.	6 0	2 30					**Constantine**.....dep.	6 45	3 15
1	0 95	0 30	0 25	Philippeville (Goods)	6 7	2 37	4	1 10	0 60	0 45	Le Hamma	7 0	3 32
6¼	1 60	0 85	0 60	Saf-Saf.....	6 27	2 57	16¼	4 30	2 35	1 65	Condé-Smendou	7 51	4 21
15	4 65	2 45	1 80	Robertville	7 18	3 47	24¼	6 55	3 45	2 55	Col-des-Oliviere	8 39	5 9
23½	7 35	3 85	2 85	Col-des-Oliviere	8 33	5 3	35½	9 30	4 85	3 55	Robertville	9 20	5 50
35½	9 80	5 05	3 70	Condé-Smendou	9 12	5 42	47½	12 30	6 45	4 75	Saf-Saf.....	10 3	6 33
39	12 80	6 70	4 95	Le Hamma	9 57	6 28	53	13 40	7 15	5 25	Philippeville (Goods)	10 23	6 53
53½	13 90	7 30	5 35	**Constantine** .....arr	10 16	6 47	53½	13 90	7 30	5 35	**Philippeville** (Port)ar	10 30	7 0

TUNISIAN RAILWAYS CO.

Tunis to Goletta, 8.30, 12.0 a.m., 3.15, 5.40 p.m. Return, 7.0, 9.15 a.m., 2.30, 5.0 p.m.
Tunis to Bardo, 7.40, 11.10 a.m. Return, 8.5, 11.35 a.m.
Goletta to Marsa, 12.40, 4.0 p.m. Return, 1.5, 4.30 p.m.
FARES:—**Tunis** to **Goletta** or **Tunis** to **Marsa**, 1st Class, Pa. 2; 3rd Class, Pa. 1. **Goletta** to **Marsa**, and *vice versa*, 1st Class, Pa. 1; 3rd Class, Pa. ½.
SPECIAL TRAINS at 2 hours' notice. **Tunis** to **Goletta** or *vice versa*, £5; for all Lines, £10. A good Buffet and Waiting-room at **Goletta**. Later Trains added between **Tunis** and **Goletta** as the season advances.

ATHENS and PIRÆUS RAILWAY.—(Greek Railways).

From PIRÆUS, Sundays and Mondays, 4.35 a.m.; Daily, 5.35, 6.35, 7.35, 8.35, 9.35, 10.35 a.m., 12.0, 1.0, 2.0, 3.0, 4.0, 5.0, 6.0, 7.0, 8.0, 9.0, 10.0, and 11.0 p.m.
From ATHENS, Sundays and Mondays, 4.0 a.m.; Daily, 5.0, 6.0, 7.0, 8.0, 9.0, 10.0, 11.0 a.m., 12.0, 2.0, 3.0, 4.0, 5.0, 6.0, 7.0, 8.0, 9.0, 10.0, and 11.0 p.m.
Fares—1st Class, 1 Drachma = 8½d; 2nd Class, 60 Lept. = 5½d; 3rd Class, 45 Lept. = 4d.

Greek Railway.—Re-Opening of the Phalerum Branch.—The delightful evening groups of Phalerum Bay is situated about 5 miles from Athens, where the Railway Company has erected a commodious Hotel and an open-air Theatre, where the best Italian Operas are played every night. Table d'Hôte at the Station at 6.30 p.m.
Train Service.—From ATHENS, 5.30, 6.30, 7.30, 8.30 a.m.; 4.30, 5.30, 6.30, 7.30, 8.30, 9.30, and 10.30 p.m.
From PHALERUM, 6.0, 7.0, 8.0, and 9.0 a.m.; 5.0, 6.0, 7.0, 8.0, 9.0, 10.0, and 11.0 p.m., and Special Trains after if necessary.
Fares—ATHENS to PHALERUM and Back: 1st Class, 1 drachme 20 lepta; 2nd class, 1 drachme 0.5 lepta, including admission to Theatre.

UPPER EGYPT LINE.

GABBARI to EL RODAH and ASSIOUT.

E. M.	1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3			Stations.	1,2,3		
Dis.	P. T.	P. T.	P. T.		p.m.				a.m.		
Fr.	m G	abba	rl.								
6¼	...	...	...	**Gabbari** ..... dep	9 0	...	...	**Assiout** ..... dep	8 0	...	...
				Mallaha	9 24	...	...	Moufalliout	8 50	...	...
55	41 0	27 20	16 20	Teh-el-Baroud	12 56	...	...	Benis Rari	9 12	...	...
129	97 20	65 0	39 0	Boulak Dakrour (296) ...	8 0	...	...	Nazalieh-Ghamourt	9 29	...	...
143½	108 0	72 0	43 10	Bedresheya (Sakhara &	8 41	...	...	Deyrout	9 57	...	...
160	120 30	80 20	48 20	Kafr el Ayat [Memphis	9 26	...	...	Maiour	10 33	...	...
181	136 20	91 0	54 30	El Wasta (296)	10 36	...	...	**Rodah** ..... dep	10 32	...	...
190	143 15	95 20	57 20	Ashmant	10 56	...	...	**Minieh** ..... arr	11 56	...	...
200	150 30	100 20	60 20	**Benisouef**	11 36	...	...	,, ...	12 3	...	...
214	161 10	107 20	64 20	Bibbe	12 7	...	...	Samalloot	12 47	...	...
223	168 0	112 0	67 10	El Fashu	12 39	...	...	Kolosna	1 2	...	...
235	177 0	118 0	71 0	Meraga	1 1	...	...	Beni Mazar	1 47	...	...
240	180 30	120 20	72 20	Aba-el-Quakf	1 25	...	...	Aba-el-Quakf	2 6	...	...
246	185 10	123 20	74 10	Beni Mazar	1 51	...	...	Meraga	2 25	...	...
258	194 10	129 20	77 30	Kolosna	2 3	...	...	El Fashu	3 2	...	...
261	196 20	131 0	78 30	Samalloot	2 43	...	...	Bibbe	3 29	...	...
277	208 20	139 0	83 20	**Minieh** ..... arr	3 23	...	...	**Benisouef**	4 8	...	...
...	...	...	...	,, ... dep	3 30	...	...	Ashmant	4 37	...	...
302	227 10	151 20	91 0	**Rodah**	4 4	...	...	El Wasta (296)	5 8	...	...
307	231 0	154 0	92 20	Malour	4 25	...	...	Kafr-el-Ayat...[&Sakhara)	6 10	...	...
320	240 30	160 20	96 20	Deyrout	5 36	...	...	Bedresheyn (for Memphis	6 57	...	...
328	246 30	164 20	98 30	Nazalieh-Ghamourt	6 2	...	...	Boulak Dakrour (296).....	8 30	...	...
374	280 20	187 0	100 10	Benis Rari	6 19	...	...	Teh-el-Baroud	2 4	...	...
341	255 30	170 20	102 20	Moufalliout	6 43	...	...	Mallaha	5 16	...	...
358	269 10	179 20	107 30	**Assiout** ..... arr.	7 26	...	...	**Gabarri (294)** ..... arr	5 39	...	...

EL FAYOUM to ABOUXA.—Distance 15½ Miles.

Fro m	El	Fay	oum	* Sundays and Thursdays.	p.m.							* Mondays & Fridays only.	a.m.	
				El Fayoum (296) ...dep	8 *0	...	—	—	—	—		**Abouxa** ..... dep	6 *0	...
...	11 10	7 20	4 20	**Abouxa** ..... arr	9 0	...	...	10 20	7 10	4 20		**El Fayoum** ..... arr	7 0	...

EL FAYOUM, EL WASTA and BOULAK DAKROUR.

Fro m	El	Fay	oum		a.m.							(296)	p.m.	
				El Fayoum (296) ...dep	7 30	...	...	...	...	...		**Boulak Dakrour** ...dep	1 30	...
5	3 30	2 20	1 20	El Edoua	7 54	...	...	...	...	...		Ayat	3 26	...
24	18 0	12 0	7 10	**El Wasta (296)**.....	9 10	...	...	...	...	...		**El Wasta** ..... dep	5 23	...
45	33 30	22 20	13 2	Ayat	10 36	...	...	...	...	...		El Edoua	6 41	...
75	56 10	38 20	22 20	**Boulak Dakrour** ...arr	12 18	...	...	...	...	...		**El Fayoum** ..... arr	7 0	...

EGYPTIAN RAILWAYS.

FARES from Alexandria to Suez (distance 225 miles) and *vice versa*—

By the Special Trains conveying Indian Passengers.	£	s.	d.
1st class, Adults	3	0	0
2nd ,, ,, ...	2	0	0

	£	s.	d.
1st ,, Children (3 to 10 years) ...	1	10	0
2nd ,, ,, ,, ...	1	0	0

All children under 3 years of age without exception are conveyed **Free**.

98 English lbs. are equivalent to 100 Egyptian Rotolis.

Allowance of Baggage to Passengers travelling by the Special Trains conveying Indian Passengers to or from Suez is 336 lbs to each 1st class passenger, and 200 lbs to each 2nd class passenger, and half that quantity to each child of the respective classes, and that the uniform charge for overweight is 7 shillings per English cwt of Baggage conveyed by this description of Train. The allowance for Baggage by the Express and Ordinary Trains in Lower Egypt is 60 rotolis to each 1st class passenger, 60 rotolis to each 2nd class passenger, and 40 rotolis to each 3rd class passenger, overweight being charged at the rate of Eg. P. 40-20, or 8s. 4d. for every additional 100 rotolis from Alexandria to Cairo, and *vice versa*. Eg. P. 47-00 or 10s. 1d. for every additional 100 rotolis from Cairo to Suez and *vice versa*. Eg. P. 70-20 or 14s. 6d. for every additional 100 rotolis from Alexandria to Suez and *vice versa*, and at the rate of Eg. P. 24-10 or 5s. for every additional 100 rotolis on the Upper Egypt Line.

All the Passenger Trains on the Main Line, as well as the Branches in **Lower Egypt**, are Daily Trains, excepting the Tantah Dessouck Train, which only runs on Mondays Thursdays, and Saturdays, and the Cairo, Kalaat Sadieh Train, as well as the Benha, Mitberch Train which have no fixed dates of departure.

The cost of a Special Train composed of 1 first-class carriage, 1 luggage truck, and a break-van, is £80 from Alexandria to Cairo (distance 131 miles including 1 mile to Boulac) or *vice versa*; half that amount for any distance not exceeding 65½ miles, and 12s. 6d. for every additional mile exceeding 131 miles.

THE EGYPTIAN RAILWAY VALUE OF

One English Sovereign	is Eg. P.	97	20	One Shilling	Eg. P. 4 20
,, 20 Franc Piece	,,	77	06	,, 5 Franc Piece	,, 19 10
,, Rupee	,,	9	5	,, Egyptian Piastre equal to 40 Eg. Paras	

CONSTANTINOPLE and ADRIANOPLE. Roumelian Line.

E.M. Dist.	Stations.	1,2,3 a.m.	Stations.	1,2,3 a.m.
...	**Constantinople** dep	7 29	**Adrianople** ...dep	6 0
2½	Kum-Kapou	7 29	Ourli	6 49
4½	Yedi-Koulé	7 41	Koulleli-Burgas	7 26
8	Makri-Keui	7 54	Uzun-Keupri	7 51
11	**St. Stephano**.....	8 5	Palaokeui	8 32
13½	**Kutchuk-Jchek**	8 24	Baba-Eski	9 17
33½	Hademkeui	9 40	Linlé-Burgas.....	9 56
45	**Echataldje**	10 35	Sidler-Tchiflik	10 39
54½	Kabadje	11 20	Keupkli	11 10
67	Sinekli	12 24	Tchorlou	12 29
89½	Tcherkesskeim	1 9	Tcher-Keskeim	1 28
95½	Tchorlou	2 35	Sinekli	2 21
111½	Keupekli	3 26	Kabadje	3 22
121½	Sidler–Tchiflik	4 5	**Echataldje**	4 7
32½	Linlé-Burgas	4 41	Hademkeui	5 43
143	Baba-Eski	5 17	Kutchuk–Jchekmedj.	6 17
156	Palaokeui	5 59	**St. Stephano**.....	6 27
169	Uzun-Keupri	6 43	Makri-Keui	6 38
173	Koulelli-Bourgas	7 18	Yedi-Koulé.....	6 54
181½	Ourli	7 41	Kum-Kapou	7 2
197½	**Adrianople (207)** a.	8 28	**Constantinople** a.	7 10

USKUB and MITROWICA.

E.M. Dist.	Stations	1,2,3 a.m.	Mls. Dist.	Stations.	1,2, p.m
—	**Uskub (207)**dep	6 45	—	**Mitrowica** dep	2
15½	Elleshan.....	8 0	1½	Pristina ..... ,,	3 1
22½	Kacanik ..... ,,	8 57	28	Liplian ..... ,,	4
33½	Verisovitz ..... ,,	9 57	40½	Verisovitz ..... ,,	4 5
46½	Liplian ..... ,,	10 54	51½	Kacanik..... ,,	5 5
59	Pristina ..... ,,	11 45	59½	Elleshan ..... ,,	6 2
74	**Mitrowica** arr	12 48	74	**Uskub** .....arr	7 2

TIRNOVA and JAMBOLI. [Turkish Railway

E.M. Dist.	Stations. Mon. Wed. Friday	1,2,3 p.m.	Mls. Dist.	Stations. Tues. Thurs. Sat.	1,2, a m
—	**Tirnova (207)** d	1 20	—	**Jamboli**.....dep	5 3
9½	Karabounar ... ,,	2 6	14½	Kermenli ..... ,,	6 3
23	Kane-Mahalessi	3 10	27½	Yeni Saghra ... ,,	7 1
38	Yeni-Saghra... ,,	4 28	42½	Kané-Mahalessi	8 5
51	Kermenli ..... ,,	5 29	56½	Karabounar ... ,,	9 5
65½	**Jamboli**.....arr	6 20	65½	**Tirnova** .....arr	10 3

ADRIANOPLE and BELLOVA.

E.M. Dist.	Stations.	1,2,3 a.m.	Stations.	1,3,2 a.m.	
...	**Adrianople (207)**...dep	7 0	**Bellova** .....dep	...	...
22½	Moustapha-Pacha	8 38	**Sarembey**	4 53	...
40	Harmanly	9 54	Tatar–Bazardjik.....	5 42	...
49	Tirnova-Seymenli 209)...	12 0	**Philippopoli**.....	8 10	...
64½	Kajadjik-Has-Key.....	12 5	Katunizza-Stanimaka	8 50	...
84	Hadji-Elea–Yenimahalé ...	1 33	Papasly	9 41	...
93½	Papasly	2 20	Hadji–Elea–Yéolmahalé	10 28	...
103½	Katunizza–Stanimaka.....	3 10	Kayadjik–Has–Key	11 56	...
111	**Philippopoli**.....	4 41	Tirnova–Seymenli	1 30	...
134	Tatar–Bazardjik	6 19	Harmanly	2 16	...
144	**Sarembey**.....	6 58	Moustapha–Pacha	3 32	...
...	**Bellova**.....arr.	...	**Adrianople** .....arr	5 0	...

ADRIANOPLE, KOULLELI-BOURGAS, and DEDEAGH.

E.M. Dist.	Stations. Mon., Wed., & Fri. only.	1,2,3 p.m.	Stations. Tues., Thur., & Sat., only.	1,2,3 a.m.	
...	**Adrianople (207)** ...dep	1 0	**Dedeagh**.....dep	11 19	...
15½	Ourli	2 10	Ferré	12 36	...
22½	Koulelli–Bourgas	3 0	Bidikili	1 33	...
31½	Demotika	3 43	Souffli	2 38	...
49	Souffli	5 2	Demotika	3 52	...
62½	Bidikli	5 57	Koulleli–Bourga	4 38	...
74½	Ferre	7 12	Ourli	5 9	...
92	**Dedeagh** .....arr	8 19	**Adrianople** .....arr	6 9	...

BANJALUKA and DOBERLIN.

E.M. Dist.	Stations.	1,2,3 a.m.	Stations.	1,2,3 p.m.
...	**Banjaluka** .....dep	7 0	...	**Doberlin** .....dep	1 30
13½	Jvanska	...	...	Novi	2 11
25½	Omarska	...	...	Prodor	3 35
35½	Prodor	9 35	...	Omarska	...
55	Novi	10 58	...	Jvanska	...
85½	**Doberlin** .....arr	11 34	...	**Banjaluka** .....arr	6 4

SALONICA and MITROWICA.

E.M. Dist.	Stations.	1,2,3 a.m.	1,2,3 a.m.	Stations.	1,2,3 a.m.	1,2,3 p.m.
...	**Salonica** .....dep	...	6 50	**Mitrowica** .....dep	...	2 3
13½	Topsin	...	7 47	**Uskub**	7 0	7 20
26½	Amatova.....	...	8 42	Zelenico	7 56	
35½	Karasuli	...	9 14	Keuprulu.....	9 16	...
49	Ghevgheli	...	10 18	Veniciani.....	10 34	...
77½	Mirowce	...	11 15	Krivolak	11 41	...
93	**Demir-Kapou**.....	...	12 46	**Demir-Kapou**.....	12 53	...
103½	Krivolak	...	1 49	dirowce	1 55	...
129½	Veniciani–Gratzco	...	2 48	Ghevgheli	2 57	...
136½	Keuprulu	...	3 5	Carasuli	3 53	...
151½	Zelenico	...	5 11	Amatova	4 2[illegible]	...
...	**Uskub (209)**	6 45	6 10	Topsin	5 1[illegible]	...
...	**Mitrowica (209)** arr	12 48	...	**Salonica** .....arr	6 4[illegible]	...

HAIDER-PACHA, and GUEBZEH.

E.M. Dist.	Stations.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	Frts Stns. Dist.	Frts Sun. p.m.
...	**Haider-Pacha** dep	1 10	2 15	11 0	11 10	3 0	...
1½	Kizil Toprak.....	...	2 30	...	11 25	...	...
3½	Erenkeui	...	...	...	11 37	...	...
8½	Pendik	1 35	...	11 58	...	3 15	11
12	Cartal	1 44	...	11 34	...	3 34	15
15½	Maltepe	1 50	...	11 40	...	3 49	18
21½	Touzla	2 0	...	11 48	...	4 0	23
27½	**Guebzeh** .....arr.	2 41	...	12 31	...	4 31	27

Stations.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	1,2,3 p.m.	Frts Sun. p.m.
Guebzeh .....dep.	11 0	...	9 0	...	7 30
Touzla	11 25	...	9 25	...	7 55
Maltepe	11 50	...	9 50	...	8 20
Cartal	12 3	...	10 3	...	8 33
Erenkeui	12 18	...	10 18	...	8 48
Kizil Toprak.....	12 37	2 35	10 37	11 30	9 7
Pendik	...	2 42	...	11 37	...
Haider-Pacha arr.	12 50	2 50	10 50	11 45	9 20

Haider-Pacha to Phanar Beghdje 4.30, 9.30 p.m.; and on Fridays and Sundays at 9.30 a.m. 6.0, 7.0, 8.0, 11.20 p.m.

Phanar-Beghdje to Haider-Pacha 4.0, 10.15 p.m.; and on Fridays and Sundays at 4.0, a.m.; 6.30, 7.30, 8.30, 11.45 p.m.

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ALGIERS and ORAN.—Chemins de Fer de Paris à Lyon et à la Méditerranée.

(Chemins Algériens.)

1 cl.	2 cl.	3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.
Fr'm	Alge	r.	**Algiers** ...dep.	6 0	8 10	12 40	4 55	
0 65	0 50	0 35	Hussein-Dey ...	6 15	8 37	1 0	5 18	
1 25	0 90	0 70	Maison Carrée	6 23	8 51	1 10	5 32	
2 90	2 20	1 60	Birtouta	6 49	9 34	1 42	6 19	
4 15	3 10	2 30	Boutarik	7 10	10 4	2 9	6 48	
5 5	3 80	2 75	Beni-Mered ...	7 22	10 29	2 30	7 13	
5 70	4 30	3 15	Blidah	7 41	10 56	2 57	7 42	
6 80	4 85	3 55	La Chiffa	7 56	11 15	3 13	8 3	
7 05	5 30	3 90	Mouzaiaville ...	8 4	11 39	3 24	8 17	
7 75	5 80	4 25	El-Affroun	8 17	12 25	3 43	8 28	
10 20	7 65	5 60	Bou-Medfa	8 57	1 51	4 38		
12 30	9 25	6 80	Adelia	9 44	3 20	5 40	...	
13 45	10 10	7 40	**Affreville** ...arr	10 1	3 42	5 59	a.m.	
...	...	...	... (buf)dp	10 26	...	...	6 3	
13 90	10 40	7 65	Lavarande	10 36	...	...	6 44	
16 35	12 25	9 0	Duperre	11 15	...	...	7 30	
19 40	14 55	10 65	Les Attafs	11 2	...	...	8 39	
20 85	15 60	11 45	Oued-Fodda ...	12 22	...	...	9 11	
22 75	17 5	12 50	Ponteba	12 52	...	...	9 56	
23 40	17 55	12 85	**Orléansville** ...	1 0	...	...	10 6	
...	...	...	... dep.	1 10	...	...	...	
25 10	18 80	13 90	Oued-Sly	1 31	...	...	...	
27 20	20 40	14 85	Oued-Merdja ...	2 5	...	...	...	
28 45	21 35	15 65	Oued-Rhou	2 21	...	...	...	
29 45	22 10	16 20	Djidioula	2 35	...	...	1,2,3	
33 15	24 85	18 25	**Relizane**(buf)	3 20	...	...	a.m.	
...	...	...	...dep	3 30	...	...	5 50	
35 30	26 45	19 40	L'Hillil	3 55	...	1,2,3	6 27	
37 20	27 90	20 45	Oued-Malah	4 21	...	p.m.	7 6	
38 75	29 5	21 30	Perrégaux	4 44	1,2,3	1 44	7 35	
41 45	31 10	22 80	**St-Denis-d-S**	5 25	a.m.	2 36	8 30	
44 25	33 20	24 25	Ste-Barbe-du-T	6 14	8 50	3 50	9 54	
46 5	34 50	25 30	Valmy	6 41	9 23	4 24	10 25	
47 15	35 35	25 95	**Karguentah** ...	7 0	9 45	4 46	10 47	
			(Oran by cab.)					

Algiers to Boufarik on Mondays at 4 40 a.m., Tielat to Oran daily at 8 50 p.m., and vice versa at 1.20 p.m.

1 cl.	2 cl	3 cl.	Stations.	1,2,3	1,2,3	1,2,3
fr. c	fr. c.	fr. c.	[Oran.]	a.m.	a.m.	p.m.
Fr'm	Kar	'tah.	**Karguentah** ...dep.	8 45	6 20	4 50
1 10	0 85	0 65	Valmy	9 4	6 43	5 14
2 90	2 20	1 65	Ste-Barbe-du-Tlélat	9 36	7 28	6 9
5 80	4 35	3 20	**St-Denis-du-Sig**	10 23	8 33	7 14
8 50	6 40	4 70	Perrégaux	11 1	9 19	8 6
10 10	7 55	5 55	Oued-Malah	11 25	...	8 39
12 0	9 0	6 60	L'Hillil	11 54	...	9 20
14 10	10 60	7 75	**Relizane** .....arr.	12 18	...	...
...	...	...	.....dep.	12 43	...	...
17 80	13 35	9 80	Djidioula	1 29	...	...
18 80	14 10	10 35	Oued-Rhou	1 43	...	...
20 5	15 5	11 5	Oued-Merdja	2 4	...	...
22 20	16 65	12 20	Oued-Sly	2 33	...	1,2,3
23 85	17 90	13 10	**Orleansville** ...arr.	2 55	...	a.m.
...	...	...	.....dep.	3 5	...	6 50
24 40	18 30	13 45	Ponteba	3 14	...	7 5
26 30	19 75	14 50	Oued-Fodda	3 47	...	8 0
27 90	20 90	15 35	Les Attafs	4 7	...	8 37
30 90	23 20	17 0	Duperre	5 4	...	9 53
33 25	24 95	18 30	Lavarande	5 36	1,2,3	10 41
33 80	25 35	18 60	**Affreville** .....arr.	5 44	a.m.	10 51
...	...	...	... .dep.	6 10	6 20	12 0
34 95	26 20	19 20	Adelia	6 33	6 53	12 47
37 5	27 80	20 40	Bou-Medfa	7 8	7 32	1 49
39 55	29 65	21 75	El-Affroun	7 42	8 20	3 8
40 20	30 15	22 10	Mouzaiaville	7 52	8 33	3 25
40 65	30 50	22 35	La Chiffa	8 1	8 47	3 40
41 55	31 15	22 85	**Blidah** .....arr.	8 18	9 12	4 5
...	...	...	... .dep.	8 36	9 22	4 15
42 20	31 65	23 30	Beni-Mered	8 36	9 31	4 31
43 0	32 25	23 65	Boufarik	8 52	9 56	4 56
44 35	33 25	24 40	Birtouta	9 8	10 16	5 15
46 5	34 5	25 30	Maison-Carrée	9 34	10 49	5 43

El-Affroun to Algiers, 3.30 a.m.

BUCHAREST and VERCIOROVA. Roumanian Railways.

E.M. Dis.	Stations. (298-9)	1,2,3 a.m.	1,2,3	1,2,3 p.m.	Stations.	1,2,3 a.m.	1,2,3	1,2,3 p.m.
—	**Bucharest**d	8 10	...	3 40	**Verciorova**	11 0	...	5 45
5½	Chitila	8 24	...	4 1	forOrsova 244			
11½	Ciocanesti ...	...	...	4 26	**T.-Severin**	11 30	...	6 30
22½	Ghergani	8 58	...	4 49	Palota	12 8	...	7 19
29½	Titu	9 19	...	5 24	Timnea	...	...	7 54
42½	Gaesti	9 46	...	6 8	Strehaia	...	...	8 27
53½	Leordeni	...	...	6 44	Butoesti	...	...	8 41
62½	Golesti	...	...	7 8	Filias	1 33	...	9 7
67	**Pitesti** ...arr	10 35	a.m.	7 20	Racari	...	...	9 19
...	... ...dep	10 50	5 20	...	Cotofeni	...	...	9 39
80	Costesti	...	5 58	...	Tsainitza	...	...	9 52
90½	Stobrici	11 43	6 36	...	**Craiova**	2 31	...	10 23
96½	Corbu	11 57	6 47	...	Pellesti	...	...	10 54
103½	Potcova	...	7 10	...	Balsa	3 18	...	11 27
117½	**Slatina**	12 49	8 1	...	Piatra	3 40	...	11 55
127½	Piatra	1 18	8 34	...	**Slatina**	4 11	...	12 44
135½	Balsa	1 40	9 1	...	Potcova	...	...	1 23
146½	Pellesti	...	9 31	...	Corbu	4 57	...	1 49
154½	**Craiova**	2 40	10 14	...	Stobrici	5 11	...	2 7
160½	Tsainitza	...	10 39	...	Costesi	...	...	2 37
165½	Cotofeni	...	10 46	...	**Pitesti** ...arr	6 0	a.m.	3 15
172½	Racari	...	11 6	...	...dep	6 15	6 0	—
177	Filias	3 39	11 21	...	Golesti	...	6 14	...
185	Butoesti	...	11 44	...	Leordeni	...	6 40	...
191½	Strehaia	...	12 7	...	Gaesti	...	7 10	...
201	Timnea	...	12 36	...	Titu	7 37	7 53	...
213½	Palota	...	1 15	...	Ghergani	7 53	8 16	...
225½	**T.-Severin**	5 50	1 55	...	Ciocanesti	...	8 43	...
	Verciorova	6 15	2 40	...	Chitilla [298	9 28	9 20	...
236	forOrsova 244	...	...	...	**Bucharest**a	8 40	9 25	...

BUCHAREST, GALATZ, BERLAD, and ROMAN

Stations.	Ex.*	1,2,3
Tues. & Fri.	p.m.	
CONSTANTINOPLE ...	2 0	...
VARNA Wed & Sat	a.m.	7 30
GIURGEVO ,,	8 35	6 5
BUCHAREST arr	10 30	5 p.m.
(298,299	a.m.	p.m.
Bucharest...dep	7 20	9 0
Chitila	7 40	9 14
Buftea	7 56	9 25
Periau	8 19	...
Crivina	8 39	9 54
Ploesci.....235	9 30	10 39
Predeal ...arr	5 30	...
V. Calugaresca ...	9 50	10 44
Albesti	10 3	10 53
Mizil	10 46	11 19
Ulmeni	11 13	...
Monteoru	11 22	...
Buzen	12 0	12 11
Tanca	1 49	1 31
Muftiu	2 21	...
Braila	2 55	a.m.
Barboci ...arr	3 45	2 90
Berlad ...dep	3 55	3 30
Galatz 291 ar	4 30	4 5
Barboci ...dep	...	3 18
Serbesti	...	...
Tvesti	...	...
Tecuciu ...arr	...	4 51
Berheci	...	6 11
Ghidigeni	...	6 43
Tutova	...	7 3
Berlad ...arr	5	1 11
Tecuciu ...dep	5	1 11
Varasesti	5	34
Pufesti	...	12
Adjud	6	16
Racari	7	54
Galbeni	...	...
Roman (293) arr	...	9 0
JASSY .....arr	...	12 45

Stations.	Ex.*	1,2,3
VIENNA ...dep	11	0 p.m.
LEMBERG ,,	6	10 11
JASSY ..... ,,	4	29 6
	p.m.	p.m.
Roman (293) dp	8	30 12
Galbeni	...	13
Racari	9	31 1
Adjud	10	52 2
Pufesti	...	...
Marasesti	11	21 4
Berlad ...dep	9	45 ...
Tutova	10	16 ...
Ghidigeni	10	35 ...
Berheci	11	1 ...
Tecuciu arr	11	30 ...
Tecuciu ..... dep	12	5 5
Tvesti	...	5
Serbesti	...	6
Barboci	1	36 7
(291)	p.m.	
Galatz ...dep	12	45 12
Barboci...ar	1	20 12
Barboci ...dep	1	30 12
Braila	2	31 1
Muftiu	...	2
Tanca	3	25 2
Buzen	4	49 5
Monteoru	...	5
Ulmeni	...	5
Mizil	5	37 6
Albesti	5	59 6
V. Calugaresca ...	6	8 6
Predeal ...dep	...	10
Ploesci	6	33 7
Crivina	6	57 8
Periau	...	8
Buftea	7	26 8
Chitila	7	38 9
Bucharest...arr	7	50 9
Bucharest ...dep	8	45 ...
GIURGEVO ...arr	10	39 ...

Extra.—Berlad to Tecuciu, 9.0 a.m.

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RAKONITZ and PROTIWIN. [Austro-Hungarian Railways.

1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3	1,2,3	1,2,3		Stations.	1,2,3	1,2,3	1,2,3	
					a.m.							
...	...	...	SAAZ ..... dep	...	7 39	...	...	BUDWEIS ..... dep	...	4 3	2 38	
...	...	...	LUZNA-LISCH "	...	11 15	...	...					
				a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	
R	ako	nitz.	**Rakonitz (208)** dep	3 30	12 30	5 35	...	**Protiwin (223)** dp	...	6 40	3 15	
0 53	0 45	0 33	Stadtl.....	4 1	1 0	6 5	...	Putim.....	...	7 0	3 32	
0 45	0 38	0 43	Pürglitz.....	4 15	1 15	6 18	...	Pisek	...	7 20	3 45	
1 25	0 88	0 53	Zbecno	4 35	1 38	6 39	...	Cizova	...	7 41	4 2	
1 70	1 19	0 85	Neuhütten	4 54	2 1	6 58	...	Vraz	...	7 59	4 17	
1 90	1 33	0 95	Althütten	5 5	2 14	7 7	...	Cimelic	...	8 12	4 33	
2 20	1 54	1 10	**Beraun ...(237)**... arr	5 22	2 29	7 22	...	Mirovic	...	8 55	4 56	
...	...	...	PRAGUE ..... dep	7 0	2 10	8 30	...	Birecnic	...	9 28	5 1-	
...	...	...	PILSEN ..... "	3 36	10 30	5 47	...	Tochovic	...	9 37	5 28	
...	...	...	PRAGUE ..... arr	5 50	...	9 2	...	Milin	10 6	10 34	5 45	
...	...	...	**Beraun** ..... dep	8 11	3 22	9 33	...	Pribram.....	4 10	10 34	6 10	
...	...	...	**Zdic** ..... arr	8 25	3 37	9 48	...	Jinec-Cenkov.....	4 36	11 6	6 35	
...	...	...	**Zdic** ..... dep	8 45	4 0	10 0	...	Lochovic	4 54	11 30	6 53	
3 5	2 14	1 53	Lochovic	9 2	4 22	10 22	...	**Zdic** ..... arr	5 10	11 49	7 9	
3 45	2 42	1 73	Jinec-Cenkov	9 20	4 45	10 48	...	**Zdic** ..... dep	5 24	12 23	7 34	
4 5	2 84	2 3	Pribram	9 49	5 25	11 14	...	**Beraun** ..... arr	5 39	12 38	7 49	
4 48	3 8	2 20	Milin	10 5	5 46	...	...	PRAGUE ..... arr	6 50	1 50	9 2	
4 75	3 33	2 38	Tochovic	10 19	6 3	...	...	PILSEN ..... dep	3 36	10 30	5 47	
5 0	3 50	2 50	Breznic	10 34	6 18	...	...	PRAGUE ..... "	7 0	...	5 0	
5 45	3 82	2 73	Mirovic	10 54	6 45	...	...	**Beraun** ..... dep	3 30	12 50	8 20	
5 80	4 6	2 90	Cimelic	11 13	7 7	...	...	Althütten	8 48	1 8	8 38	
6 25	4 45	3 18	Vraz	11 38	7 35	...	...	Neuhütten	8 58	1 18	8 48	
6 70	4 69	3 35	Cizova	11 53	7 52	...	...	Zbecno	9 21	1 41	9 10	
7 10	4 97	3 55	Pisek	12 15	8 21	...	...	Pürglitz	9 42	2 0	9 29	
7 30	5 11	3 65	Putim.....	12 24	8 32	...	...	Stadtl.....	9 52	2 11	9 46	
7 75	5 43	3 88	**Protiwin (223)** arr	12 40	8 50	...	...	**Rakonitz 208** arr	10 21	2 40	10 9	
...	...	...	BUDWEIS ..... arr	1 51	11 16	...	...	LUZNA-LISCH. arr	...	3 20	...	
								SAAZ	...	8 17	...	

BUCHAREST and GIURGEVO.—Roumanian Railways.

E.M.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1,2,3
	(209)	a.m.	p.m.	p.m.			a.m.	p.m.	p.m.	
Dist	Fro	dep	7 50				dep	6 50	1 50	5 50
44		Bucharest				Giurgevo ...dep	2 0	6 0	...	...
101		Gilava	...	...	...	Fratesti.....	...	...	...	...
124		Vidra.....	...	...	...	Banesa	...	...	...	...
175		Comana	...	...	...	Comana	...	...	...	...
30		Banesa	...	...	...	Vidra.....	...	...	...	...
364		Fratesti.....	...	...	...	Gilava	...	...	...	...
424		Giurgevo ...arr	9 0	4 0	9	Giurgevo ...arr	8 50	3 50	8 50	

Smarda for Ruschuk: 30.

English Railways.

GREAT WESTERN RAILWAY.—STATION—PADDINGTON.

Stations.	Week Days.															On Sundays.			
LONDON tr	a.m.	a. m.	a.m.	a. m.	a. m.	a.m.	a. m.	p.m.	p. m.	p. m.	p. m.	p. m.	p. m.	p.m.		a. m.	p. m.	p. m	p. m.
Bristol.....	5 30	...	7 0	9 0	10 30	...	11 45	3 0	1 50	2 35	5 0	8 10	9 0	...	...	10 0	2 30	8 10	9 0
Birmingham	5 30	7 0	...	10 0	12 50	...	p.m.	...	3 30	6 30	...	...	...	...	...	9 0	2 30	...	...
Chester	5 30	...	...	10 0	12 50	...	3 30	...	...	...	...	...	...	...	...	9 0	...	...	...
Exeter.....	5 30	9 0	...	10 30	11 45	...	1 50	3 0	5 0	5 10	9 0	...	...	...	...	10 0	8 10	9 0	...
Hereford ..	5 30	...	...	10 0	10 15	...	12 0	3 0	2 15	...	5 15	...	...	...	...	2 30	...	...	...
Liverpool ..	5 30	...	p.m.	10 0	12 50	...	3 30	...	6 30	...	...	...	...	...	...	9 0	...	...	...
Milford Hav.	5 30	10 15	5 15	...	...	8 10	9 0	...	...	...	...	...	...	...	...	10 15	8 10	9 0	...
Shrewsbury	5 30	...	...	10 0	12 50	...	3 30	...	6 30	...	...	...	...	...	...	9 0	2 30	...	...
Swansea.....	5 30	...	...	10 15	12 0	...	5 15	...	8 10	9 0	...	...	...	...	...	10 15	8 10	9 0	...
Plymouth ..	5 30	9 0	a.m.	10 30	11 45	...	5 0	3 0	8 10	9 0	...	...	...	...	...	10 0	8 10	9 0	...
Oxford ... {	5 30	7 0	8 15	9 0	10 0	11 0	12 50	1 5	1 50	2 15	3 30	...	4 50	...	...	9 0	2 30	7 0	8 10
" ... {	...	...	...	...	...	...	...	5 0	...	6 30	7 0	8 10	...	...	...	...	...	...	...
Worcester ..	5 30	10 0	...	2 15	...	...	6 30	...	...	...	...	...	...	...	...	2 30	...	...	...

to LONDON	a. m.	a. m.	a. m.	a. m.	a. m.	a m	p. m.	p. m.	p. m.	p. m.	p m	p. m.	p. m.	p m	p. m.	p. m.	a. m.	p. m.	p. m.	p.m.
Worcester ...	...	...	7 0	10 0	11 17	...	2 15	...	...	6 40	...	...	...	...	...	...	10 15	5 40	...	...
Plymouth ..	...	...	6 45	8 35	10 35	...	2 8	2 30	...	7 45	...	...	...	...	...	...	6 45	12 40	7 45	...
Oxford..... {	7 20	8 25	...	9 0	9 30	11 15	11 40	12 5	12 10	2 35	2 30	1 57	4 10	4 30	5 25	5 30	6 10	7 35	1 5	4 10
" {	...	...	...	...	...	...	...	6 0	...	...	...	...	9 5	...	...	...	5 35	8 0	...	...
Swansea.....	4 5	...	7 0	9 45	11 0	1 40	3 50	7 20	...	...	...	...	...	...	...	...	...	12 40	7 20	...
Shrewsbury	8 35	...	...	10 0	10 37	...	1 55	...	...	5 58	...	...	...	...	...	...	8 15	11 40	...	...
Milford Hav.	2 45	6 45	8 30	10 35	1 0	...	5 0	...	...	...	...	...	...	...	...	...	9 50	5 0	...	...
Liverpool ..	...	...	6 0	8 10	11 20	...	3 20	...	...	...	...	...	...	...	...	...	8 15	...	...	...
Hereford ..	...	6 20	8 10	9 30	9 45	...	12 30	12 50	...	4 15	6 30	...	...	...	...	8 35	...	10 25	4 0	...
Exeter.....	...	6 0	...	9 45	10 30	...	...	12 50	3 55	4 55	...	10 12	...	...	...	...	9 40	3 25	10 12	...
Chester	7 10	...	...	9	5 12	20	4 25	...	...	...	...	...	...	...	...	...	9 40	...	...	...
Birmingham	...	...	...	7 30	10 5	...	12 5	1 5	...	3 33	...	7 25	...	...	...	...	10 20	1 45	5 10	a.m.
Bristol.....	12 40	12 50	7 50	10 10	12 9	...	...	1 15	...	3 0	5 34	3 30	7 0	...	...	...	1 45	6 30	12 40	12 50

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Euston Sta., London ...dep	5 15	6 0	7 15	7 15	7 30	9 0	10 0	1010	11 0	12 0	1210	1230	2 45	3 0	3 25	4 0	5 0	5 15	6 0	6 10	7 0	8 25	8 50	9 0	9 15	12 0	...	...	...	...	...
Cambridge ...arr	...	1010	1010	1010	...	...	...	1 5	...	...	3 55	...	...	6 0	...	...	8 12	...	...	10 0	11 0	...	...	...	...	...	...	...	...	...	...
Northampton ,,	6 55	9 35	...	...	9 15	11 0	...	12 0	1 30	...	2 10	4 0	...	4 55	6 15	...	...	7 5	8 4	9 15	9 35	...	...	...	1058	...	...	...	...	...	...
Rugby ,,	7 5	9 58	9 15	9 15	9 30	11 8	1152	1214	1 0	2 8	2 17	4 15	4 45	5 10	6 30	5 50	7 0	7 19	8 13	...	10 0	1020	1040	11 0	1120	2 10	...	...	...	...	...
Stafford ,,	8 32	...	...	...	1051	1230	...	1 30	2 15	3 19	3 40	...	...	6 40	...	...	...	8 40	...	...	...	1140	1155	1217	1249	...	...	...	...	...	...
Coventry ,,	7 38	...	...	...	10 2	1136	...	1243	1 43	...	2 44	...	5 17	...	...	6 10	...	7 44	8 38	...	...	...	...	...	1148	2 32	...	...	...	...	...
Birmingham ,,	8 20	...	...	...	1035	1215	...	1 20	2 45	...	3 20	...	6 0	...	...	6 45	...	8 20	9 15	...	...	...	...	...	1225	3 15	...	...	...	...	...
Wolverhampton	9 21	...	...	...	1120	1256	...	2 30	...	...	4 7	...	7 5	...	...	7 20	...	8 58	10 0	...	...	...	...	...	...	3 48	...	...	...	...	...
Shrewsbury ,,	9 53	...	...	...	12 2	1 52	...	...	...	...	5 0	...	...	7 55	...	...	...	9 55	...	...	...	...	...	...	3 0	...	...	...	...	...	...
Crewe ,,	9 11	...	11 3	11 3	1135	1 16	1 36	2 10	3 0	4 2	4 18	...	6 32	7 20	...	...	8 49	9 26	...	...	...	...	1232	1257	1 33	5 0	...	...	...	...	...
Stockport ,,	9 48	...	...	...	1216	...	2 30	...	3 47	4 48	...	...	7 16	8 20	...	8 31	9 31	1047	...	...	...	...	...	...	2 30	6 0	...	...	...	...	...
Manchester L.R.	10 0	...	...	..	1230	...	2 40	...	4 0	5 0	...	...	7 30	8 30	...	8 45	9 45	11 5	...	...	...	...	...	...	2 45	6 15	...	...	...	...	...
Rochdale ,,	1046	...	...	...	1 32	...	4 0	...	...	6 15	...	...	8 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Huddersfield ,,	11 5	...	...	...	2 14	...	3 54	...	5 43	6 48	...	...	9 28	1031	...	...	...	1 46	...	...	...	...	...	...	...	8 25	...	...	...	...	...
Chester ,,	9 55	...	1136	1136	...	2 8	...	3 5	...	...	5 3	...	7 25	8 15	...	...	...	1015	...	...	...	1251	...	...	2 25	...	...	...	...	...	...
Birkenhead ,,	1040	...	1215	1215	...	2 45	...	...	...	...	5 50	...	8 18	9 32	...	...	...	1110	...	...	...	...	...	...	3 5	...	...	...	...	...	...
Bangor ,,	1215	...	2 55	2 55	...	4 7	...	...	...	...	7 25	...	...	1039	...	...	...	12 5	...	...	...	...	...	...	4 9	...	...	...	...	...	...
Dublin (N. W.) ,,	...	...	6 20	6 20	...	10 0	...	...	...	...	...	...	...	...	...	...	...	7 0	...	...	...	7 35	...	...	...	...	...	...	...	...	...
Warrington ,,	9 55	...	...	1146	1230	1 57	...	...	3 34	...	5 7	...	...	8 20	...	...	...	1018	...	...	...	...	...	1 34	2 18	5 40	...	...	...	...	...
Liverpool L.S. ,,	1030	...	...	1225	1 35	2 45	...	3 15	4 15	5 5	6 0	...	7 45	9 15	...	...	10 0	1120	...	...	...	...	...	...	3 0	6 30	...	...	...	...	...
Preston ,,	1046	...	...	1227	2 15	3 20	2 50	3 50	4 23	...	6 5	...	...	9 15	...	...	...	1140	...	...	...	...	1 51	2 30	...	7 55	...	...	...	...	...
Carlisle ,,	1 30	...	...	3 0	...	...	5 20	...	6 55	...	9 45	...	...	...	...	...	...	...	...	...	...	...	4 10	5 0	...	1215	...	...	...	...	...
Glasgow ,,	4 50	...	...	6 0	...	...	8 0	...	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	6 55	8 0	...	...	...	...	...	...	...
Edinburgh ,,	4 35	...	...	5 50	...	...	8 0	...	9 45	...	...	...	...	...	...	...	...	...	...	...	...	...	6 45	7 50	...	...	...	...	...	...	...
Perth ,,	6 50	...	...	...	...	...	9 25	...	1140	...	...	...	...	...	...	...	...	...	...	...	...	...	8 40	1115	...	...	...	...	...	...	...
Aberdeen ,,	10 0	...	...	...	...	...	...	...	3 20	...	...	...	...	...	...	...	...	...	...	...	...	...	1240	2 15	...	...	...	...	...	...	...
Inverness ,,	...	...	...	...	...	...	...	...	8 50	...	...	...	...	...	...	...	...	...	...	...	...	...	2 45	6 25	...	...	...	...	...	...	...
UP.	p m		a m		p m	a m		a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	a m	a m	p m				
Inverness ...dep	1240	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1&2	...	...	7 35	...	...	...	7 35	...	1018	...	1&2	...	...	...	...
Aberdeen ,,	4 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	a m	...	...	...	a m	...	1223	9 15	...	...	...	...	...
Perth ,,	7 30	...	7 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8 30	...	...	...	8 30	...	4 4	1 55	...	...	...	...	...
Edinburgh ,,	9 25	9 25	9 25	...	...	...	...	...	...	...	...	...	...	...	...	Irish Mail.	...	...	10 0	...	...	...	1035	...	6 5	4 25	...	...	...	...	...
Glasgow ,,	9 10	9 10	9 10	...	...	...	...	...	...	...	...	...	...	...	...		...	...	10 0	...	...	...	10 2	...	5 53	4 15	...	...	...	...	...
Carlisle ,,	12 5	12 5	1245	...	...	...	...	...	...	...	...	...	...	...	8 45		...	...	1245	...	...	...	1 40	...	8 46	8 0	...	...	...	...	...
Preston ,,	2 30	2 30	3 40	...	...	...	...	...	5 50	...	8 45	9 42	...	...	1142	...	...	...	3 10	...	...	...	4 38	...	1057	11 0	...	...	...	...	...
Liverpool L.S. ,,	...	3 0	3 45	...	...	...	...	...	7 20	9 15	...	11 0	...	12 0	12 0	...	...	2 0	2 45	...	4 0	5 0	...	...	1050	1110	...	...	...	...	...
Warrington ,,	...	3 45	4 45	...	...	...	...	...	7 30	...	9 45	11 0	...	...	1237	...	...	1 20	3 25	...	...	...	5 33	...	1140	12 5	...	...	...	...	...
Dublin ,,	...	7 15	...	...	7*15	...	...	...	...	...	...	...	...	...	...	6 15	...	...	...	...	...	...	9 30	...	1230	...	6 45	...	...	...	...
Bangor ,,	Mondays Excepted.	...	Mondays excepted	...	2†56	...	...	...	...	6 15	7 40	...	...	9 10	...	...	...	...	...	...	1 20	...	3 50	...	9 0	9 0	...	...	...	...	...
Birkenhead ,,		...		...	...	...	...	...	6 20	8 25	8 25	...	...	11 0	...	1 0	...	...	...	...	2 10	...	4 55	...	10 0	10 0	...	...	...	...	...
Chester ,,		Mondays only.		...	4†38	...	...	...	7 20	9 10	10 0	...	...	12 0	...	1 55	...	...	...	...	4 0	...	5 40	...	11 6	11 6	2 15	...	...	...	...
Leeds ,,				...	...	...	...	...	...	7 30	7 30	9 15	§ Castle Station.	9 15	9 15	...	...	11 0	...	...	2 15	...	2 20	...	8 15	9 45	...	...	...	...	...
Huddersfield ,,				...	...	...	...	...	...	8 20	8 20	9 58		9 58	9 58	...	...	1140	...	...	2 46	...	3 12	...	9 15	11 7	...	...	...	...	...
Rochdale ,,	...		...	...	...	...	...	...	...	8 20	8 20	...		11 0	11 0	...	...	1150	...	...	3 10	...	...	...	4 30	4 30	...	...	...	...	...
Manchester L.R.	...	...	...	...	...	...	...	7 45	7 15	9 30	9 30	1110		12 0	1145	...	1 15	2 15	3 15	...	4 15	...	5 15	...	1055	1120	...	...	...	...	...
Stockport ,,	...	...	...	...	...	...	...	7 55	7 27	9 45	9 45	1122		1212	1155	...	1 27	2 25	...	...	4 25	...	5 25	...	11 8	1212	...	...	...	...	...
Crewe ,,	4 5	4 25	Mondays Excepted.	5 30	...	* Sundays excepted. † Mondays excepted	...	...	8 32	1025	1045	1215		1 8	1 30	2 30	...	3 10	4 25	...	5 10	6 10	6 25	...	1218	1255	..	...	...	...	...
Shrewsbury ,,	...	...		...	...		...	...	7 45	...	1020	...	...	1245	...	..	...	...	2 45	...	...	5 35	...	...	...	10 8	...	...	...	...	...
Wolverhampton	...	...		...	7 5	...	...	8 55	...	1030	1130	...	1 30	...	...	...	3 20	...	...	...	5 20	...	6 35	...	...	...	...	...	...	...	...
Birmingham ,,	...	...		...	7 35	...	...	9 30	...	1110	12 0	...	2 10	...	...	...	4 0	...	...	...	6 0	...	7 15	..	1 0	1 0	...	...	...	...	...
Coventry ,,	...	...	...	...	8 4	...	...	10 2	...	1142	1235	...	2 39	...	...	...	4 32	...	...	4 38	6 29	...	7 45	...	1 32	1 32	...	...	...	...	...
Stafford ,,	4 50	...	...	...	7* 0	6 20	...	...	9 15	11 5	1135	...	1 43	2 0	2 15	3 8	...	3 43	4 7	...	...	6 46	7 26	...	1256	1 43	3 28	...	...	...	...
Rugby ,,	5 5	6 20	7 25	...	8 26	8 30	...	1028	1045	1215	1 8	2 4	3 5	3 15	3 36	4 22	4 55	5 9	...	5 15	7 3	8 18	8 32	7 15	2 11	3 10	4 39	...	...	...	...
Northampton ,,	...	...	...	7 30	8 40	9 10	...	1040	...	...	1 15	...	...	3 § 5	3 50	...	...	5 15	...	5 40	...	...	8 45	7 18	...	...	...	...	...	...	...
Cambridge ,,	...	...	...	...	...	7 50	...	9 45	...	...	...	...	...	1 55	...	...	...	...	...	4 40	...	7 0	...	...	...	...	...	...	...	...	...
Euston St. arr	8 0	8 15	9 20	10 5	1030	1110	1215	1230	1250	2 15	3 15	4 0	5 10	5 30	5 50	6 25	6 55	7 10	8 0	8 45	9 0	1020	1035	1120	4 5	5 30	6 45	...	...	...	...

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MIDLAND RAILWAY.—STATION.—ST. PANCRAS. [General Manager, JAMES ALLPORT, Derby.

Stations.	Week Days.																Sundays.						
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	nght
London, St. Panc. d.	5 15	8 0	10 0	10 30	11 30	12 0	3 30	5 0	5 30	5 35	8 30	9 15	12 0	...	7 30	2 50	6 20	9 15	12	
Bedford ..... a.	6 18	9 23	11 8	...	12 44	1 8	4 29	6 8	...	7 18	9 51	...	1 17	...	9 44	4 7	9 51	10 24	1 1	
Northampton	6 55	11 35	12 0	...	...	2 0	5 20	...	...	8 7	...	...	...	...	11 0	...	...	...	...	
Leicester	7 24	10 58	12 16	12 43	2 3	2 23	5 49	7 16	7 46	8 50	11 12	11 32	2 26	...	11 55	5 24	11 12	11 32	2 26	
Nottingham	8 15	12 0	1 0	1 30	2 55	...	6 40	8 5	8 35	10 18	...	12 25	3 15	...	...	6 20	...	12 25	3 45	
Derby	8 15	12 11	1 5	...	...	3 7	6 34	8 8	...	10 25	12 10	...	3 16	...	...	6 18	12 10	...	3 46	
Buxton	9 46	2 3	...	...	...	4 37	7 45	...	...	...	...	...	...	...	...	7 45	...	...	...	
Manchester via Mat.	10 0	...	2 45	...	...	4 55	8 15	9 15	...	...	...	...	5 10	...	...	8 0	...	...	5 10	
Liverpool (Mid. Stat.)	11 0	...	3 40	...	...	5 45	9 10	10 35	...	...	...	...	6 0	...	...	8 55	...	...	6 0	
Sheffield	9 1	1 31	1 41	...	3 50	...	7 28	...	9 28	...	...	1 0	4 27	...	...	7 40	...	1 0	...	
York	10 43	...	3 16	4 40	5 48	...	9 25	...	11 50	...	...	3 36	6 35	...	...	...	...	3 36	...	
Scarboro'	3 0	...	5 10	7 0	7 16	...	...	...	...	...	...	7 30	11 35	...	...	...	...	7 30	...	
Newcastle	3 55	...	5 23	7 50	10 25	...	12 45	...	2 45	...	...	8 54	11 30	...	...	...	...	8 58	...	
Leeds	2 20	2 25	...	9 45	11 15	12 55	...	8 55	...	10 33	...	...	3 15	5 25	...	...	10 0	...	3 0	...
Bradford	10 57	...	3 30	3 30	6 5	...	9 38	...	11 0	...	...	2 40	6 25	...	...	...	10 55	...	2 40	...
Lancaster	1 8	...	...	5 29	8 55	...	...	...	...	...	...	...	8 38	...	...	...	...	...	8 38	...
Carlisle	1 40	...	...	6 15	...	...	...	...	...	...	...	5 0	10 25	...	...	...	...	...	5 0	...
Glasgow (St Enh)	4 50	...	...	9 10	...	...	...	...	...	...	...	7 55	3 49	...	...	...	...	...	7 55	...
Edburgh (Waverley)	4 32	...	...	8 55	...	...	...	...	...	...	...	7 45	...	...	...	...	...	...	7 45	...
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	...	a.m.	p.m.	a.m.	a.m.	a.m.		

Stations.	Week Days.																Sundays.						
	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	
Edinburgh (Wav.)	9 20	...	...	...	...	...	...	...	...	10 30	...	...	1 50	4 35	...		9 20	...	...	...	...	...	
Glasgow (St. En.)	9 15	...	...	...	...	...	...	...	...	10 15	...	...	2 30	5 0	...		9 15	...	...	...	...	...	
Carlisle	12 10	...	...	...	...	8 40	...	...	...	1 10	...	...	5 35	8 0	...		12 10	...	...	...	...	...	
Lancaster	...	...	...	...	...	...	7 47	10 23	...	1 53	...	B	5 15	B	...		...	...	...	...	6 30	6 30	
Bradford	2 35	...	...	9 15	10 50	12 30	...	...	...	3 55	...	...	5 42	9 15	10 35		2 35	...	...	...	1 10	6 45	
Leeds	2 25	2 25	...	9 45	11 15	12 55	...	...	...	4 20	...	...	6 20	10 5	11 30		2 25	2 25	...	...	2 0	10 5	
Newcastle	11 10	...	...	5 10	...	10 5	...	...	...	12 50	...	...	4 0	7 8	...		11 10	...	...	...	...	7 8	
Scarboro'	...	...	...	8 15	...	11 0	...	...	...	1 25	...	...	4 20	7 0	B		...	...	...	...	...	6 45	
York	1 40	...	...	9 40	9 46	12 37	...	...	...	3 10	...	...	6 25	9 38	...		1 40	...	...	...	...	9 38	
Sheffield	4 14	4 25	7 55	10 55	12 20	2 0	2 15	...	5 6	...	7 45	11 29	12 34	...			4 14	4 25	...	...	1 10	11 32	
Lpool (Mid. Stn)	...	...	...	9 0	10 45	12 0	...	2 35	...	4 0	...	...	10 40	...			...	...	...	1130	4 0	...	
Manchester via Ma.	...	...	7 0	9 50	11 25	1 0	...	3 30	...	4 50	...	...	11 30	...			...	...	...	1210	4 50	...	
Buxton	...	...	...	10 20	...	1 31	1 35	3 50	...	...	...	...	B	...			...	...	...	...	5 20	...	
Derby	...	6 10	8 37	11 38	1 5	2 50	3 25	5 10	...	6 35	9 10	12 50	1 50	...			...	7 40	1 55	6 36	12 50	...	
Nottingham	4 50	6 15	8 45	11 45	1 0	2 45	3 35	5 15	5 50	6 45	9 15	12 50	...	...			4 50	7 55	1 50	6 35	12 50	...	
Leicester	6 42	7 25	9 30	12 30	1 59	3 34	4 22	5 58	6 42	7 29	10 35	1 52	2 44	...			5 42	9 13	2 44	7 26	1 55	...	
Northampton	...	8 10	9 50	...	2 6	...	4 43	...	6 50	...	...	...	B	...			...	9 50	...	...	...	...	
Bedford	6 51	9	10 42	...	3 6	...	5 41	...	7 58	8 36	12 24	3 9	4 3	...			6 5	11 13	3 51	8 43	3 4	...	
London, St. Pan.	7 55	10 30	11 50	2 55	4 15	5 50	6 50	8 15	8 55	9 45	2 0	4 15	5 15	...			7 55	12 30	5 0	10 0	4 15	...	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	

Through Trains run on Saturday nights and Sunday mornings, but not on Sunday nights and Monday mornings.

LONDON, CHATHAM, AND DOVER RAILWAY.—STATIONS.—VICTORIA, HOLBORN VIADUCT, AND LUDGATE HILL.

	Week Days.												Sundays.					
Dover to LONDON, Victoria																		
Ludgate, and Holborn Viaduct Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	a.m.	a.m.	a.m.	p.m.	p.m.		
	4 15	7 15	8 20	9 45	12 15	3 30	3 45	4 20	...	7 15	6 15	9 0	...	4 0	6 50	...	...	...		
	a.m.	a.m.	a.m.		a.m.		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
LONDON Vic Sta. to Dover.	5 45	7 40	...	10 10	12 35	2 5	4 20	6 15	6 55	8 20	7 40	9 0	3 0	6 25	8 20	...	...	...		
	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.		p.m.	p.m.			
Holborn ,,	5 40	7 35	...	10 5	12 30	2 0	4 15	6 10	6 50	8 15	7 35	8 55	2 50	6 20	8 15	...	...	...		
,, Ludgate to Dover	5 42	7 34	...	10 7	12 22	2 2	4 17	6 12	6 52	8 18	7 38	8 57	2 52	6 22	8 18	...	...	...		

LONDON, BRIGHTON, AND SOUTH COAST.—STATIONS—LONDON BRIDGE AND VICTORIA.

Stations.	* Mondays only.	Week Days.																Sundays.							
LONDON (Vic.) to	a.m	a.m	a.m	a.m	a.m	a.m	a.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	p.m	a.m	a.m	a.m	p.m	p.m	p.m	p.m
Brighton ...	*	...	...	7 30	10 0	10 55	11 50	1 50	2 40	4 30	5 0	5 45	5 55	7 8	...	10 5	11 50	5 50	5 50	10 45	1 10	5 50	...	...	...
,, Lon. Bge. to Brighton	5 45	...	...	7 35	9 30	...	12 0	2 0	2 50	4 0	5 0	6 0	6 0	6 5	7 20	9 10	10 20	7 0	9 0	...	1 20	6 0	...	...	...
BRIGHTON to					a.m		a.m			a.m															
London (Lon. Bg.)	6 10	7 35	7 50	9 45	8 55	9 55	10 0	11 0	...	1 35	3 45	5 0	6 10	8 40	10 35	8 30	3 10	...	8 0	7 15	9 30	10 0			
BRIGHTON to																									
London (Victoria)	6 10	7 35	7 50	9 45	8 55	9 45	10 0	11 0	5 15	1130	3 45	5 0	6 10	40	...	8 30	3 10	...	8 0	7 15	8 30	9 30			

GREAT EASTERN RAILWAY.—STATION—LIVERPOOL STREET.

Stations.	Week Days.																	Sundays.						
LONDON to	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
Harwich ...	5 10	...	7 20	...	...	9 0	10 0	...	12 0	...	2 30	3 25	5 0	...	8 40	...		7 18	...	2 0	8 30			
Yarmouth...	5 10	6 0	7 30	7 35	9 10	...	10 0	11 35	12 0	2 40	2 30	3 35	5 0	5 15	10 2	...		...	2 40	5 0	9			
Yarmouth to LONDON	6 0	6 15	7 30	8 20	10 20	11 10	1 0	2 30	...	4 5	4 0	6 10	9 6	...				7 0	1 5	...	9			
Harwich ,,	...	8 30	‡	9 55	...	1 5	...	3 10	5 35	...	5 45	7 50	...	...				9 5	...	3 55	...			

* Mondays only. ‡ Not Mondays.

GREAT NORTHERN RAILWAY.—STATION—KING'S CROSS.

Stations.	Week Days.													Sundays.				
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	
LONDON to Lincoln	5 15	9 0	...	...	...	...	12 30	2 45	...	...	5 30	...	...	8 35	...	...	...	...
,, Nottingham	5 15	9 0	...	10 10	10 35	12 30	2 45	3 0	5 0	5 30	8 30	9 0	9 0	8 35	5 0	8 30	...	...
,, Sheffield ...	5 15	...	...	10 10	...	12 30	2 45	...	5 0	...	‡8 30	9 0	...	...	5 0	...	...	...
,, Manchester																		
,, Liverpool ...	5 15	...	...	10 10	...	12 30	2 45	...	5 0	...	...	...	...	...	5 0	...	...	...
,, Wakefield ...																		
,, Leeds ...	5 15	9 0	...	10 10	10 35	12 30	...	3 0	...	5 30	...	*9 0		8 35	5 0	*8 30	...	...
,, Bradford ...																		
,, Halifax ...																		
,, York ...	5 15	9 0	10 0	10 10	10 35	12 0	12 30	3 0	...	5 30	8 30	9 0	9 0	8 35	...	8 30	...	...
,, Hull ...	5 15	9 0	...	...	10 35	12 0	...	3 0	...	5 30	...	9 0	9 0	8 35	...	8 30	...	...
,, Newcastle ...	5 15	9 0	10 0	...	10 35	12 0	...	3 0	...	5 30	8 30	9 0	9 0	8 35	...	8 30	...	...
,, Edinburgh ...	5 15	...	10 0	...	10 35	...	...	...	...	...	8 30	9 0	...	...	...	8 30	...	...
,, Glasgow ...																		
,, Aberdeen ...	‡5 15	...	10 0	...	10 35	...	...	...	...	...	8 30	9 0	...	...	...	8 30	...	...
,, Inverness ...																		

† To Sheffield only. ‡ To Aberdeen only. * To Wakefield, Leeds and Bradford only.

	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Lincoln to LONDON	...	...	...	8 15	10 20	...	...	...	1 37	3 5	6 25	...	...	...	...	2 45	6 30	...	
Nottingham ,,	6 15	8 35	11 5	12 0	12 0	2 0	3 25	4 50	6 55	9 50	...	...	...	...	...	2 35	6 30	...	
Manchester to Sheffield and ,,	...	6 45	...	10 0	...	12 40	...	3 0	5 0	...	9 30	7 0	...	...	...	...	5 0	...	
Liverpool (Central Station)	...	...	8 45	...	11 15	...	1 40	3 25	...	8 0	...	...	...	...	...	4 0	...	...	
Halifax to London	6 5	...	9 15	...	...	12 0	...	1 30	4 30	8 55	...	...	...	...	9 40	4 15	6 30	...	
Bradford to London	6 30	9 45	10 5	...	...	12 35	...	3 10	5 0	9 20	...	...	...	10 0	4 45	9 30	...	...	
Leeds ,, ...	7 10	10 0	10 30	...	...	...	1 5	3 30	...	5 25	10 0	...	...	11 10	5 25	10 5	...	...	
Wakefield ,, ...	7 31	10 20	10 55	...	...	...	1 27	3 50	...	5 50	10 23	...	...	11 39	5 46	10 29	...	...	
York ,, ...	1 30	3 25	7 0	9 45	9 55	12 10	12 42	3 5	...	4 15	9 45	1 30	3 45	11 5	...	9 45	11 10		
Hull ,, ...	6 40	9 50	...	...	12 10	...	3 15	4 50	4 50	8 50	...	6 50	...	...	...	8 10	...	...	
Newcastle ,, ...	1 42	5 10	10 5	...	...	...	12 50	1 45	...	7 8	11 10	1 43	...	...	...	6 30	7 8	...	
Glasgow ,, ...	8 40	...	...	...	...	...	1 0	6 0	...	8 30	...	...	...	...	...	5 0	8 50	...	
Aberdeen ,, ...	7 45	...	...	6 55	...	...	12 23	...	3 55	4 5	...	...	...	...	...	12 23	...	...	
Inverness *via* Dunkeld ...	6 0	...	10 18	...	...	...	12 40	...	...	...	10 0	...	...	...	10 18	...	...	...	

SOUTH EASTERN, or LONDON and DOVER.—STATIONS—{CHARING CROSS, WATERLOO, CANNON STREET, LONDON BRIDGE

Stations.—Down.	Week Days.													Sundays.					
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Charing Cross ...dep.	6 10	7 40	9 0	12 0	2 55	4 45	4 55	6 25	8 25	9 25	...	...		7 40	7 50	6 40	8 25	8 50	
Cannon Street ... ,,	6 24	7 45	9 10	12 14	3 5	4 55	5 8	6 38	8 30	9 38	...	...		7 45	8 0	6 50	8 30	9 0	
London Bridge ... ,,	6 27	...	9 13	12 17	3 8	...	5 11	6 43	...	9 41	...	...		...	8 3	6 53	...	9 4	
Folkestone Harbour ...arr.	9 50	...	12 4	2 48	5 50	7 0	7 53	9 35	10 25	12 4	...	...		9 20	10 53	9 43	10 25	11 51	
Dover ... ,,	10 0	9 27	12 9	2 48	5 55	7 7	7 58	9 40	10 15	12 7	...	...		9 30	11 5	9 55	10 15	12 2	
Up.																			
Dover ...dep.	1 55	4 15	6 0	...	7 45	8 45	12 0	3 45	4 45	7 20	...	...		1 55	4 15	7 20	3 45	6 20	
Folkestone Harbour ... ,,	...	...	6 0	...	7 45	8 45	12 5	...	4 45	7 20	...	...		2 5	4 25	7 42	3 55	6 45	
London Bridge ...arr.	...	...	9 13	...	10 36	10 49	2 19	...	7 24	10 13	...	...		...	...	10 34	5 42	9 28	
Cannon Street ... ,,	3 45	6 0	9 17	...	10 40	10 53	2 25	5 30	7 29	10 17	...	...		3 45	6 5	10 38	5 46	9 32	
Charing Cross ... ,,		6 10	9 29	...	10 53	11 5	2 37	5 40	7 42	10 30	...	...			6 15	10 50	5 56	9 45	

LONDON AND SOUTH WESTERN RAILWAY.—STATION—WATERLOO BRIDGE.

Stations	Week Days.													Sundays.				
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.
LONDON to South'mpton ...									*									
,, Portsmouth ...	5 45	...	...	...	8 5	10 15	11 20	...	12 45	3 15	4 20	5 45	†9 0	9 45	10 15	5 0	8 30	
,, Dorchester ...																		
,, Weymouth ...																		
,, Exeter ...	...	6 40	9 0	...	10 45	...	11 45	2 15	...	5 0	...	...	...	...	10 15	...	...	
,, Yeovil ...	...	6 45	9 0	...	10 45	...	11 45	2 15	...	5 0	...	‡5 45	...	...	10 15	5 0	...	
,, Salisbury ...																		
Exeter to LONDON ...	...	7 0	...	10 5	10 15	...	...	12 40	1 5	4 30	5 20	...	...	8 15	...	2 15	...	
Southampton ...	3 20	7 15	...	9 10	7 0	9 40	12 30	...	12 5	3 0	3 15	7 25	...	1 0	9 30	6 0	...	
Portsmouth Harbour ...	6 30	7 15	...	9 10	...	9 40	12 30	...	...	...	2 50	6 10	5 50	...	...	...	6 35	
,, Town ...	6 30	7 22	7 50	9 15	10 45	7 10	9 50	12 30	12 30	2 15	3 0	4 30	6 0	7 10	8 50	5 15	6 45	

EXTRA TRAIN.—London to Southampton and Portsmouth, 7.25 p.m.
EXTRA TRAINS.—Exeter to London, 2.17 p.m.; Southampton to London, 1.25 p.m.

‡ To Salisbury only, *not* to Yeovil. * Southampton, Portsmouth, and Salisbury only. † Not to Weymouth.

For further information, see "BRADSHAW'S RAILWAY GUIDE *for Great Britain and Ireland.*

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Bi-Monthly Almanac and Tide Table.

For Greenwich (or London) time.

5th Mo. (May), 1880.

Day.	Sun Rises.	Sun Sets.	Moon's Age.	Moon Rises.	Moon Sets.	High Water, London Bridge. MORN	High Water, London Bridge. AFT.
	H.M.	H.M.	D.	H.M.	H.M.	H.M.	H.M.
1 Satur.	4 33	7 22	☾	1 21	10 43	6 30	7 2
2 Sun.	4 31	7 24	23·0	1 44	Aft.	7 35	8 10
3 Mon.	4 29	7 25	24·0	2 2	1 19	8 50	9 30
4 Tues.	4 28	7 26	25·0	2 19	2 32	10 6	10 40
5 Wed.	4 26	7 27	26·0	2 35	3 44	11 10	11 40
6 Thurs.	4 25	7 29	27·0	2 52	4 57	—	0 7
7 Friday	4 23	7 30	28·0	3 9	6 7	0 30	0 50
8 Satur.	4 21	7 32	29·0	3 30	7 16	1 12	1 33
9 Sun.	4 20	7 33	●	3 56	8 23	1 50	2 10
10 Mon.	4 18	7 35	1·0	4 28	9 23	2 25	2 42
11 Tues.	4 16	7 37	2·0	5 7	10 16	3 0	3 17
12 Wed.	4 15	7 38	3·0	5 57	10 59	3 33	3 50
13 Thurs.	4 13	7 40	4·0	6 56	11 34	4 8	4 25
14 Friday	4 12	7 42	5·0	7 59	Mrn.	4 43	5 0
15 Satur.	4 11	7 43	6·0	9 8	0 1	5 18	5 40
16 Sun.	4 10	7 45	7·0	10 19	0 25	6 3	6 25
17 Mon.	4 8	7 46	☽	11 30	0 44	6 50	7 17
18 Tues.	4 7	7 47	9·0	Aft.	1 1	7 48	8 20
19 Wed.	4 5	7 49	10·0	1 59	1 19	8 55	9 30
20 Thurs.	4 3	7 50	11·0	3 19	1 36	10 2	10 35
21 Friday	4 2	7 52	12·0	4 41	1 56	11 5	11 32
22 Sat.	4 0	7 53	13·0	6 9	2 19	—	noon
23 Sun.	3 59	7 55	14·0	7 35	2 50	0 25	0 50
24 Mon.	3 58	7 57	○	8 53	3 30	1 15	1 38
25 Tues.	3 57	7 58	16·0	9 58	4 28	2 5	2 30
26 Wed.	3 56	7 59	17·0	10 47	5 38	2 55	3 20
27 Thurs.	3 55	8 0	18·0	11 20	7 0	3 45	4 10
28 Friday	3 55	8 1	19·0	11 47	8 26	4 35	5 2
29 Satur.	3 54	8 2	20·0	Mrn.	9 47	5 28	5 55
30 Sun.	3 53	8 2	☾	0 8	11 7	6 22	6 48
31 Mon.	3 52	8 3	22·0	0 28	—	7 15	7 45

6th Mo. (June), 1880.

Day.	Sun Rises.	Sun Sets.	Moon's Age.	Moon Rises.	Moon Sets.	High Water, London Bridge. MORN	High Water, London Bridge. AFT.
	H.M.	H.M.	D.	H.M.	H.M.	H.M.	H.M.
1 Tues.	3 52	8 5	23·0	0 41	1 35	8 15	8 50
2 Wed.	3 51	8 5	24·0	0 58	2 47	9 20	9 55
3 Thurs.	3 50	8 6	25·0	1 15	3 57	10 25	10 55
4 Friday	3 49	8 7	26·0	1 36	5 7	11 27	11 55
5 Satur.	3 49	8 8	27·0	1 59	6 13	—	0 22
6 Sun.	3 48	8 8	28·0	2 28	7 16	0 45	1 5
7 Mon.	3 47	8 9	●	3 7	8 10	1 27	1 48
8 Tues.	3 47	8 10	1·0	3 54	8 57	2 8	2 25
9 Wed.	3 46	8 11	2·0	4 48	9 35	2 42	3 0
10 Thurs.	3 46	8 12	3·0	5 53	10 5	3 15	3 33
11 Friday	3 46	8 13	4·0	6 59	10 29	3 50	4 9
12 Satur.	3 46	8 13	5·0	8 8	10 49	4 27	4 55
13 Sun.	3 45	8 14	6·0	9 18	11 7	5 3	5 20
14 Mon.	3 45	8 14	7·0	10 30	11 25	5 40	6 0
15 Tues.	3 45	8 15	☽	11 41	11 41	6 23	6 47
16 Wed.	3 45	8 15	9·0	Aft.	11 58	7 13	7 40
17 Thur.	3 45	8 16	10·0	2 18	Mrn.	8 10	8 37
18 Friday	3 45	8 17	11·0	3 40	0 18	9 10	9 45
19 Satur.	3 45	8 17	12·0	5 6	0 45	10 17	10 50
20 Sun.	3 45	8 17	13·0	6 27	1 19	11 25	11 55
21 Mon.	3 45	8 17	14·0	7 37	2 9	—	0 25
22 Tues.	3 46	8 18	○	8 35	3 12	0 55	1 25
23 Wed.	3 46	8 18	16·0	9 17	4 31	1 52	2 20
24 Thur.	3 46	8 18	17·0	9 48	5 57	2 45	3 12
25 Friday	3 47	8 18	18·0	11 11	7 22	3 35	4 0
26 Satur.	3 47	8 18	19·0	10 30	8 46	4 25	4 50
27 Sun.	3 47	8 18	20·0	10 48	10 7	5 15	5 37
28 Mon.	3 48	8 18	21·0	11 5	11 21	6 0	6 22
29 Tues.	3 49	8 17	☾	11 22	Aft.	6 47	7 10
30 Wed.	3 49	8 17	23·0	11 40	1 47	7 35	8 0

The following List, shows the difference of Time of High Water on any day between London (as above) and the principal Continental and British Ports; to be added or subtracted as required.

	H.M.		H.M.		H.M.
ABERDEEN	sub. 0 57	DOUGLAS (Isle of Man)	sub. 3 10	MARGATE	sub. 2 43
ANTWERP	add 2 29	DOVER HARBOUR	sub. 3 10	MILFORD HAVEN (entrance)	add 3 59
BOMBAY	sub. 3 17	DUBLIN	sub. 3 10	NEWHAVEN	sub. 2 21
BORDEAUX	add 4 53	DUNKIRK	sub. 1 49	NEW SHOREHAM HARBOUR	sub. 3 45
BOULOGNE	sub. 2 57	FALMOUTH	add 3 7	OPORTO	add 0 23
BREMERHAVEN	sub. 0 30	FLUSHING	sub. 0 37	OSTEND	sub. 1 32
BRIST HARBOUR	add 1 56	FOLKESTONE	sub. 3 15	PLYMOUTH	add 3 40
BUENLE	add 1 3	GALLE (Ceylon)	sub. 0 17	PORT GLASGOW	sub. 1 29
BRIGHTON	sub. 3 7	GIBRALTAR	add 0 23	PORTSMOUTH HARBOUR	sub. 2 41
BRISTOL	add 5 24	GUERNSEY PIER	add 4 51	ROUEN	sub. 0 11
CADIZ	sub. 0 12	HARWICH	sub. 1 50	SOUTHAMPTON	sub. 3 52
CALAIS	sub. 2 33	HAVRE-DE-GRACE	sub. 4 31	SOUTHEND & SHEERNESS	sub. 1 20
CHERBOURG	add 5 52	HOLYHEAD HARBOUR	sub. 4 11	SUEZ (Red Sea)	sub. 0 71
COBH HARBOUR (Cove)	add 3 4	HULL	add 4 32	ST. MALO	add 4 8
COWES	sub 3 37	JERSEY (St. Aubyn)	add 4 24	SWANSEA	add 4 14
DEWAVEN	sub. 0 49	LEITH	add 0 20	TORBAY	add 4 3
DIEPPE	sub. 3 16	LIVERPOOL	sub. 2 59	WEYMOUTH HARBOUR	add 5 3

Note.—The times of sunrise and sunset in the above calendar are only true for Greenwich (or London) time, and for places about the same lat. (51½ degs). At other places in the United Kingdom, there is a difference of 1 to 60 min., according to the latitude and time of year. For the Moon the difference is much greater. At places abroad, local Almanacs must be consulted.

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ALPHABETICAL LIST OF STEAMERS TO & FROM FOREIGN PORTS.

MAY, 1880.

The Advertisements referred to in the List of Steamers will be found immediately after the descriptive portion of the Guide.

Aden to Marseilles, Messageries Maritimes de France—First Class Fare, £40. See page 704.

Agde to Marseilles.—A. & L. Fraissinet et Cie. Steamers. See page 715.

Ajaccio to Marseilles.—Valery Freres et Fils Steamers, Tuesdays 10 a.m. See page 706.

Ajaccio to Porto Torres, Propriano, Bonifacio.—A. & L. Fraissinet et Cie. Steamers See page 715.

Ajaccio to Propriano.—Valery Freres et Fils Steamers, Saturdays at noon,

Alcudia (ISLAND OF MAJORCA) **to Barcelona.**—Every Sunday at about 4 p.m., arriving at BARCELONA at about 8 a.m. on Monday.

Alexandretta to Marseilles.—Messageries Maritimes de France Co.'s Steamers, every week. See advertisement, page 705.

Alexandretta, touching at the intermediate ports, to Jaffa and Alexandria. —By the Messageries Maritimes de France Co.'s Steamers, weekly. See page 705.

Alexandretta to Smyrna.—Every alternate Friday. By Austrian Lloyds Steamers.

Alexandria, Syra, Rhodes, Smyrna, & Constantinople.—Khedive Mail Steamers.

Alexandria to Beyrout. Messageries Maritimes de France Co.'s Steamers. Every 14 days See page 704. Austrian Lloyds, every fortnight.

Alexandria (Egypt) to Brindisi.—The Peninsular and Oriental Steam Navigation Co.'s Steamers every Tuesday, at 8 a.m. (more often Monday, or perhaps Sunday previous), arriving at Brindisi on the following Friday at 11 a.m.

Alexandria to Corfu and Trieste.—By the Austrian Lloyds Steamer. Every Tuesday on the arrival of the Indian mails. Fares to Trieste, £12 first class; £8 second class.

Alexandria to Cyprus, every alternate Friday in the forenoon by Austrian Lloyds Steamers. Hicks Bulman & Co. Agents, 127, Leadenhall Street, E.C., and 14, Waterloo Place S.W.

Alexandria to Genoa, calling at Messina, Naples, and Leghorn.—Every Saturday morning R. Rubattino & Co.'s Italian Mail Steamers. See page 709

Alexandria to Jaffa, Beyrout, Smyrna, and Constantinople, every alternate Friday at 11 a.m. by Austrian Lloyds.

Alexandria to Leghorn, and Genoa, calling at Messina, and Naples.—R. Rubattino & Co.'s Italian Mail Steamers, every Friday, at 9.0 a.m. See p. 709.

Alexandria to Malta and Marseilles.—A. & L. Fraissinet et Cie. Steamers, 16th and 30th of each month See page 715.

Alexandria to Marseilles.—Messageries Maritimes de France Co.'s Steamers, Weekly Service. Fare, 1st Class, £15. See page 705.

Alexandria to Messina and Marseilles.—Messageries Maritimes de France Co's Steamers, fortnightly See page 705.

Alexandria to Constantinople, calling at Port Said, Jaffa, Beyrout, Tripoli, Latakia, Alexandretta, Mersina, Chio.—The Russian Steam Navigation Company every alternate Sunday May 4th and 18 h. at noon.

Alexandria to Constantinople and Odessa, calling at Syra and the Dardanelles.—The Russian Steam Navigation Company every Friday at mid-day.

Alexandria to Smyrna.—Messageries Maritimes de France Co. Steamers. See page 705.

Alexandria to Smyrna, and Constantinople, (DIRECT), every alternate Tuesday at 6 p.m., by Austrian Lloyds.

Alexandria to Syra, *via Port Said, Jaffa (Jerusalem) Beyrout, Tripoli, Latakia) Alexandretta, Mersina, Rhodes, and Smyrna.*—Messageries Maritimes de France Co.'s Steamers. See p. 705

Algesiras to Gibraltar.—Three times daily.

Algiers to Bona, calling at Dellys Bougie, Bjidjelli, Collo, Stora.—By the Compagnie Maritime, Valery, Freres et Fils Steamers, every Wednesday at noon.

Algiers to Marseilles.—Messageries Maritimes de France Co.'s Steamers, every Tuesday at 5 p.m. See page 705.

Algiers to Marseilles.—Twice a week, Valery Freres steamers.

Alicante to Oran.—Every Tuesday, by the Steamers of the Compania de Navigacion Peninsular,

Alicante to Malaga Cadiz, and Seville.—Every Tuesday, by the Steamers of the Compania de Navegacion Peninsula

Alicante to Valencia, Tarragana, and Barcelona.—Every Monday, by the Steamers of the Compania de Navegacion Peninsular.

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Almeria to Cartagena, Alicante, Valencia, Tarragona, and Barcelona.—Every Friday, by the Steamers of the Compania de Navegacion Peninsular.

Almeria to Gran.—Every Friday, by the Steamers of the Compania de Navegacion Peninsular.

Amsterdam to Edinburgh (Leith).—The Leith, Rotterdam, & Antwerp Steam Shipping Co.

Amsterdam to Alkmaar.—Daily at 9.30 a.m., 4.0, 6.0 p.m.: returning at 6 0, 8 0 a.m., 2 30 p.m., in 3 hrs Fare 75. 50cts.

Amsterdam to Harlingen.—Daily at 10.30 a.m.; in 6 hours: fares 4 gl., 2gl. 50cts. The "Courier-mercator" on Tuesday and Friday at 6.0 a.m., fare 1gl.

Amsterdam to Hull.—W. & C. L. Ringrose's Steamers. See page 716.

Amsterdam to London.—Cargo only. Every Saturday and Tuesday.—General Steam Navigation Co.'s Steamers. See page 710.

Amsterdam to Nieuwediep.—Daily at 10 a.m.: ret. daily at 8.30 a.m., in 6½ hours; fare, 1 gl. 75 cts. 1 gl. 25 cts.

Amsterdam to Zwolle.—Daily at 9.0 a.m.; return daily at 10.0 a.m.; in 7 hours.

Ancona to Tremiti, Bari, Brindisi, Piræus, and Constantinople.—Every Monday, at 4.0 p.m. I. and V. Florio & Co.'s Italian Mail Steamers. See page 684.

Ancona to Bari, Brindisi, Gallipoli, Tarante, Catanzaro, Catania, Riposto, Messina, Palermo, Naples, Leghorn, Genoa, Nice, and Marseilles.—Every Monday at 4.0 a.m. I. & V. Florio & Co.'s Italian Mail Steamers. See page 684.

Ancona to Venice.—By the Peninsular and Oriental Steam Navigation Company's Steamers. Every Sunday.

Ancona to Venice and Trieste.—Every Tuesday at 12 midnight. I. & V. Florio & Co.'s Italian Mail Steamers. See page 684.

Ancona to Zara.—Every Monday, at 9 a.m. I. & V. Florio & Co.'s Steamers. See page 684.

Antwerp to Edinburgh (Leith).—The Leith, Rotterdam, and Antwerp Steam Shipping Co.

Antwerp and Glasgow.—Clyde Shipping Co.'s Steamers, every Saturday. Fares 25s. and 12s. 6d.

Antwerp to Grimsby.—Every Wednesday noon and Saturday evening, by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers.—Fares, Saloon, 15s. Return Tickets available for one month, 22s. 6d. See Advertisement, page 703.

Antwerp to Harwich and London.—See Great Eastern Railway Co.'s advert., opposite the cover.

Antwerp to Hull.—Wilson Line of Steamers. Every Wednesday. See page 714.

Antwerp to Hull in 22 hours.—Gee & Co.'s Steamers. Every Wed. and Sat. See page 691,

Antwerp to Hull.—Brownlow Marsden, & Co.'s Steamers.

Antwerp to Leith.—George Gibson and Co.'s Steamers.

Antwerp to Liverpool.—Fletcher, Parr, and Co.'s Steamers. Every Wednesday and Saturday.

Antwerp and the Rhine to London.—The General Steam Navigation Company's Steamers every Tuesday at 4 p.m.; Friday and Sunday, at 12.0 noon, (except Sunday, May 16th) On Monday, May 17th, (Bank Holiday,) there will be a departure at Noon. See page 710. Fares—Chief Cabin, £1. Fore Cabin, 12s. 6d. Return Tickets available for one month. Chief Cabin, £1 1s. Fore Cabin, 19s. 3d. Children under 12 years, half-price.

By the Great Eastern Railway Co.'s Steamers. See advertisement, opposite the cover

Antwerp to London.—The "Baron Osy" every Wednesday at 12.0 noon. Fares—Chief Cabin, £1 4s., Fore Cabin 16s. Return Tickets (available for one Month) £1 17s, and £1 4s 6d. See page 712.

Antwerp to Newcastle-on-Tyne.—By the Tyne Steam Shipping Company's Steamers, Wednesdays, Fares: Best Cabin, 22s. 6d, Fore Cabin, 11s. 6d. Return Tickets for two months, 35s. and 18s. Sailors on deck 7s. 6d. Agent John P. Best.

Athens (Piræus) to Brindisi.—In 34 days. Departures every Saturday at 8 p.m., by the Austrian Lloyd's Steamers (*vid Syra*).

Athens (Piræus) to Brindisi, Bari, Tremiti, Ancona, Venice, and Trieste.—Every Friday at 9 a.m. I. & V. Florio & Co.'s Steamers. Chief Office, Palermo, with Branches at Naples, Marseilles, Rome, Bari, Brindisi, and the Piræus. See page 684.

Athens (Piræus) to Catania, Messina, Palermo, Naples, Genoa, and Marseilles.—Every Friday at 10 a.m. I. & V. Florio & Co.'s Italian Mail Steamers. See page 684.

Athens (Piræus) to Constantinople.—Messageries Maritimes de France Co.'s Steamers Fortnightly service. See page 705.

Athens (Piræus) to Constantinople.—Every Saturday at 10 a.m. I. & V. Florio & Co.'s Steamers. See page 684.

Athens (Piræus), to Constantinople and Odessa.—Every Saturday at 4 a.m. I. & V. Florio & Co.'s Italian Mail Steamers. See page 684.

Athens to Constantinople *via* Syra.—Every Tuesday at 8.0 p.m., by Austrian Lloyd's Steamers.

Athens (Piræus) to Marseilles, *via Naples.*—Messageries Maritimes de France Co.'s Steamers, every alternate Friday. See Advertisement, page 705.

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Athens (Piræus) to Marseilles.—A. and L. Fraissinet et Cie. Steamers, every Saturday.—See page 715.

Athens (Piræus) to Salonica or Smyrna, alternately. **Dardanelles and Constantinople.**—Every Sat. at 10 a.m. I. & V. Florio & Co.'s Italian Mail Steamers. See p 684

Azoff (Sea of) Service.—Kertch to Taganrog, calling at Berdiansk and Mariopol, every Saturday evening; in 24 hours. From Taganrog, every Wednesday at 8 a.m; in 36 hours. **Theodosia to Taganrog,** calling at Kertch and Berdiansk. Every Wednesday at 7 a.m.; in about 30 hours. From Taganrog every Friday evening; in about 40 hours. The Russian Steam Navigation Company.

Barcelona to Alcudia, (ISLAND OF MAJORCA), and for **Port Mahon,** (ISLAND OF MINORCA) —At 4 p.m., every Wednesday, arriving at ALCUDIA at 7 a.m. on Thursday, where it stops an hour, and then proceeds to PORT MAHON, arriving there about 4 p.m.

Barcelona to Marseilles.—Messageries Maritimes de France. Every Wednesday at 5 p.m In 15 hours. See page 704.

Barcelona to Palma, (ISLAND OF MAJORCA, DIRECT).—Every Friday at 4 p.m., arriving in PALMA on Saturday at 8 a.m

Barcelona to Seville, calling at Valencia, Alicante, Malaga, Cadix.—Every Sunday, by the Steamers of the Compania de Navegacion Peninsular.

Barcelona to Valencia, Alicante, Cadix.—A. Lopez & Co.'s Line of Steamers. The 3rd and 22nd of each month. See page 713

Bari to Tremiti, Ancona Venice and Trieste.—Every Monday, at 8 p.m. I. & V. Florio & Co.'s Italian Mail Steamers. See page 684.

Bari to Brindisi, Gallipoli, Taranto, Catanzaro, Catania, Riposto, Messina, Palermo, Naples, Leghorn, Genoa, Nice, and Marseilles.—Every Tuesday, at 4 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Bari to Brindisi, Piræus, and Constantinople.—Every Tuesday, at 10 p.m, I. & V. Florio & Co.'s Italian Mail Steamers. See page 684.

Basiasch to Rustchuck, Galatz, Constantinople, and Odessa.—Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers.

Bastia to Genoa.—R. Rubattino & Co.'s Mail Steamers, every Thursday See page 709.

Bastia to Leghorn.—R. Rubattino & Co.'s Mail Steamers, every Thursday at 6 a.m. See p. 709

Bastia to Leghorn.—A. and L. Fraissinet et Cie. Steamers. See page 715.

Bastia to Maddalena and Portotorres.—Every Sunday, 5.15 p.m. R. Rubattino & Co.'s Steamers. See p. 709.

Bastia to Marseilles.—Valery Freres et Fils Steamers. Thursdays, 10 a.m. See page 706.

Batavia to Marseilles.—Messageries Maritimes de France. Fortnightly service. First Class Fares. £79 4s. See page 704

Batoum to Trebizonde and Constantinople.—The Russian Steam Navigation Co.'s Steamers, every Sunday evening, at 6 p.m.

Bergen to the North Cape.—The Bergen-Nordland Company's Steamer. Every Wednesday. See page 716.

Bergen to the North Cape.—The Bergenske and Nordenfjeldske Co.'s Steamers. Every Friday See page 717

Beyrout to Alexandria.—Messageries Maritimes de France Co.'s Steamers. Every 14 days See advertisement, page 705.

Beyrout to Constantinople.—Messageries Maritimes de France Co.'s Steamers. Every 14 days. See page 705

Beyrout to Jaffa.—In 13 hours. (Jaffa is 36 miles or 12 hours from Jerusalem.) Every 14 days, by the Messageries Maritimes de France Co.'s Steamers. See page 705.

Beyrout to Jaffa, and Alexandria, every alternate Wednesday, at 7 a.m., by Austrian Lloyd's Steamers.

Beyrout to Jaffa, Port Said and Alexandria.—Every alternate Monday. The Russian Steam Navigation Co.

Beyrout to Marseilles.—The Messageries Maritimes de France Co.'s Steamers. Weekly. See page 705.

Beyrout to Smyrna and Constantinople, by Austrian Lloyd's Steamers every alternate Monday at 7 p.m.

Beyrout to Smyrna and Constantinople.—Every alternate Wednesday. The Russian Steam Navigation Co.

Bombay to Genoa, (Italy,) via Suez, calling at Aden, Suez, Port Said, Messina, Naples, and Leghorn, on the 1st of every month, by R. Rubattino & Co.'s Italian Mail Steamers. See Advertisement. page 709

Bonifacio to Marseilles.—A. & L. Fraissinet et Cie. Steamers See page 715.

Bordeaux to Bombay via Suez Canal, every two months. H. Worms, Agent

Bordeaux to Corunna, Lisbon, Dakar, Rio Janeiro, Monte Video, Buenos Ayres.—(Reduction of Fares). The Messageries Maritimes de France Co.'s Steamers, on the 5th of each month at 11 a.m. See page 705.

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Bordeaux to Lisbon.—The Pacific Steam Navigation Companys' Steamers. See page 701.

Bordeaux (Pauillac) to Liverpool.—Pacific Steam Navigation Company's Royal Mail Steamers every fortnight. Fares: 1st class 135 frs.; 2nd class, 80 frs.; 3rd class, 50 frs. See page 701.

Bordeaux to Liverpool.—The Moss Line of Steamers. See page 708.

Bordeaux to London.—Lambton Line of Steamers. Sailing every 10 days. L. Vandercruyce, Agent; E. Laffite, Broker, Bordeaux

Bordeaux to London.—The General Steam Navigation Co's Steamers for Irongate and St. Katherne's Wharves. Every Friday. May 7th, 2 a m; 14th, 5 a m; 21st, 1 a m; 28th, 5 a.m. Messrs. Albricht et Fils, Rue Foy, 21 Bordeaux. See page 710.

Bordeaux to Santander, Corunna, Carrill, Vigo, and Lisbon.—The Pacific Steam Navigation Co.'s Steamers. See page 701.

Bordeaux to Vigo, Lisbon, Dakar, Pernambuco, Bahia, Rio Janeiro, Monte Video, Buenos Ayres, 20th of every month, by the Messageries Maritimes Steamers. See page 705.

Boston (U.S.), to Liverpool (calling at Halifax (N.S.)—CUNARD LINE.—The British and North American Royal Mail Steam Packet Co.'s Steamers, every alternate Wednesday. See page 696

Boulogne to Folkestone.—The South Eastern Railway Company's Steamships, during the present month, according to tide. Average passage, 2 hours. For hours of sailing and particulars of the Daily Direct Tidal Service between London and Paris See page 685.

Boulogne to London.—The General Steam Navigation Co.'s Steamers. May 2nd, 3 a m; 3rd, 8 p m; 4th, 5th, and 6th, 10 p m; 8th, 10th, 11th 12th, and 13th, 12 night; 17th, 6 p m; 18th, 3 a m, and 7 p m; 19th, and 20th, 8 p m; 22nd, 10 p m; 24th, 25th, 26th, and 27th, 12 night; 30th, 1 a m; 31st, 7 p m. Fares 12s. and 8s. 6d. Out and Home Tickets (available for 1 month) 18s. 6d. and 13s. Children under 12 years half-price. See page 710

Bourgas to Varna, Kustendjie, Sulina, and Odessa.—Every Sunday at 9.0 a.m. The Russian Steam Navigation Co.

Bremen to Hull.—By North German Lloyd's Steamers, every Monday morning See p. 712.

Bremen to London.—By North German Lloyd's Steamers, every Sunday and Wednesday. See page 712

Bremerhafen to Edinburo' (Leith).—Fares, 50s. and 25s.—The Leith, Hull, and Hamburg Steam Packet Company's Steamers.

Brighton (Newhaven) to Dieppe.—By Brighton Steam Packet Co.'s Steamers, in connexion with London, Brighton, & South Coast, and Paris, Rouen, & Dieppe Railway Trains. See page 683.

Brighton (Newhaven) to Jersey.—By the BrightonSteam Packet Co.'s Steamers, in connexion with London, Brighton, and South Coast Railway Trains.

Brindisi to Alexandria (Egypt).—The Peninsular and Oriental Co.'s Steamers leave Brindisi every Monday at 4.0 a.m., arriving at Alexandria on the following Thursday.

Brindisi to Ancona and Venice.—The Peninsular and Oriental Steam Navigation Co.'s Steamers Every Saturday

Brindisi to Bari, Tremiti, Ancona, Venice, and Trieste.—Every Sunday at 10 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Brindisi to Corfu, &c.—By Austrian Lloyd's Steamer, every Friday at midnight.

Brindisi to Corfu.—Every Sunday at midnight. I. and V. Florio's Steamers. See page 684.

Brindisi to Gallipoli, Taranto, Catanzaro, Catania, Riposto, Messina, Palermo, Naples, Leghorn, Genoa, Nice, and Marseilles.—Every Wednesday, 8 a.m., transhipping at Messina for Malta and for Naples, and at Palermo for Tunis. I & V. Florio & Co.'s Steamers. See page 684. Chief Office, Palermo, with branches at Brindisi, Bari, Naples, Marseilles, Rome, and the Piræus.

Brindisi to Greece, Turkey, the Black Sea, and Syria.—Every Friday at midnight, by the Austrian Lloyd's Steamers, *Corfu*, *Syra*, *Athens* (*Piræus*), *Constantinople*, *Candia*, *Smyrna*, *&c.*

Brindisi to Piræus and Constantinople.—Every Wednesday midnight. I. & V. Florio & Co.'s Italian Mail Steamers. See page 684.

Brindisi to Piræus, Salonica, or Smyrna, alternately, **Dardanelles and Constantinople.**—Every Wednesday midnight. I. & V. Florio & Co.'s Italian Mail Steamers. See page 684.

Brindisi to Trieste.—By Austrian Lloyd's Steamers. Every Friday at 5 a.m.

Brindisi to Trieste. Direct. Every Sunday at 4 p m. I. & V. Florio & Co.'s Steamers. See page 684.

Bristol to Amsterdam and Antwerp.—Fare, 30s. The "Constance," or "Sappho." About every fortnight.

Bristol to Bordeaux.—Fares, 42s. and 21s. By Bristol General Steam Navigation Co.'s Steamers. The "Calypso," about every three weeks.

Bristol to Rotterdam.—Fare, 30s. The "Constance" or "Sappho," about every fortnight.

Cadiz to Barcelona, calling at Malaga, Alicante, and Valencia.—A. Lopez & Co.'s Mail Steamers leave Cadiz on 1st and 16th of each month. See page 713.

Cadiz to Gibraltar and Malaga.—On the 8th, 18th, and 28th of every month, at 6 p.m.

Cadiz to Porto Rico and Havannah.—On the 10th and 30th of every month. By Lopez & Co.'s Steamers. See page 697.

Cadiz to Lisbon and Havre.—On the 6th, 16th, and 26th of every month, at 4 p.m. E. Collet, Agent, 9, Cruz de Madera.

Cadiz to Seville.—Every Saturday by the steamers of the Compania de Navigacion Peninsular.

Caen to Havre. (Fares—6 fr. and 5 fr.) Steamers advertised to run daily, according to tide. Agent at Caen: P. Goupil, Quai de Juillet. Tickets on the boats.

Cagliari (Sardinia) to Genoa, calling at Leghorn.—R. Rubattino & Co.'s Italian Mail steamers every Monday, Thursday and Saturday. See page 709.

Cagliari to Naples.—R. Rubattino and Co.'s Italian Mail Steamers. Every Wednesday at 2 p.m. See page 709.

Cagliari to Palermo.—R. Rubattino & Co.' Italian Mail Steamers, every Thursday at 10 p.m.

Cagliari to Tunis and Malta.—R. Rubattino and Co.'s Steamers. See p. 709. Every Sunday.

Cairo to Assouan, Philoe, and Wady Halpha.—Khedivie Mail Steamers. See p. 705.

Caiffa (Bay of Acre) to Jaffa, Port Said, and Alexandria, every alternate Wednesday, at 11 p.m., by Austrian Lloyd's Steamers.

Calais to Dover.—By the English and French Royal and Imperial Mail Steamers.—Every day at 1 3 a.m. and 1.20 p.m. (Sundays included)—(Average passage, 1¼ hour). Fares—Chief cabin, 4s 6d.; fore-cabin 6s 6d.; four-wheeled carriage, £2 2s.; two-wheeled, £1 1s.; horses, £1 8s.; dogs, 2s. 6d. See pages 686 and 687.

Calais to Dover.—The London, Chatham, and Dover Co.'s Steamers.—The "Samphire" "Maid of Kent" and other Steamers. Daily, Sundays included. See pages 688 and 689.

Calais to London.—The General Steam Navigation Company's Steamers. For Departures see Daily Papers. See page 710.

Calcutta to Marseilles.—Messageries Maritimes de France. First class, £60. See page 704.

Cannes to Marseilles.—A. & L. Fraissinet et Cie. Steamers.—See page 712.

Caspian Sea.—**Baku to Astrakan and Nijni Novgorod.**—Every Sunday and Wednesday, 12 noon.

Cartagena to Alicante, Valencia, Tarragona, and Barcelona.—Every Saturday by Steamers of the Compania de Navigacion Peninsular.

Catania to Messina, Palermo, Naples, Leghorn, Genoa and Marseilles.—Every Sunday at 4 p.m., and every Friday at 1 p.m. calling at **Riposto and Nice.** I. & V. Florio & Co.'s Steamers. See page 684.

Catania to Messina, Milazzo, Patti, Capo-d'Orlando, Santa-Stefano, Cefalu and Palermo.—Every Tuesday at 4 p.m. I. & V. Florio & Co.'s Steamers.

Catania to Messina and Naples.—Every Friday 4 p.m. I. & V. Florio & Co.'s Steamers.

Catania to Pirœus, Constantinople and Odessa.—Every Wednesday, at 12 noon. I. & V. Florio & Co.'s Steamers. See page 684.

Catania to Syracuse and Malta.—Every Sunday at 2 p.m; and every Wednesday at 11 a.m. I. & V. Florio & Co.'s Steamers. See page 684.

Catania to Catanzaro, Taranto, Gallipoli, Brindisi, and Trieste.—Every Friday, noon. I. & V. Florio and Co.'s Steamers. See page 684.

Cette to Algiers, Bougie, and Djidjelli.—By Steamers of the Compagnie de Navigation Mixte, every Tuesday. Fares: 1st Cabin, 55fr.; 2nd Cabin, 40fr.; Deck, 14fr.

Cette to Marseilles.—A. & L. Fraissinet et Cie. Steamers.—See page 716.

Cette to Marseilles.—Three departures Weekly. Compagnie de Navigation Mixte.

Cette to Marseilles.—Monday, Wednesday, and Friday, at 8 p.m. Valey Frères Co.'s Steamers.

Cette to Mostaganem, Arzew, and Oran.—Le Compagnie de Navigation Mixte, every Saturday.

Cette to Oran, transhipping for Nemours, Gibraltar, and Tangiers.—By the steamers of the Compagnie de Navigation Mixte, every Tuesday. Fares, 1st Class, 70fr.; 2nd Class 55fr.; 3rd Class, 18fr. Third class fare does not include food.

Cette to Philippeville, and Bona.—Every Wednesday. Compagnie de Navigation Mixte.

Channel Islands.—See page 694.

Cherbourg to Weymouth.—Great Western Railway Co. See page 712.

Cherbourg to Southampton.—L. & S. W. Ry. Co.'s Steamers, every Tuesday and Friday evenings. See pages 694 and 695.

Christiania to Hamburg,—(St Olaf, Kong Sigurd) Every Saturday at 3 p.m, in Hamburg Tuesday morning. Fares, 40, 27, and 14 kr.

Christiania to Hull.—Wilson Line of Steamers. Every Friday. See page 714.

Christiania to London, calling at Christiansand.—Wilson Line of Steamers. Every alternate Thursday. See page 714.

Christiania to the North Cape.—The Bergen-Nordland Co.'s Steamer, every Sat. See p. 716.

Christiania, to the North Cape.—The Bergenske Nordenfjeldske Co.'s Steamers. Every

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Christiansand to Edinburg' (Leith).—Fares, 68s., and 31s. 6d. The Leith, Hull, and Hamburg Steam Packet Company's Steamers.

Civita Vecchia to Cagliari.—Every Mon. & Wed Rubattino & Co.'s Steamers. See p. 709

Civita Vecchia to Leghorn and Genoa.—Every Sunday and Tuesday. Rubattino & Co.'s Steamers. See page 709.

Civita Vecchia to Leghorn, Genoa, and Marseilles.—A. & L. Fraissinet et Cô. Steamers every Monday and Thursday. See page 715.

Civita Vecchia to Maddalena.—R. Rubattino and Co.'s Italian Mail Steamers, every Wednesday at 6 p.m. See page 709.

Civita Vecchia to Portotorres.—Every Wednesday. Rubattino & Co.'s Steamers. See p. 709.

Coblence to Cochem.—Daily at 1.30 p.m., in 6 hours; returning from Cochem daily at 8.0 a.m., in 3 hours.

Coblence to Treves. (on the Moselle), in one day and a half, passing the night at **Trarbach** Tuesdays, Thursdays, Fridays, and Sundays, at 6.30 a.m. If there is sufficient water.

Constantinople to Alexandria.—Every alternate Thursday by the Austrian Lloyd's Steam Navigation Company's Steamers.

Constantinople to Alexandria, via Smyrna, Syra, and Rhodes.—The Khedive Mail Steamers.

Constantinople to Alexandria, calling at **Smyrna, Tripoli, Beyrout, Jaffa, and Port Said.**—The Russian Steam Navigation Co. Every alternate Saturday at 4.0 p.m.

Constantinople to Alexandria touching at **Smyrna, Chio, Mersina, Alexandretta, Latakia, Tripoli, Beyrout, Jaffa, and Port Said.**—The Russian Steam Navigation Company every alternate Saturday. Mar 3rd, 17th, and 31st, at 4 p.m.

Constantinople to Dardanelles, every Thursday, at 4 p.m. By Austrian Lloyd's Steamers.

Constantinople to Galats and Ibraila.—By the Austrian Lloyds Steamers. Every Saturday at 4 p.m.

Constantinople to Galats and Ibraila, calling at Kustendje, Sulina, and Tulscha.—Messageries Maritimes Co.'s Steamers. Every Monday at 12 noon. See page 705

Constantinople, touching at intermediate Ports to Batoum and Poti.—By the Steamers of the Russian Steam Navigation and Trading Co Every Sunday morning.

Constantinople (via Kustendje and Czernavoda) to Basiasch.—By Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers And by the Austrian Lloyd Co.'s Steamers.

Constantinople to Brindisi.—In 4 days. Departure every Friday at 5 p.m., by the Austrian Lloyd's Steamer (*Via Syra*).

Constantinople to Brousa (Brusa), via Moudania and Kimisch.—4 days a week. Fares 1st class, 80 piastres. 2nd class, 40 piastres.

Constantinople to Dardanelles, Smyrna, Syra, and Marseilles.—Messageries Maritimes de France Co.'s Steamers, every alternate Wednesday. See Advertisement, p. 705.

Constantinople to Dardanelles and Salonica.—Messageries Maritimes de France Company's Steamers, every alternate Thursday at 2 p.m. See Advertisement, page 705

Constantinople to Dardanelles, Salonica, or Smyrna, alternately, **Piræus, Catania, Messina, Palermo, Naples, Genoa, and Marseilles.**—Every Monday at 4 p.m I. & V. Florio & Co.'s Steamers.—See page 681.

Constantinople to Galatz Rustchuk, Basiasch, Pesth, and Vienna.—By Imperial and Royal Austrian Danube Navigation Co.'s Steamers

Constantinople to Lagos, Cavalla, Salonica, Volo, and Piræus.—By Austrian Lloyd's Steamer every alternate Saturday, at 2 p.m.

Constantinople to Marseilles.—Messageries Maritimes de France Co.'s Steamers every Wednesday at 4 p.m See page 705.

Constantinople to Odessa.—Every Monday and Thursday direct, and every Tuesday, via Bourgas and Varna, at 4 p.m., by the Russian Steam Navigation Company's Steamers, 36 hours

Constantinople to Odessa.—By Austrian Lloyd's Steamers about every alternate Thursday

Constantinople to Odessa.—Every Mon. at 5 p.m. I. & V. Florio & Co.'s Steamers at 2 p.m. See page 684.

Constantinople (via Czernavoda) to Pesth.—The Imperial and Royal Austrian Danube Steam Navigation Company.

Constantinople to Piræus, Brindisi, Bari, Tremiti, Ancona, Venice, and Trieste.—Every Wednesday at 4 p.m. I. & V. Florio & Co's Steamers. See page 684.

Constantinople to Rodosti, Gallipoli, Dardanelles, Salonica, Volo, Piræus, Naples, and Marseilles.—A. & L. Fraissinet et Cie. Steamers See page 715.

Constantinople to Samsoun, Kerrassunde, and Trebizonde.—Messageries Maritimes de France Co.'s Steamers. Every Monday at 2 p.m.

Constantinople to Sebastopol.—Russian Steam Navigation Co.'s Steamers, every Wednesday at mid-day, in 29 hours.

Constantinople to Smyrna and Alexandria DIRECT.—By Austrian Lloyd's Steamers, every alternate Thursday, at 4 p.m.; passage, 6 days.

Constantinople to Smyrna, Beyrout, Jaffa, &c., to Alexandria.—By the Austrian Lloyd's Steamers, every alternate Thursday.

Constantinople to Smyrna, Syra, Malta, and London.—Fortnightly.—Smith, Sundius, & Co. 33. Gracechurch Street, London.

Constantinople to Syria and Alexandria, *via Smyrna, Mersina, Alexandretta Latakia, Tripoli, Beyrout.*—Messageries Maritimes de France Co.'s Steamers. See page 705.

Constantinople to Syra, Corfu, and Trieste, every Friday, at 5 p.m. By Austrian Lloyd's Steamers

Constantinople to Trebizond.—By Austrian Lloyd's Steamers. Every Friday at noon.

Constantinople to Varna.—Messageries Maritimes de France Co.'s Steamers. See p. 704.

Constantinople to Varna, every Tuesday & Friday at 3 p.m. by Austrian Lloyd's Steamers.

Copenhagen to Christiania via Frederikshavn.—(Baldur) Sunday, 3 0 p.m; in Frederikshavn, Monday, 5 a.m.; in Christiania, Tuesday, 11 a.m. Fares, 32, 22, kr. Dan.

Copenhagen to Christiania via Gothenburg.—(Christiania) Monday and Friday 9.0 a.m.; in Christiania, Tuesday and Saturday, 10.0 a.m. Fares, 32. 21, and 10 kr. Dan.

Copenhagen to Edinboro' (Leith).—The Leith, Hull, and Hamburg Steam Packet Company's Steamers. See page 714.

Copenhagen to Gothenburg.—Four Lines of Steamers.

Copenhagen to Helsingborg, Helsingoer, Landskrona, Lubeck, Malmo.—Daily,

Copenhagen to Hull.—Wilson Line of Steamers. Every Friday. See page 714.

Copenhagen to Hull.—Gee and Co.'s Steamers. See page 691.

Copenhagen to Iceland, via Leith and the Faroe Islands.—The United Steamship Co's Steamer "Phœnix"

Copenhagen to Kiel.—Monday and Thursday, at 1 p.m.

Copenhagen to Newcastle.—Every Friday at 9 a.m.

Copenhagen to Stockholm.—Every Thursday at 3.0 p.m., in Stockholm Sunday night.

Corfu to Alexandria.—By Austrian Lloyd's Steamer, every Sunday, at 10 p.m.

Corfu to Brindisi, Fiume, and Trieste.—By Austrian Lloyd's Steamers every Thursday at midnight.

Corfu to Brindisi.—Every Tuesday, 5 p.m. Correspondence with the Line from Brindisi to Constantinople, of Brindisi to Marseilles, and of Brindisi to Venice and Trieste—I. & V. Florio & Co.'s Steamers. See page 684.

Corfu to Syra, Athens (Pirœus), Scio, and Smyrna, every Saturday, at 9p.m. By Austrian Lloyds Steamers

Corfu to Syria, *via* **Syra, and Smyrna,** every alternate Monday, at 6 p.m. By Austrian Lloyds Steamers

Corfu to Syra & Constantinople (Direct Line), every Monday, at 6p.m., by Austrian Lloyd.

Corfu to Trieste (Direct).—Weekly, about every Saturday, at 6 p.m., on arrival of the Steamer from **Alexandria** with the Indian Mails, by Austrian Lloyds; also every Tuesday, at 1p.m., by the same Company's Steamer from **Constantinople.**

Cork to Baltimore, *via* **Halifax, St. John's, Newfoundland, &c.**—Fares £18 10s. £15 10s. and £12 2s. The Allan Line of Steamers from Queenstown.—See page 707.

Cork to New York.—The Inman Line of Steamers. See p. 708.

Cork to New York.—The White Star Line of Steamers. See p 700

Cork (Queenstown) to New York.—The Cunard Line of Royal Mail Steamships.—See p. 696

Cork (Queenstown) to New York.—The National Line of Steamers. See page 711.

Cork (Queenstown) to Philadelphia.—Fares, £15 15s. to £21. The American Line of Mail Steamers. Every Thursday.

Crimea and Caucasus Service.—Direct Weekly Service of the Russian Steam Navigation Co., **Odessa to Batoum,** calling at **Eupatoria, Sebastopol, Yalta, Theodosia,** and **Poti.** Every Monday at 3 p.m. from Odessa, arriving on Thursday at midnight at Batoum. Returning from Batoum every Saturday at 6 a.m., arriving at Odessa on Tuesday at noon.

Crimea and Caucasus Circular Service—Russian Steam Navigation Co., **Odessa to Batoum,** calling at Eupatoria, Sebastopol, Yalta, Theodosia, **Kertch,** Anapa, Novorossisk, Touapse Sotchi, Goudaout, Souchum, and Poti. From Odessa every Thursday at 3 p.m., arriving at Batoum on Monday at 9 p.m. Return from Batoum Tuesday 10 p.m., arrive at Odessa Sunday at noon.

Cyprus to Port Said and Alexandria.—The Austrian Lloyd's Steamers, every fortnight

Cyprus to Rhodes and Smyrna.—The Austrian Lloyd's Steamers, every fortnight.

Dakar (Africa) to Bordeaux. Messageries Maritimes de France. Fortnightly Service. £18 and £22. See page 705.

Dardanelles to Constantinople.—Every Tuesday at 3 p.m. I. and V. Florio & Co's Steamers. See page 684.

Dardanelles to Constantinople, every Sunday, at 10 30 a.m, by Austrian Lloyds Steamers.

Dardanelles to Marseilles, Messageries Maritimes, every alternate Thursday. See p. 705.

Dardanelles to Salonica or **Smyrna** alternately, **Pirœus, Catania, Messina, Palermo, Naples, Genoa, and Marseilles.**—Every Tuesday, 11 a.m. I. & V. Florio & Co's Steamers. See page 684.

Dnieper Service.—Kherson and Alexandrovska, calling at Nicopol and other ports The Russian Steam Navigation Co., daily, except Friday, at midnight. Returning from Alexandrovska, daily, except Saturday, at 10 a.m.

Dardanelles to Salonica, Volo, Piræus, Naples, and Marseilles.—A. & L. Fraissinet et Cie Steamers, every Monday See page 712.

Dartmouth to Cape of Good Hope, Mossel Bay, Algoa Bay, Port Alfred East London, and Natal, calling at **Madeira** and at **St. Helena** and **Ascension** Donald Currie & Co.'s Colonial Mail Line of Steamers. Every alternate Friday.

Dieppe to Newhaven, (Brighton).—By the Brighton Steam Packet Co.'s Steamers in connection with the London, Brighton, and South Coast, and Paris, Rouen, and Havre Railway trains See page 691.

Dover to Calais.—(1½ hour.)—The Royal Mail Steamers daily at 9.35 a.m. (1 & 2 class 10.30 (1, 2, and 3 class), and 10.40 p.m. (1st class.) Fares, 8s. 6d. and 4s. 6d.; Children, 4s. 3 and 2s. 3d. Average passage, 1½ hour. See pages 688 and 689.

Dover to Ostend.—(4 hours.) The Belgian Royal Mail Steamboat. Service daily at 9.3 a.m., and 10.25 p.m. See page 693.

Drontheim to Hull.—Wilson Line of Steamers Every alternate Thursday. See page 714.

Drontheim to the North Cape.—The Bergenske and Nordenfjeldske Co.'s Steamers, every Wednesday and Saturday. See page 717.

Drontheim to North Cape, calling at intermediate ports. A Steamer of the Bergen Nordland Company every Saturday. See page 716.

Dunkirk to Hull.—Wilson Line of Steamers. Every Wednesday. See page 714.

Dunkirk to London.—Weatherley, Mead, and Hussey's Steamers "Blonde," and "Blanche." Fares—10s. and 7s. Return Tickets available for a fortnight, 15s. and 10s. 6d. 80 lbs. of Luggage allowed free to each Chief Cabin Passenger

The Screw Steam Shipping Co's Vessels. "Robert Peel," or "Lord John Russell," Fares:—Chief Cabin, 10s. Fore Cabin, 7s. Return Tickets, (available for a month,) Chief Cabin 15s. Fore Cabin, 10s. 6d. Children under 10 years half-price. Steward's Fee One Shilling.

Edinboro' (Leith) to Amsterdam.—G. Gibson & Co.'s Steamers. May 10th, 8 p.m.; 24th, 2 p.m.

Edinboro' (Leith) and Antwerp.—The Talisman, Kinghorn, &c., from Albert Dock — Fare 45s.; return, 80s May 3rd 8 p.m., 10th, 3 p.m; 17th, 6 p.m; 24th, 2 p.m; 31st, 7 p.m.

Edinboro' (Leith) to Bremerhafen.—Fares, 50s. and 25s. The Leith Hull, and Hamburg Steam Packet Company's Steamers.—Every Alternate Friday.

Edinboro' (Leith) to Christiansand.—The Leith, Hull, and Hamburg Steam Packet Company's Steamers.—Every Thursday.

Edinboro' to Copenhagen.—63s. and 31s. 6d.—The Leith, Hull, and Hamburg Steam Packet Company's Steamers.—Every Thursday.

Edinboro' (Leith) to Dunkirk.—G. Gibson & Co.'s Steamers. May 6th, 10 p.m; 18th, 4 p.m; 20th, 9 p.m; 27th, 4 p.m.

Edinboro' (Leith) to Hamburg.—Fares 50s., and 25s. The Leith, Hull, and Hamburg Steam Packets.—Every Wednesday and Saturday.

Edinburgh (Leith) to Rotterdam.—The "Amulet," "Osborne," "Kinghorn," &c. Fares 45s.; Return, £4. May 3rd. 8 p.m; 7th, 10 p.m; 10th, 3 p.m; 14th, 4 p.m; 17th 6 p.m; 21st, 10 p.m; 24th, 2 p.m; 28th, 4 p.m; 31st, 7 p.m.

Edinburgh (Leith) or Granton for Iceland.—The Steamship "Camoens," on June 23rd, and Fortnightly thereafter. See page 701.

Emden to Borkum and Forderney.—Daily.

Elba (Island of) to Leghorn.—R Rubattino & Co.'s Italian Mail Steamers, every Monday and Friday See Advertisement page 709.

Flushing to Queenboro' and London.—The Zeeland Steamship Co.'s Steamers, in connection with the London, Chatham, and Dover, Railway. See page 689.

Folkestone to Boulogne.—Fares—8s. 6d. and 6s. 6d. The South Eastern Railway Company's Vessels according to tide. Average passage, 2 hours. For hours of sailing, see page 686

Galatz to Constantinople, every Friday, at 8 a.m., by the Austrian Lloyds Steamer (during the Summer months only.)

Galatz to Odessa.—The Imperial and Royal Austrian Danube Co.'s Steamers.

Galatz to Pesth.—Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers.

Galatz to Rustchuk, Basiasch, Pesth, and Vienna.—Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers. By Express Boats.

Galle to Pondicherry and Madras, Calcutta Singapore, Hong-Kong, Shanghai and Yokohama, per Messageries Maritimes Steamers. See page 705.

Gallipoli to Dardanelles, Salonica, Volo, Piræus, Naples, and Marseilles —A. & L. Fraissinet et Cie Steamers every Monday. See page 713.

Gallipoli (Italy) to Brindisi and Trieste.—Every Saturday 11.0 p.m. I. and V. Florio and Co.'s Steamers. See page 684.

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Gallipoli (Italy) to Taranto, Cantanzaro, Catania, Riposto, Messina, Palermo, Naples, Leghorn, Genoa, Nice, and Marseilles.—Every Wednesday, 9.0 p.m.; transhipping at Messina for Malta, and Naples, and at Palermo for Tunis. I. & V. Florio & Co.'s Steamers. See page 684.

Geestemunde to Heligoland.—Every Saturday.

Genoa to Alexandria.—R. Rubattino & Co.'s Italian Mail Steamers. Every Mond. See p. 709.

Genoa to Bombay (via Suez) on the 24th of every month by R. Rubattino's Italian Mail Steamers. See page 709.

Genoa to Barcelona and Cadiz.—The 1st of each Month. G. B. Lavarello & Co.'s Steamers. Via Vittorio Emanuele.

Genoa to Cagliari (Sardinia).—R. Rubattino & Co.'s Italian Mail Steamers See page 709.

Genoa to Calcutta.—R. Rubattino's Italian Mail Steamers. 15th of each month. See p. 709.

Genoa to Leghorn.—R. Rubattino & Co.'s Italian Mail Steamers See page 709.

Genoa to Leghorn, Naples, Palermo, Messina, Catania, Piraeus, Constantinople and Odessa.—Every Tuesday, 10.0 p.m.; transhipping at Naples for Messina and Malta. I. & V. Florio & Co.'s Steamers. See page 684.

Genoa to Leghorn, Naples, Palermo, Messina, Catania, Catanzaro, Taranto, Gallipoli (Italy), Brindisi, and Trieste.—Every Friday, 10.0 p.m.; transhipping at Naples for Malta, at Palermo for Tunis, and at Brindisi for Corfu. I. & V. Florio & Co.'s Steamers. See page 684.

Genoa to Malta, calling at Naples.—I. & V. Florio & Co.s' Steamers, every Tuesday and Friday evenings. See page 684.

Genoa to Marseilles.—A. & L. Fraissinet et Cie. Steamers. See page 715.

Genoa to Marseilles.—Every Sunday noon, and to Nice on Thursday midnight, I. & V. Florio & Co.'s Steamers. See p. 684.

Genoa to Marseilles.—Every Monday evening, R. Rubattino & Co.'s Steamers. See page 709.

Genoa and Naples to Alexandria.—R. Rubattino & Co.'s Italian Mail Steamers. See page 709.

Genoa to Naples and Messina, calling at **Leghorn.** By R. Rubattino and Co.'s Italian Mail Steamers. See page 709.

Genoa to Portotorres, calling at **Leghorn.**—R. Rubattino and Co.'s Italian Mail Steamers. Every Wednesday at 9.0 p.m. See page 709.

Genoa to Portotorres, calling at **Leghorn, Bastia,** and **Maddalena,** every Saturday at 9.0 p.m.

Genoa to Singapore, calling at **Suez, Galles** and **Colombo.**—R. Rubattino and Co.'s Mail Steamers, on the 1st of each month. See p. 709.

Genoa to Tunis, calling at **Cagliari and Leghorn.**—R. Rubattino and Co.'s Italian Mail Steamers. every Thursday. See page 709

Gibraltar to Algesiras.—Three times daily.

Gibraltar to Southampton (by P. & O. Steam Navigation Co.'s Steamers) every Wednesday

Gibraltar to Lanzarote (Canary Islands).—11th and 26th of each month. Fares, 1st cabin, 340 francs; deck, 70 francs.

Gibraltar to Tangier three times a week.

Glasgow to New York.—The Anchor Line of Steam Packets.

Goole to Antwerp.—Fare 15s.; Return Tickets 22s. 6d. The Goole Steam Shipping Company's Steamers, every Wednesday.

Goole to Boulogne.—Every Wednesday and Saturday. John Bennet, Goole.

Goole to Dunkirk.—The Goole Steam Shipping Company's Steamers, every Saturday.

Goole to Ghent.—The Goole Steam Shipping Co's Steamers, every Wednesday and Saturday.

Goole to Ostend.—Every Saturday, J. Bennett, Goole.

Goole to Rotterdam.—Fare 20s., Return Tickets 30s. The Goole Steam Shipping Company's Steamers. every Wednesday and Saturday.

Goole to Terneuzen.—The Goole Steam Shipping Co.'s Steamers, every Saturday. Fare, 15s.; return, 22s. 6d.

Gothenburg to Copenhagen.—Nearly every day. Three lines of Steamers.

Gothenburg to Hull.—Wilson Line of Steamers. Every Friday, see page 714.

Gothenburg to London.—(Mary, Fanny.)—Every Wednesday evening; (Prinz Oscar) Every Thursday morning. A steamer of another line also leaves weekly.

Gothenburg to Stockholm.—Every Tuesday, Thursday, and Saturday at 11 p.m. Also every Wednesday and Saturday at 4 p.m.

Granville to Jersey.—London and South Western Railway. See page 694.

Grimsby to Antwerp, every Wednesday and Saturday, by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers. Fares, Saloon, 15s. Return Tickets, available for one month, 22s. 6d. See page 703.

Grimsby to Hamburg, every Wednesday and Saturday by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers. See page 703.

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Grimsby to Rotterdam, every Wednesday and Saturday, by the Manchester, Sheffield and Lincolnshire Railway Company's Steamers. Fares, Saloon, 20s. Return Tickets, available for one month. 30s. See page 703.

Guernsey to Jersey.—Mail Packets. Fares 5s. and 5s. 6d. Return Tickets available for a Month, 7s. 6d., and 8s.

Guernsey to Jersey.—The Aquila, Brighton, or Cygnus.

Guernsey to Plymouth, per S. S. "Commerce," every Thursday morning at 7 o'clock. Passage from 9 to 10 hours. Fares—1st Class 15s.; 2nd Class 7s. 6d. Return, 1st, 25s.; Deck 12s 6d

Guernsey to Southampton.—The Royal Mail Packets every day except Sunday Fare 20s. and 14s. Steward's fees included. Return Tickets available for a Month, 33s. and 28s

Guernsey to St. Brieuc, per S. S. "Commerce," every Monday morning (according to tide) Passage from 5 to 6 hours.—Fares 1st Class 10s.; 2nd Class 6s. 8d.

Guernsey to Weymouth.—The Aquila, Brighton, or Cygnus.

Hamburg to Edinboro' (Leith).—Fares, 50s. and 25s.—The Leith, Hull, and Hamburg Steam Packet Company's Steamers. See page 714

Hamburg to Dundee.—Every Thursday or Friday.

Hamburg to Grimsby every Tuesday and Friday by the Manchester, Sheffield, and Lincolnshire Railway Company's Steamers. See Advertisement, page 703

Hamburg to Hull.—Wilson Line of Steamers. Every Tuesday. See p. 714.

Hamburg to Hull.—Gee & Co.'s Steamers. Every Tues., Wed., Fri., and Saturday. See p.691.

Hamburg to Hull.—C. M. Lofthouse, & Co.'s Steamers. "Sprite," and "Fairy,". See p.716.

Hamburg to London.—General Steam Navigation Co's Steamers. May 1st, 6 a m; 4th, 8 a m; 5th, 10 p m; 7th, 12 night; 11th, 2 a m; 13th, 3 a m; 18th, 4 a m; 19th, 7 a m; 20th, 8 a m; 21st, 10 p m; 25th, 1 a m; 27th, 3 a m; 29th, 5 a m.

Fares—(Stewards Fee included)—Chief cabin, £2 5s. 6d.; Fore cabin, £1 9s. 6d. Return Tickets (available for one month)—Chief Cabin, £3 3s.; Fore Cabin, £2 4s. 0d. Children under 12 years half-price. See page 710.

The Hamburg London Steam Ship Company's Steamers, "Wega," "Capella," "Castor," and "Gemma." See page 709.

Hamburg to Newcastle-on-Tyne.—By the Tyne Steam Shipping Co.'s Steamers. Fares (including Fees)—Best cabin, 32s. 6d., Fore cabin, 16s. 6d. Return Tickets for two months, 50s and 25s. 6d. Sailors on deck, 7s. 6d. Agent, A. Kirsten.

Hamburg to the North Cape.—The Bergenske and Nordenfeldske Co.'s Steamers every Friday night to Christiansand, Bergen, Drontheim, Vardo, and Vadso. See page 717.

Hamburg, *via* Havre, or Southampton, to New York.—Hamburg American Line. Every Wednesday morning. From Havre every Saturday See page 698.

Hamburg to the West Indies, New York, and Colon.—Hamburg American Line. Calling at Havre outwards, and at Havre and Plymouth homewards. From Hamburg 8th and 22nd of every month, from Havre 11th and 26th of every month.—See p. 698.

Hammerfest to Christiania.—Calling at Intermediate ports. A Steamer of the Bergen-Nordland Company, every Friday,

Harlingen to Hull.—Every Wednesday and Saturday. Fare, 20s.

Harlingen to London.—By the General Steam Navigation Co.'s Steamers, "Maas," "Rhine," or "Lion," every Wednesday and Saturday.

Harwich to Antwerp.—The Great Eastern Rail. Co.'s Steamers. See adv. page opposite cover

Harwich to Rotterdam.—The Great Eastern Railway Co.'s Steamers. See advertisemen page opposite cover.

Havre to Caen.—Daily, according to Tide. Fares, 6f. and 5f. Director E. Deschamps, Grand Quai, 55, Havre. Tickets on the boats.

Havre to Havanah, and New Orleans.—North German Lloyd Co.'s Steamers.

Havre to Honfleur and Rouen, calling at Quillebeuf, Villequier, Candebec, La Mailleraye, Jumièges, and Duclair, &c.

Fares: 4 fr. 50 c. and 5 fr. 50 c. L. Bertin, Rue Bernardin de St. Pierre, 7, Havre.

Havre to Honfleur.—The Steamers "François I.," "Eclair," "Orne," "Français," "Manche." Fares, 2 fr. reserved places, and 1 fr. 25 c., and 75 c.

Havre to Lisbon, Gibraltar, Cartagena, Oran, and Algiers.—E. Grosce's Steamers the 1st and 15th.

Havre to Liverpool.—Fares, 35s. and 21s., including food. Twice a week. Burns and MacIver, 21, Quai d Orleans, Havre.

Havre to London.—The General Steam Navigation Co.'s Steamers. May 2nd, 2 p m; 9th, 8 a m; 17th, 1 p m; 23rd, 8 a m; 30th, 12 30 noon.

Fares—(Steward's Fee included), Chief Cabin 13s., Fore Cabin 9s. Return Tickets (available for One Month), Chief Cabin £1 0s 6d., Fore Cabin 14s. See page 710.

Havre to New York.—The Steamers of the National Steamship Co., "Erin," "Denmark," "Helvetia," "The Queen," &c. frequently. See page 711.

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Havre to New York.—Hamburg American Line. Every Saturday. See page 698.

Havre to New York.—The French General Transatlantic Mail Steamship Company. Every alternate Saturday. Fares—1st Cabin, 265 fr. and 575 fr.; 2nd Cabin, 370 fr.; 3rd Cabin, 200 fr. See page 713.

Havre to Oporto, Lisbon, Cadiz, Seville, and Malaga.—E. Grosos's Steamers. The 10th and the 25th.

Havre to Oran, Algiers, and Phillipville.—By the Ligne Peninsulaire et Algerienne Co. Steamers. 1st and 15th of each month. For further information apply to R. W. Landers and Co., 28, Chapel Street, Liverpool.

Havre to Pont Audemer.—The "Castor" and "Ville de Pont Audemer," in connection with the Pont Audemer and Glos Montfort Railway, daily. Fare—1 fr. 50 c. Agent in Havre, M. H Bressen, Quai de l'Ile.

Havre to Southampton.—The London and South Western Railway Company's Steamers—See Advertisement, page 694.

Havre to Trouville-Deauville—(in 53 minutes).—Steamers run daily, and occasionally twice a day, touching at **Honfleur.**

Havre to West Indies and Colon.—Hamburg-American Line of Steamers. See page 698.

Heligoland to Geestemunde.—Every Monday.

Heligoland to Hamburg, via Cuxhaven.—Three times a week.

Helsingfors to Hull.—Bailey and Leetham's Steamers; for particulars apply to the Owners and Agents, Hull; or to the Agent in Helsingfors, Herman Donner

Honfleur to Havre.—(in 30 minutes.)—Once or twice daily. Fares, reserved 2 fr., 1st class, 1fr. 25c; 2nd class 75c.

Honfleur to Littlehampton.—Monday, Wednesday, and Friday.

Honfleur to Southampton.—See Advertisement, page 694.

Hong Kong to Marseilles.—Messageries de Maritimes de France, every second Thursday. First Class, £85; Second Class, £64. See page 704.

Hong Kong to Shanghai (4 days).—Messageries Maritimes de France Co.'s Steamer. Every Fortnight. See page 704.

Hong Kong to Saigon, Singapore, Galle, Aden, Suez, Port Said, Marseilles.—Messageries Maritimes de France. See page 704.

Hull to Amsterdam.—W. & C. L. Ringrose's Steamers. Every Wednesday and Saturday. See page 716.

Hull to Antwerp.—Gee & Company's Steamers. Every Wednesday and Saturday. See page 691

Hull to Antwerp.—T. Wilson, Sons, and Company's Steamers. Every Saturday. See p. 714.

Hull to Bordeaux.—The "Yorkshireman," about every 10 days. Rawson & Robinson, Agents.

Hull to Boston and New York, via Southampton.—Fares—First Cabin, £12 12s; Second Cabin £6 6s. Wilson Line of Steam Ships. See page 714.

Hull to Bremen (36 hours), **Bremerhaven, and Geestemunde.**—Fares, £2 and £1 Return Tickets available for a month £3 and £1 10s. The North German Lloyd Steamers.—Every Saturday evening. N. Veltmann and Co., Agents. See p. 712.

Hull to Christiansand and Christiania.—T. Wilson, Sons, and Company's Steamers. See page 714.

Hull to Constantinople, Odessa, Nicolaieff, Palermo, Messina, Venice, and Trieste.—T. Wilson, Sons & Co.'s Steamers, about every 21 days. See page 714.

Hull to Dansig.—The Wilson Line of Steamers, Weekly. See page 714.

Hull to Drontheim.—T. Wilson, Sons, and Co.'s Steamers. 6th May, and every alternate Thursday. See page 714.

Hull to Dunkirk.—T. Wilson, Sons, and Company's Steamers. Every Saturday. See p. 714

Hull to Gothenburg.—Thos. Wilson, Sons & Co.'s Steamers. Every Saturday. See p. 714.

Hull to Hamburg.—Gee & Co.'s Steamers. See page 691.

Hull to Hamburg.—C. M. Lofthouse & Co.'s Steamers. See page 715. Fares—First Cabin, 30s.; Second Cabin, 20s. Return Tickets, a Fare and a half.

Hull to Hamburg.—T. Wilson, Sons, and Company's Steamers. Every Tuesday. See p. 714.

Hull to Hamburg.—The "Hansa" or "Hamburg," from the Humber Dock. every Fri. evening.

Hull to Libau.—T. Wilson, Sons and Co.'s Steamers, Weekly. See page 714.

Hull to Libau (accessible the year through).—T. B. Morley & Co.'s Steamers in regular weekly succession. See page 713.

Hull to Messina Palermo, Venice, and Trieste.—T. Wilson, Sons, & Co.'s Steamers. Fortnightly. See page 714.

Hull to Revel.—Gee and Co's Steamers. Every week throughout the season. See page 691.

Hull to Riga.—T. Wilson, Sons, and Company's Steamers. Weekly. See page 714.

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Hull to Rotterdam.—W. & C. L. Ringrose's Steamers. See p. 716.

Hull to Rotterdam.—(19 hours.)—The "Sea Gull," every Wednesday. The "Sea Horse," every Wednesday and Saturday.

Hull to Rouen—The "Zamis." About every ten days. Rawson and Robinson, Hull.

Hull to St. Petersburg.—The Wilson Line of Steamers. Weekly. See p. 714.

Hull to St. Petersburg.—Gee and Company's Steamers. Every week throughout the Season. See page 691.

Hull to Stavanger and Bergen.—Thomas Wilson Sons, & Co.'s Steamers. 13th May, and every alternate Thursday. See p. 714.

Ineboli (Black Sea) to Marseilles.—Messageries Maritimes de France.

Hull to Stettin.—T. Wilson & Co.'s Steamers. Every Wednesday and Saturday. See p. 714.

Jaffa to Beyrout, Cyprus, Rhodes, Smyrna, and Constantinople.—By Austrian Lloyd's, every alternate Sunday, at 3 p.m.

Jaffa (Jerusalem) to Constantinople, *via Smyrna*—Messageries Maritimes de France Co.'s Steamers, every 14 days. See page 705.

Jaffa to Marseilles.—Messageries Maritimes de France. Every alternate Friday, at 6 p.m. See page 705

Jaffa to Port Said and Alexandria.—By Austrian Lloyd's Steamers, every alternate Thursday at 6 p.m.

Jaffa (Jerusalem) to Port Said and Alexandria.—By Messageries Maritimes de France Co.'s Steamers, **and to Marseilles,** every alternate Friday, at 6 p.m. Passage to Alexandria, about 36 hours. See page 705.

Jersey to Granville.—The London and South Western Railway Co.'s Steamers. Fares—9s. and 6s.; Return Tickets, available for a month, 12s. and 7s. 6d. See page 694.

Jersey to St. Malo.—The London and South Western Railway Co.'s Steamers. See page 694. Fares, 9s. and 6s. Return Tickets available for a month, 12s. 6d. and 9s.

Jersey to Southampton, via Guernsey.—Fares, 20s. and 14s., Steward's fee included. Return Tickets, available for a month, 35s. and 23s. The Royal Mail Packets.

Jersey to Weymouth, via Guernsey.—The Aquila, Brighton or Cygnus.

Jersey to Weymouth.—G. W. R. Co.'s Boats at 4 p.m. Monday, Wednesday, and Friday.

Kherson to Odessa.—By the Russian Steam Navigation Co.'s Steamers, daily except Saturday at 8 a.m.

Kiel to Korsoer.—Daily at 12.30 a.m., in connection with the Train from Altona.

Kustendje to Marseilles.—Messageries Maritimes de France. See page 705

Lanzarote (Canary Islands) to Gibraltar and Marseilles.—French Steamers, about the 5th and 20th of each month.

Lanzarote (Canary Islands) to Lisbon and London.—English Steamers about 15th of each Month.

Latakia to Alexandria and Marseilles.—Messageries Maritimes de France Co.'s Steamers, every alternate Wednesday. See page 705.

Leer and Emden to Borkum and Norderney.—Several times a week.

Leghorn to Bastia.—R. Rubattino & Co.'s Mail Steamers, every Sunday at 9 a.m. See p. 709

Leghorn to Bombay (*via* Suez).—By Rubattino & Co.'s Italian Mail Steamers. See Advertisement, page 709.

Leghorn to Cagliari.—R. Rubattino & Co.'s Steamers. See p. 709. Every Tuesday & Sunday

Leghorn to Civita Vecchia, Maddalena and Portotorres.—R. Rubattino &Co.'s Steamers. See page 709. Every Tuesday.

Leghorn to Genoa and Marseilles.—A. & L. Fraissinet et Cie. Steamers, every Tuesday and Friday. See page 715.

Leghorn to Genoa, Nice and Marseilles.—Every Wednesday at 11 p.m, I. and V. Florio Co.'s Steamers. See page 684.

Leghorn to Genoa.—Every Tuesday, Wednesday, Thursday, Friday and Saturday. R. Rubattino & Co.'s Steamers. See page 709.

Leghorn to Malta and Tripoli.—Every Friday evening. R. Rubattino & Co's. Steamers See page 709.

Leghorn to Marseilles.—Every Saturday evening. R. Rubattino & Co.'s Steamers. See p. 709.

Leghorn to Naples, Palermo, Messina, Catania, Piræus, Constantinople, and Odessa.—Every Wednesday 4 p.m transhipping at Naples for Messina and Malta. I. & V. Florio's Steamers, See page 684.

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Leghorn to Naples, Palermo, Messina, Catania, Catanzaro, Taranto, Gallipoli, Brindisi, and Trieste.—Every Saturday at 2 p.m.; transhipping at Naples for Malta, at Palermo for Tunis, at Brindisi for Corfu. I. & V. Florio's Steamers. See p. 684.

Leghorn to Portoferraio (Island of Elba.)—R. Rubattino & Co.'s Steamers, every Sunday morning. See p. 709.

Leghorn to Portotorres calling at **Bastia and Maddalena.**—Every Sunday. R. Rubattino & Co.'s Steamers. See page 709.

Leghorn to Tunis calling at **Cagliari.**—Every Friday evening. R. Rubattino & Co.'s Steamers. See page 709.

Libau to Hull.—(Accessible the year through.) T. B. Morley & Co.'s Steamer in regular weekly succession. See page 713.

Lillehammer to Eidsvold.—Daily at 7.30 a.m.

Linz to Passau.—The Imperial & Royal Austrian Danube Steam Navigation Co.'s Steamers. Daily, at 6 a.m.

Linz to Vienna.—The Imperial & Royal Austrian Danube Steam Navigation Co.'s Steamers. Daily at 7.30 a.m.

Lisbon to the Azores.—The "Acor" leaves on the 5th of each month for St. Michael's, Terceira and Fayal, and the "Luzo," on the 15th, for Madeira, thence to St. Mary's, St. Michael's (in 4½ days), Terceira, Graciosa, St. Jorge, (Fayal and Pico) and Flores. Passage Money to St. Mary's and St. Michael's, 30 milreis, 22 mil., 10 mil.; to Terceira, 31 mil., 23 mil., 10½ mil., to Graciosa, St. Jorge, Fayal and Pico 32 mil., 24 mil., 11 mil., and to Flores 34 mil., 26 mil., 13 mil. The milreis is = 4s. 5½d. English. Agent in Lisbon, Germano S. Arnaud, Caes do Sodri.

Lisbon to Bordeaux.—Messageries Maritimes de France, 3rd and 18th of each Month. Fares £8 & £6.

Lisbon to Cadiz, Gibraltar and Malaga.—On the 7th, 17th, and 27th of every month at 8 a.m. H. Juhel, Agent, Praça do Pelourinho, 19, Lisbon.

Lisbon to Dakar Rio Janeiro, Monte Video, Buenos Ayres, the 7th of each month by the Messageries Maritimes Steamers, page 706.

Lisbon to Dakar, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres, the 23rd of each month by the Messageries Maritimes Steamers, page 706.

Lisbon to Havre.—E. Grosso's Steamers at regular intervals.

Lisbon to Liverpool.—The Liverpool and Northern Brazil Steamers. See page 702.

Littlehampton to Honfleur.—Fares from London to Honfleur, 21s., 15s., 12s. Return Tickets, available for one month, at fare and a half. Every Monday and Wednesday in connection with Train from Victoria and London Bridge Stations.

Liverpool to Alexandria and Syria.—Moss Line of Steamers, every Saturday. Fares to Alexandria, £15; to Beyrouth or Alexandretta, £25. See page 708.

Liverpool to Amsterdam.—Wilson, Son, & Co.'s Steamers from Nelson Dock. Fortnightly.

Liverpool to Antwerp.—Fares, 22s. 6d. and 15s. The Hoopoe, Rallus, Flamingo, Grebe, &c., from Nelson Dock. Every Wednesday and Saturday.

Liverpool to Australia, China, and Japan, via New York and San Francisco.—The Cunard Line of Steamers. See 696.

Liverpool to Bahia.—The Liverpool, Brazil, and River Plate Steamers. On the 2nd, 12th, and 22nd.

Liverpool to Baltimore, via St. John's and Halifax.—The Allan Line of Steamers See page 707.—Fares to Norfolk, Baltimore, or Philadelphia, £18 18s.: £15 15s.; £9 9s.; & £6 6s.

Liverpool to Bombay, via Suez Canal.—The Anchor Line of Steamers at regular intervals. The Hall Line of Steamers.

Liverpool to Bordeaux.—Fares £4. James Moss and Co.'s Steamers. Every week. See page 708. See also Liverpool to Valparaiso.

Liverpool to Bordeaux.—The Pacific Steam Navigation Company's Steamers every other Wednesday. See page 701.

Liverpool to Boston.—Fares £22 1s., £17 17s., and £15 15s. Return Tickets, available for six months, £31 10s. The Cunard Line of Royal Mail Steam Ships, calling at Queenstown. See p. 696.

Liverpool to China and Japan (via New York and San Francisco.)—The Cunard Line of Steamers. See page 696.

Liverpool to France and the Mediterranean.—See pages 696 and page 708.

Liverpool to Ghent.—The Cork Steam Ship Company's Steamers from Nelson Dock, about every ten days.

Liverpool to Gibraltar.—Burns and MacIver's Steamers. See page 696.

Liverpool to Gibraltar, Algiers, Malta, Alexandria, Beyrout, and Alexandretta.—Fares to Bordeaux, £4; Gibraltar, £8; Algiers, £15; Malta, £12; Alexandria, £15; Beyrout, £25; Alexandretta, £25. James Moss and Co.'s Steamers, every week, in connection with the Bombay and Bengal Steamship Co.'s Steamers to Bombay twice a month. See p. 708.

Liverpool to Halifax, Nova Scotia.—Fares: £18; £15; £12; and £6 6s. The Allan Line of Steamers. See page 707.

Liverpool to Havana.—Steam to Havana from Liverpool at regular intervals.—See p. 713.

Liverpool to Havre.—Fares, 35s. and 21s, including food. Burns and MacIver, Rumford Street, Liverpool. The Balbec, British Queen, or Wasp May 1st, 3 p m; 6th, 7 a m; 8th, 4 p m; 12th, 11 a m; 15th, 1 p m; 19th and 22nd, 4 p m; 26th, 12 noon; 29th, 2 p m.

Liverpool to Lisbon, (5 days.)—The Liverpool and Northern Brazil Steamers. Passage money, £6. See page 702.

Liverpool to Lisbon.—The Pacific Steam Navigation Company's Steamers. Every alternate Wednesday. See page 701.

Liverpool to Madeira, (5 to 6½ days.) The British and African Steam Navigation Co.'s Steamers from the Princes Landing Stage. May 1st and 15th, 1 p m; 22nd, 3 p m.

Liverpool to Malta, Syra, Smyrna, Constantinople, Genoa, Leghorn, Naples, Messina, Catania, Patras Corfu, Bari, Ancona, Trieste, calling at Gibraltar, and taking Goods for Venice. Burns and MacIver's Steamers sail several times each month. See page 696.

Liverpool to Malta.—The Cunard Steamers. See page 696.

Liverpool to Malta.—James Moss & Co.'s Steamers, every week. See page 708.

Liverpool to Malta Alexandria, Beyrout, Alexandretta, and Mersina.—The Agia Sofia, Ararat, Arcadia, Laconia, Macedonia, Orontes, and Thessalia. Every 10 days.

Liverpool to Malta Syra Smyrna, and Constantinople.—The Agia Sofia, Ararat, Arcadia, Laconia, Macedonia, Orontes and Thessalia. Every ten days. Messrs. Papayanni and Co.

Liverpool to New York.—The Cunard Line of Royal Mail Steam Ships Fares. £26 and £18. Return Tickets available for Six Months £46.—Fares, £22 1s., £17 17s., & £15 15s.; Return Tickets, available for six months, £31 10s. See page 696.

Liverpool to New York.—Fares, £15 15s., £18 18s., and £22 1s. Return Tickets issued at reduced rates. The White Star Line of Steamers every Thursday. See page 700.

Liverpool to New York.—Inman Line. See page 708.

Liverpool to New York.—The National Line. See page 711.

Liverpool to New Zealand.—Inman Line. See page 708.

Liverpool to Para, Maranham, and Ceara, via Lisbon or Havre, (to Para 22 days.)—The Liverpool and Northern Brazil Steamers
Passage money for Brazil ports, £25; for Lisbon, £6; for Manaos, £28. R. Singlehurst & Co. and A. Booth & Co. See page 702

Liverpool to North and South Pacific Ports (Via Colon).—**The Barbadoes, Trinidad, Puerto Caballo,** &c. The Harrison Line of Steamers on the 27th of the month.

Liverpool to Quebec, via Portland and direct.—The Allan Line of Steamers. See p. 707.

Liverpool to Rio de Janeiro, Monte Video, Valparaiso, Callao and all West Coast Ports.—The Pacific Steam Navigation Co.'s Royal Mail Steamers, from Morpeth Dock, Birkenhead, Fortnightly. Also taking Mails and Passengers for Buenos Ayres. Calling at Bordeaux, Spanish Ports, and Lisbon for Mails and Passengers.—See page 701.

Liverpool to Rotterdam.—The Kestrel, Quail, Egret, Ousel, or Auk, from Nelson Dock.—Every Wednesday and Saturday. Fare 22s. 6d.

Liverpool to San Francisco, via New York.—The Inman Line of Steamers in connection with the Pacific Mail Steamers.—See page 708.

Liverpool to San Francisco, via New York.—The Cunard Line of Steamers. See p. 696.

Liverpool to Santos.—The Liverpool, Brazil, and River Plate Steamers, on the 12th.

Liverpool to St. Thomas, Port-au-Prince, Vera Cruz, &c.—The Harrison Line of Steamers on the 25th of each month.

Liverpool to Syra, Smyrna, and Constantinople.—The Moss Line of Steamers, every three weeks. See page 708.

Liverpool to Teneriffe.—The British and African Steam Navigation Co.'s Steamers from Princes Landing Stage: May 1st and 15th, 1 p m; 22nd, 3 p m.

Liverpool to Trinidad.—The Harrison Line of Steamers on the 27th of each month.

Liverpool to Vera Cruz.—Fare £30. The Abdiel, Ithuriel, Muriel or Ariel, on the 20th o every month, and the 30th of each alternate month.

Liverpool to the West Coast of Africa.—The British and African Steam Navigation Co.'s Steamers from Prince's Landing Stage: May 1st and 15th, 1 p m; 22nd, 3 p m.

London to Alexandria (*Egypt*) (6½ days) **and Suez,** *weekly*, and thence to **India, China, Japan, Australia, Reunion, Mauritius,** &c., *via* **Brindisi,** in connection with the Peninsular and Oriental Steam Navigation Company's Steamers at Suez.

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London to Alexandria (Egypt).—Every Tuesday at 8.45 p m; (1st class), from Charing Cross to Marseilles, thence per Messageries Maritimes. Fares—1st class, £22 5s. 7d.; 2nd class £14 9s. Messageries Maritimes. 97, Cannon St. See page 705.

From London.—Every Friday by the 7 40 a m., (1st and 2nd class) and every Wednesday at 7 40 a m; (1st class) through South Eastern and London, Chatham, and Dover Continental Express Trains. via Dover and Calais, Mont Cenis, Turin, Bologna, Ancona, and Brindisi.

Arrival in Alexandria the following week on Thursday at 8 a m.

Through Fares to Brindisi.—1st Class, £11 11s.; 2nd Class, £8 11s. For full particulars and information as to Rates and Tickets to India, China, Japan, and Australia, apply to the SOUTH ITALIAN RAILWAY COMPANY'S Sole Agents, LEBEAU and Co., 6, Billiter Street, London, E.C.; 108, Rue du Faubourg St Denis, and 26, Rue Feydeau, Paris.

London to Alexandria, Syria, and the Levant.—Messageries, Maritimes Co.'s Steamers. See page 705

London to Algiers, Egypt, Red Sea Ports, Aden Kurrachee, and Persian Gulf Ports.—The British India Steam Navigation Co See page 703.

London to Amsterdam.—General Steam Navigation Company's Steamers See p. 710. Cargo only. Every Saturday and Wednesday.

London to Antwerp.—The "Baron Osy," every Sunday at 12.0 noon. See page 712.

London to Antwerp.—The General Steam Navigation Company's vessels from St. Katharine's Steam Wharf. Every Tuesday Thursday, and Saturday at 12.0 noon. On Saturday, May 15th, the departure will be postponed until 3 p.m. Except Tuesday, May 18th, when the departure will be postponed until Wednesday, May 19th, at 10 a.m Fares: Chief Cabin £1; Fore Cabin 12s 6d.; Return Tickets available for a month, 31s. and 19s. 3d. Children under 12 years half-price. See page 710.

By **Great Eastern** Railway Company's Steamers via Harwich. See advt. opposite cover.

London to Antwerp.—The Belgian Royal Mail Steamers from Victoria Docks On the 6th. 16th. and 26th A. Holland & Co., 17, Leadenhall street.

London to Bordeaux.—The General Steam Navigation Co.'s Steamers, from Irongate and St. Katherine's Wharf. Every Thursday. May 6th, 11 a.m.; 13th, 2 p m.; 20th, 10 a.m.; 27th, 2 p.m See page 710.

London to Boulogne and Paris.—Fares 12s. and 8s. 6d. Return Tickets 18s. 6d. and 13s. The General Steam Navigation Co.'s Steamers. from Irongate and St. Katherine's Steam Wharf. See page 710. May 2nd. 5 a m; 3rd, 8 p m; 4th, 9 p m; 5th and 6th, 10 p m; 8th, 11 p m; 11th, and 13th. 2 p m; 13th, and 14th, 3 p m; 15th 4 p m; 16th, 4 a m.; 19th, 8 p m; 20th, 9 p m; 21st and 22nd, 10 p m; 25th, 1 p m; 26th, and 27th, 2 p m; 28th, 3 p m; 30th, 5 p m.

London to Boulogne, via Folkestone.—Fares,—30s. 8d. and 22s. 6d.; Return Ticket by Boulogne or Calais, available for a month, 55s. and 40s.; per Rail from Charing Cross or Cannon Street to Folkestone, thence per South Eastern Company's Steamers.

London to Bremen. — The North German Lloyd Steamers twice a Week from Horsleydown, (weather permitting) embarking Passengers at Brunswick Pier, Blackwall, every Wednesday and Saturday; see page 712.

London to Calais (8 hours).—The General Steam Navigation Company's Steamers, from The Irongate Wharf near the Tower. For Departures, see Daily Papers. See page 710.

London to Calcutta, via Suez Canal.—The Ducal and Blackwall Lines. See p. 702.

London to Cape of Good Hope and Algoa Bay, Natal (calling at Madeira).—Donald Currie & Co.'s line. Every alternate Tuesday.

London to Christiansand and Christiania.—Thomas Wilson, Sons, and Co.'s Steamers 6th. May, and every alternate Thursday. See page 714.

London to Colombo, Madras, and Calcutta.—British India Steam Navigation Company See page 703.

London to Colombo, Madras, and Calcutta, via Suez Canal.—The Ducal and Blackwall Lines. See p 702

London to Constantinople.—Every Thursday, at 8.25 p m., from Charing Cross. See p. 705.

London to Copenhagen. Bailey & Leetham's Steamers, weekly from Hermitage Tier.

London to Dieppe, Paris, and the Continent, via Newhaven.—Per Rail from London Bridge or Victoria Station to Newhaven, thence per Steamer. See page 683 and 691.

London to Dunkirk.—The Blonde or Blanche from Butler's Wharf, Tooley Street, twice-a-week The Sir Robert Peel, Lord John Russell, or Belle of Dunkerque, from Fenning's Wharf, London Bridge. May 1st, 4 p m; 6th, 10 p m; 8th, 11 p m; 13th, 2 p m; 15th, 8 p m; 20th, 8 p m 22nd, 10 p m; 27th, 1 p m; 29th, 3 p m.

Fares—Return Tickets, available for a Month 15s. and 10s. 6d. Steward's fee, 1s. Through Fares to Lille, 14s., 12s., and 10s.

London to Flushing, via Queenboro'.—L. C. and Dover Railway and Zeeland Steamship Co.'s Steamers. See p 689. Through Trains from Flushing to Cologne. See p. 111.

London to Ghent.—Bailey and Leetham's Steamers, weekly, from Battle Bridge Tier.

London to Gothenburg.—Fares, Saloon, £3 3s.; Deck, £1. The "Bjorn," "Frithiof," and "Ingeborg," from Millwall Docks every week. See Advertisement page 711.

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London to Hamburg (37 hours)—The General Steam Navigation Co.'s Steamers from Irongate and St. Katherine's Steam Wharves. Every Saturday, Tuesday, and Thursday. May 1st, and 4th, 9 a m; 6th, 10 a m; 8th, 11 a m; 11th, and 13th, 1 p m; 15th, 2 p m; 19th, 9 a m; 20th, and 22nd, 10 a m; 25th, 12 noon; 27th, 1 p m; 29th, 2 p m. Fares.—(Steward's Fee included)—Chief Cabin, £2 5s. Fore Cabin, £1 9s. Return Tickets, available for one month, Chief Cabin, £3 8s. Fore Cabin, £2 4s. Children under 12 years half-price. See page 710.

London to Hamburg.—Fares—42s. 6d. and 26s. 6d. The Hamburg London Steam Ship Company's Steamers The Wega, Capella, Castor and Gemma, will leave from off Horsleydown, calling at Brunswick Pier, and Blackwall. Every Tuesday and Friday mornings. See page 700.

London to Havre.—The General Steam Navigation Company's steamers from off St. Katherine's Steam Wharf Every Thursday. May 6th, 11 a m; 13th, 3 p m; 20th, 9 a m; 27th, 3 p m. Fares—Chief Cabin, 13s.; Fore Cabin, 9s. Out and Home Tickets, available for one month, £1 0s 6d. and 14s Children under 12 years half-price. See page 710.

London to Helsingfors, Konigsberg, Revel, and St. Petersburg.—Bailey and Leetham's Steamers, weekly, from Hermitage Pier.

London to Holland, Germany, and the Rhine, &c.—Great Eastern, next cover.

London to Lanzarote (Canary Islands).—7 Days. The "Druid," or other Steamer from St. Katherine's Docks, 1st of every month.

London to Lisbon, Gibraltar, Malaga, and Cadiz.—John Hall, Jun., and Co.'s Steamers, from London Dock, every Thursday.

London to Madras, via Suez Canal.—S. West India Docks. Ducal and Blackwall Line. See page 702.

London and Marseilles Line (Direct).—In connection at Marseilles with the India China, Japan, and Mauritius Lines. Also with the Mediterranean Lines. Departures from Victoria Docks Messageries Maritimes Co.'s Steamers. See pages 704 and 705.

London to New York.—Anchor Line.

London to New York.—National Line. See page 711.

London to Odessa. Messageries Maritimes. Weekly Service every Thursday at 8.25 p.m from Charing Cross. See page 705.

London to Oporto.—(4 days.) Fare £6 6s. Every Thursday from the London Docks. Apply to Coverley and Westray, 73, Great Tower St., London, E.C.

London to Oporto.—The General Steam Navigation Co's Steamers. Fares—Chief Cabin, £4 4s. Every three weeks. On Thursdays. For any alterations see Daily Papers. See p. 710.

London to Ostend.—The General Steam Navigation Co.'s Steamers, from Irongate and St. Katherine Steam Wharves. Every Sunday, and Wednesday. May 2nd, 7 a m; 5th, 10 a m; 9th, 1 p m; 12th, 2 p m; 16th, 5 a m; 19th, 8 a m; 23rd, 11 a m; 26th, 2 p m; 30th, 5 a m. Fares (Steward's Fee included), Chief Cabin 18s.; Fore Cabin, 12s. 6d. Children under 12 half-price. Return Tickets available for One Month. £1 7s. 6d. and 19s. See page 710.

London to Paris.—London Chatham and Dover Railway. See page 688.

London to Paris.—South Eastern Railway Company. See page 685.

London to Paris *via* Newhaven, Dieppe, and Rouen.—The Brighton Steam Packet Company's Steamers in connection with the London, Brighton and South Coast, and Paris Rouen, and Dieppe Trains See page 683 and 691.

London to Paris, via Southampton, Havre, and Rouen.—Every Monday Wednesday, and Friday at 9 p.m. L. & S. Western Railway. See pages 694 and 698.

London to Paris, via Rouen.—The Fanny. Ann and Emily from Cotton's Wharf; twice a week. Fare to Rouen, 21s.

London to Riga.—T. Wilson and Co.'s Steamers, regularly during the Season See page 714.

London to Rio de Janeiro, Monte Video, and Buenos Ayres, via Antwerp and Havre.—The Liverpool, Brazil, and River Plate Mail Steamers, 6th, 16th and 26th each month.

London to Rotterdam and the Rhine.—From St. Katherine's Wharf. The General Steam Navigation Co's Steamers. Cargo only. Every Wednesday, Saturday and Sunday. Extra Steamers when necessary. See page 710.

London to Rotterdam, via Harwich.—Every Week-day evening from Liverpool Street Station, Great Eastern Railway.—See Advt. inside cover.

London to Rotterdam and the Rhine.—The Netherlands Steam-boat Company. Every Wednesday, Thursday and Saturday See page 699.

London to Stettin.—The General Steam Navigation Co.'s Steamers.—May 11th, 20th, and 30th—See page 710.

London to Switzerland and the Continent.—See page 692.

Londonderry (Moville) to Quebec, via Portland, U.S.—Fare £19 3s., £16 3s., £13 13s. and £8 8s. The Allan Line of Steamers. See page 707.

Lubeck to Copenhagen.—Daily at 4.0 p.m. Fares 18s., 15s. 9d., 11s. 3d., 6s. 9d

Lubeck to Stockholm (BORE, GAUTHIOD).—Every Wednesday and Saturday at 4 p m; (L. TORSTENSON) every alternate Monday at 4 p m.

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Maddalena to Bastia.—R. Rubattino and Co.'s Italian Mail Steamers. Every Wednesday at 4 p.m. See page 709.

Maddalena to Portotorres.—R. Rubattino and Co.'s Italian Mail Steamers. Every Monday, at 8.0 a.m.; every Thursday, at 9.0 a.m.; every Saturday, at 1.15 p.m. See page 709.

Maddalena to Civita Vecchia.—R. Rubattino & Co.'s Italian Mail Steamers. Every Saturday at 3 p.m. See page 709.

Madras to Marseilles.—Messageries Maritimes de France, every fourth week.

Mahe to Marseilles. Messageries Maritimes. Every fourth week. See page 704.

Malaga to Cadiz and Seville.—Every Friday.

Malaga to Cartagena, Alicante, Valencia, Tarragona, and Barcelona.—Every Thursday.

Malmo to Copenhagen.—Six times daily, in 1½ hour. Fares, 1 kr. 50 oc; 1 kr. Dan.

Malmo to Stralsund.—Every Tuesday, Thursday, and Saturday, at 1 a.m.

Malta to Alexandria, Port Said, and Jaffa.—A. & L. Fraissinet et Cie. Steamers 4th and 18th of each month See page 715.

Malta to Marseilles.—A. & L. Fraissinet et Cie. Steamers, 4th and 20th of each month.—See page 715

Malta to Syracuse, Catania, Messina, and Naples.—Every Thursday and Saturday at 5 p.m. I. & V. Florio and Co.'s Steamers. See page 684.

Malta to Naples and Genoa.—Every Sunday and Thursday, at 3 a.m. I. & V. Florio & Co.'s Steamers. See page 684.

Malta to Southampton.—By P. and O. Steamers.

Malta to Syracuse, Catania, Messina, Milazzo, Patti, Capo-d'Orlando, Santo Stefano, Cefalu and Palermo.—Every Monday, at 5 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Malta to Syracuse, Catania, and Naples.—Every Thursday and Saturday, at 5 p.m. I. & V. Florio Co.'s Steamers. See page 684.

Malta to Messina, Naples, Genoa, and Marseilles.—Every Monday and Wednesday, at 5 p.m. I. & V. Florio Co.'s Steamers. See page 684.

Malta to Tripoli.—By French Steamer. Three times per month, in 22 hours. First class (including food) £2 8s. 0d.

Malta to Tripoli.—Every Wednesday evening. R. Rubattino & Co.'s Steamers. See page 709.

Malta to Tunis.—Every Saturday evening. R. Rubattino & Co.'s Steamers. See page 709.

Marseilles to Agde.—A. & L. Fraissinet et Cie. Steamers, every Monday, Wednesday, and Friday, at 7 p.m See page 715.

Marseilles to Ajaccio, Propriano, or Bonifacio.—Valery & Co.'s Steamers, every Friday at noon.

Marseilles to Ajaccio, Porto Torres, Propriano, and Bonifacio.—A. & L. Fraissinet et Cie. Steamers, every Friday at 9 a.m. See page 715.

Marseilles to Alexandria, touching at **Naples.**—Messageries Maritimes de France Co.'s Steamers See page 705

Marseilles to Alexandria, Malta and Port Said.—A. & L. Fraissinet et Cie. Steamers, 1st and 15th of each Month at 9 a.m. See page 715.

Marseilles to Algiers.—Twice a week from the 1st July next. Compagnie Generale Transatlantique. See p. 713.

Marseilles to Algiers.—Every Tuesday and Saturday, at 5 p.m., Valery & Co.'s Steamers.

Marseilles to Algiers.—(Direct in 38 hours.)—Messageries Maritimes de France Co.'s Steamers Every Saturday, at 5 p.m. See page 705.

Marseilles to Algiers.—Every Saturday morning. Societe Generale de Transports Maritimes à Vapeur.

Marseilles to Algiers, Bougie, Djidjelli, and Tenes.—Every Thursday. Fares—1st Cabin, 55 fr.; 2nd Cabin, 40 fr.; Deck, 14 fr. Compagnie de Navigation Mixte.

Marseilles to Barcelona.—Messageries Maritimes de France. Every Sunday at 10 a.m. See page 705.

Marseilles to Bastia and Leghorn.—A. & L. Fraissinet et Cie. Steamers, every Sunday and Tuesday. See page 715.

Marseilles to Bastia and Leghorn.—Valery & Co.'s Steamers, every Sunday, at 9 a.m.

Marseilles to Beyrout.—Messageries Maritimes de France Co.'s Steamers. Weekly service. See page 704.

Marseilles to Bona.—Once a week from 1st July. Compagnie Generale Transatlantique. See page 713.

Marseilles to Calvi and L'Ile Rousse.—A. & L. Fraissinet et Cie. Steamers. Every Monday. See page 715.

Marseilles to Cannes, Nice, and Genoa.—A. & L. Fraissinet e Cie. Steamers, every Wednesday at 7.0 p.m. See page 715.

Marseilles to Cette.—(In 8 hours.)—A. & L. Fraissinet et Cie. Steamers, every Tuesday Thursday, and Saturday, at 7 p.m. Fares—12fr. 50c. and 8fr. 50c. See page 715.

Marseilles to Cette.—Valery & Co.'s Steamers. Every Tuesday, Thursday, and Saturday, at 8 p.m.

Marseilles to Cette.—Three departures a week. Compagnie de Navigation Mixte.

Marseilles to Civita Vecchia.—A. & L. Fraissinet et Cie. Steamers, Sunday at 8 p.m. See page 715.

Marseilles to Constantinople, touching at the Ports in the Black Sea.—Every Thursday at 8 a.m. A. & L. Fraissinet et Cie., 6, Place de la Bourse, Marseilles. See p. 715.

Marseilles to Constantinople and Piræus.—Messageries Maritimes de France Co.'s Steamers every Saturday, either *via* **Piræus** or *via* **Syra** at 5 p.m. See advt. page 705.

Marseilles to Egypt, touching at Malta, Alexandria, and Port Said, on the 1st and 15th of each month, by A. & L. Fraissinet et Cie. Steamers. See page 715.

Marseilles to Genoa.—A. & L. Fraissinet et Cie. Steamers, every Wednesday and Sunday. See page 715.

Marseilles to Genoa, Leghorn, Civita Vecchia, and Naples.—Every Sunday and Wednesday at 8.0 a.m. Valery & Co.'s Steamers.

Marseilles to Genoa, Leghorn, Naples, Palermo, Messina, Catania, Piræus, Constantinople, and Odessa.—Every Sunday at noon, transhipping at Piræus for Salonica and Smyrna alternately and Dardanelles. I. & V. Florio & Co.'s Steamers. Chief Office: Palermo, with branches at Naples, Rome, Brindisi, Bari, Marseilles, and the Piræus. See p. 684.

Marseilles to Genoa, Leghorn, Naples, Palermo, Messina, Catania, Catanzaro, Taranto, Gallipoli, Brindisi, and Trieste.—Every Wednesday at noon, transhipping at Brindisi for Corfu. I. & V. Florio & Co.'s Steamers. See p. 684.

Marseilles to Genoa. Naples, Palermo, and Tunis.—Every Wednesday at noon. I. & V. Florio & Co.'s Steamers. See page 684.

Marseilles to Genoa.—Every Saturday evening. R. Rubattino & Co.'s Steamers. See p. 709.

Marseilles to Lanzarote (Canary Islands). On the 7th and 22nd of each month. Fares, 1st cabin, 240 francs; deck, 120 francs.

Marseilles to Leghorn.—A. & L. Fraissinet et Cie. Steamers, every Tuesday and Sunday. See page 715.

Marseilles to Malta, Alexandria, Port Said, and Jaffa (carrying the English and French Overland Mails.)—A. & L. Fraissinet et Cie. Steamers. See page 715.

Marseilles to Genoa, Naples, Messina, Malta, and Ports of Levant.—I. & V. Florio & Co.'s Steamers every Sunday and Wednesday at noon. See p. 684.

Marseilles to Morocco (Tangiers, Larache, Rabet, Casablanca, Mazagan, and Mogador).—Valery & Co.'s steamers twice a month.

Marseilles to Naples.—Messageries Maritimes de France Co.'s Steamers. See page 705.

Marseilles to Naples.—A. & L. Fraissinet et Cie. Steamers, see page 715.

Marseilles to Naples, calling at Genoa, Leghorn, and Civita Vecchia.—Valery & Co.'s Steamers.—Sundays and Wednesdays at 8 a.m. See page 706.

Marseilles to Naples, Patras, Piræus, Volo, Salonica, Dardanelles, Gallipoli, Rodosto and Constantinople.—A. & L. Fraissinet et Cie. Steamers, every Thursday. See page 715.

Marseilles to Nice, Bastia, and Leghorn.—A. & L. Fraissinet et Cie. Steamers, see page 715.

Marseilles to Oran.—Once a-week from 1st July. Compagnie Generale Transatlantique. See Page 713.

Marseilles to Oran, calling at Carthagena.—Valery & Co.'s Steamers, every Thursday.

Marseilles to Oran, transhipping for Tangiers.—Every Wednesday. Fares—1st Cabin, 70 fr.; 2nd Cabin, 55 fr.; Deck, 18 fr. Deck Fare does not include provisions. Compagnie de Navigation Mixte. Extra Boat to **Mostaganem, Arzew,** and **Oran,** every Friday.

Marseilles to Palermo and Messina.—Messageries Maritimes. See page 705.

Marseilles to Philippeville.—Twice a-week from 1st July. Compagnie Generale Transatlantique. See page 713.

Marseilles to Philippeville and Bona.—Every Sunday and Wednesday at 8.0 a.m. To Bona (direct) several times weekly. Société Generale de Transports à Vapeur.

Marseilles to Philippeville and Bona.—Every Friday. Compagnie de Navigation Mixte.

Marseilles to Port Said, Suez, Aden, Mahe, Reunion, Mauritius, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai Yokohama.—Messageries Maritimes de France Co.'s splendid Steam Ships. See advertisement, page 704

Marseilles to Smyrna.—Messageries Maritimes de France Co. Once a-week. See p. 705.

Marseilles to Syra (Philippeville).—Valery & Co. every Friday, at 5 p.m.—See p. 706.

Marseilles to Syra, Smyrna, and Constantinople, returning by **Piræus and Naples.**—**Marseilles to Naples, Piræus, and Constantinople,** returning by **Smyrna, Syra, and Marseilles. To the Ports of the Syrian Coast,** *via* **Smyrna. To the Ports of the Syrian Coast,** *via* **Alexandria,** by the Messageries Maritimes Steam Ships. See page 705.

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Marseilles to Tunis, calling at Genoa and Cagliari.—Every Saturday evening. R. Rubattino & Co.'s Steamers. See page 709.

Marseilles to Tunis, calling at Ajaccio, Bona, and La Calle. Every Wednesday, at 5 p.m. Valery & Co.'s Steamers.

Mauritius to Marseilles.—Messageries Maritimes de France. Fare: £80 & £60.—See p. 704.

Mersina (Asia Minor) to Alexandria, touching at Alexandretta Latakia, and all the intermediate ports.—Messageries Maritimes de France Co.'s Steamers, every second week. See page 704.

Messina to Lipari and Salina.—Every Tuesday and Saturday at midnight. I. & V. Florio's Steamers. See page 684.

Messina to Catania, Syracuse, and Malta.—Every Tuesday and Saturday at midnight. I. & V. Florio & Co.'s Steamers See page 684.

Messina to Catania, Pirseus, Constantinople, and Odessa.—Every Tuesday at 12 noon. I. & V. Florio & Co.'s Steamers. See page 684.

Messina to Marseilles.—Messageries Maritimes de France. See p. 705. Every alternate Sunday.

Messina to Naples.—Every Monday, Thursday and Saturday, at 3.0 p.m. I. & V. Florio's Steamers. See page 684.

Messina to Naples and Genoa.—R. Rubattino & Co.'s Italian Mail Steamers, every Tuesday at 5-0 p.m See page 709

Messina to Catania, Catanzaro, Taranto, Gallipoli, Brindisi, and Trieste.—Every Thursday, 11.0 p.m.; transhipping at Brindisi for Corfu Also Messina to Catania, every Tuesday and Saturday at 12 midnight. I. & V. Florio & Co.'s Steamers. See page 684.

Messina to Palermo, Naples, Genoa, and Marseilles.—Every Monday at 6 p.m., and every Saturday at 5 p.m. calling at **Leghorn** and **Nice**. I. & V. Florio & Co.'s Steamers. See page 684.

Messina to Reggio.—Twice a day. I. & V. Florio & Co.'s Steamers. See page 684.

Messina to Reggio, Calabria, and Naples.—Every Wednesday and Friday Evening. I. and V. Florio & Co.'s Steamers. See page 684.

Naples to Alexandria.—Every Saturday per Messageries Maritimes Steamers. See page 705.

Naples to Alexandria.—R. Rubattino and Co.'s Italian Mail Steamers, every Thursday Evening. See page 709.

Naples to Bombay (via Suez).—On the 27th of every month, by R. Rubattino and Co.'s Italian Mail Steamers. See advertisement, page 709.

Naples to Cagliari.—R. Rubattino and Co.'s Italian Mail Steamers, every Friday at 12 noon.

Naples to Calabria, Reggio, and Messina.—Every Tuesday and Saturday Evening. I. & V. Florio & Co.'s Steamers See page 684.

Naples to Civita Vecchia Leghorn, Genoa, and Marseilles.—A. & L. Fraissinet, et Cie. Steamers. See page 715.

Naples to Genoa and Marseilles.—Every Friday at 2 p.m. I. & V. Florio & Co.'s Steamers. Chief Office, Palermo, with branches at Naples, Marseilles, etc. See page 684.

Naples to Leghorn and Genoa.—R. Rubattino and Co.'s Italian Mail Steamers, every Monday, 6-0 p.m.; Thursday, 10-0 p.m. See page 709.

Naples to Leghorn, Genoa, Nice, and Marseilles.—Every Tuesday, at 2 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Naples and Marseilles.—Valery Brothers, Son & Co., of Bastia—The only direct Line—For Marseilles, calling at Civita Vecchia, average passage 42 hours. Touching at Civita Vecchia and Genoa, average passage, 60 hours. Fares—Civita Vecchia, 1st class, 50 frs., 2nd class, 30 frs.; Marseilles, 1st class, 150 frs., 2nd class 115 frs. Naples to Ischia, daily at 2 p.m.

Naples to Messina and Alexandria.—R. Rubattino and Co.'s Italian Mail Steamers every Thursday at 5-30 p.m. See page 709.

Naples to Messina, Catania, Syracuse and Malta.—Every Monday and Wednesday. I. & V. Florio & Co.'s Steamers. See page 684.

Naples to Messina, Pirseus, Constantinople.—Every Monday Evening; transhipping at Piræus for Smyrna or Salonica alternately and Dardanelles. I. & V. Florio & Co.'s Steamers.

Naples to Palermo, Messina, Catania, Pirseus, Constantinople, and Odessa.—Every Friday at 5 30 p.m.; transhipping at Piræus for Smyrna or Salonica alternately, and Dardanelles I. & V. Florio & Co.'s Steamers. See page 684.

Naples to Palermo.—Every day. I. & V. Florio & Co.'s Steamers. See page 684.

Naples to Palermo, Messina, Catania, Catanzaro, Taranto, Gallipoli, Brindisi and Trieste. Every Monday at 5.30 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Naples to Palermo and Tunis.—Every Monday Evening. I. & V. Florio & Co.'s Steamers.

Naples to Port Said, Suez, Aden, Pointe de Galle, Pondicherry, and Madras. Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, Yokohama, Seychelles, Reunion and Mauritius, every fortnight on Tuesday, per Messageries Maritimes Steamers, (same fares as from Marseilles.) See page 704.

Naples to Procida, Ischia Casamicciola.—I. & V. Florio & Co.'s Steamers daily at 1.0 p.m., returning from Casamicciola at 5.0 a.m.

Naples to Sorrento and Capri (2 hours.) "The Risposta" every Monday and Thursday at 9 a.m. The Steamer stops at the Blue Grotto, to allow Passengers to visit it. Fares—Naples to Sorrento, Capri and Back, 12 Lire; to Sorrento, 5 Lire to Capri, 5 Lire. Boats at Naples, and at the above places included.

Newcastle-on-Tyne to Antwerp (30 hours). Fares—22s. 6d., and 11s. 6d. Return Tickets, available for 2 Months, 35s. and 18s. The Tyne Shipping Company's Steamers, The Dragoon. May 1st 6 a.m; 8th 12 noon; 15th, 3 p.m; 22nd, 11 a.m; 29th, 3 p.m.

Newcastle-on-Tyne to Hamburg (40 hours). Fares—32s. 6d., and 16s. 6d. Return Tickets available for two months, 50s. and 25s. 6d. The Tyne Steam Shipping Company's Steamers. The John Ormston. May 1st, 6 a.m; 8th, 12 noon; 15th, 3 p.m; 22nd, 11 a.m; 29th, 3 p.m.

Newcastle-on-Tyne to Rotterdam (30 hours). The Lord Raglan—May 4th, 10 a.m; 11th 2 p.m: 18th, 8 a.m; 25th, 2 p.m.

Newcastle-on-Tyne to Stettin, Dantzic, Libau, and Riga.—The Wilson Line of Steamers Weekly. See page 714.

Nicolaieff and Odessa.—The Russian Steam Navigation Co. Daily, except Saturday, at 8 a.m.

Newhaven (Brighton) to Dieppe (5½ hours), **for Rouen and Paris.** The London Brighton, and South Coast Railway Company's Steamers, in connection with London, Brighton and South Coast, and Paris, Rouen, and Dieppe trains. See pages 684 and 691.

New York to Liverpool.—The British and North American Royal Mail Steam Packet Co.'s Steamers, every Wednesday.—By the Inman Line of Steamers. See page 708.

New York to Liverpool and London.—National Steamship Co. See page 711.

New York to Plymouth, Cherbourg, and Hamburg.—The Hamburg American Co.'s Steamers, every Thursday. See page 698.

Nice to Bastia and Leghorn.—Every Wednesday at 5 p.m. Fraissinet et Cie. See p. 712.

Nicolaieff and Odessa.—The Russian Steam Navigation Co. Daily, except Saturday, at 8 a.m.

Nijni-Novgorod to Kazan, Simbirsk, Samara, Syzran, Saratov, Zarizyn, Astrakan, and Baku.—Every Sunday and Thursday, 11.0 a.m. **Baku to Astrabad,** every Friday, 12 night.

Nijni-Novgorod to Perm.—Every Sunday and Thursday, 11.0 a.m.

Nile Service.—**Cairo to Assouan, Philoe, and Wady Halpha.**—Khedive Mail Steamers. See page 706.

Odessa to Alexandria and Port Said, calling at Constantinople, the Dardanelles, and Smyrna.—The Russian Steam Navigation Co.'s Steamers, every Saturday at 4 p.m.

Odessa to Constantinople.—The Russian Steam Navigation Company. Every Tuesday and Saturday direct at 4 p.m., and every Wednesday at noon, via Varna and Bourgas, in 36 hours.

Odessa to Constantinople, every alternate Friday at 6 p.m., by Austrian Lloyds Steamers.

Odessa to Constantinople, Smyrna, Malta, and London.—Every fortnight.—Smith, Sundius & Co., 33, Gracechurch Street, London.

Odessa to Constantinople, Dardanelles, Salonica or Smyrna alternately, **Piræus, Catania, Messina, Palermo, Naples, Genoa and Marseilles.**—Every Friday at 6.0 p.m. I. & V. Florio & Co.'s Steamers. See page 684

Odessa to Galatz Rustchuk Basiasch, Pesth, to Vienna.—By the Imperial and Royal Austrian Co.'s Steamers.

Odessa to Kherson.—The Russian Steam Navigation Co., Daily, except Saturday, at 8 a.m. In 9 hours.

Odessa to Nicolaieff.—The Russian Steam Navigation Co. Daily, except Saturday, at 8 a.m.

Odessa to London.—Every Fortnight on Saturday. Page 705. Messageries Maritimes de France.

Oporto to London.—The General Steam Navigation Co.'s Steamers. Every three weeks. On Tuesdays. For any alterations see Daily Papers. See p 710

Oran to Alicante.—Every Friday. Compania de Navigacion Peninsular.

Oran to Almeria.—Every Tuesday. Compania de Navigacion Peninsular.

Oran to Marseilles.—Messageries Maritimes de France Co.'s Steamers, see p. 705. Rail and Steamer

Oran for Nemours, Malaga, Gibraltar, and Tangiers.—Valery and Co.s Steamers, every alternate Monday evening.

Ostend to Dover.—Every evening by the Belgian Government Mail packets at 8, after arrival of Brussels and Cologne Mail Train. See page 692.

Ostend to Dover—Day Mail Service. Every morning at 10.0 a.m. After arrival of Brussels morning, Bale and Cologne night train. See page 693.

Ostend to London.—The General Steam Navigation Company's Steamers. May 4th, 8.30 p.m; 7th, 9.30 p.m; 11th, 2 p.m; 14th, 3.30 p.m; 18th, 7 p.m; 21st, 9.0 p.m; 25th, 11 p.m; 28th, 4 p.m. See p. 710.

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Palermo to Brindisi, and Trieste, calling at Messina, Catania, Catanzaro, Taranto, and Gallipoli.—Every Wednesday, at 9 p.m.; transhipping at Brindisi for Corfu. I. & V. Florio & Co's Steamers. Chief office, Palermo, with branches and agencies at all the Mediterranean and Levantine ports. See page 684.

Palermo to Cagliari.—R. Rubattino & Co.'s Italian Mail Steamers. Every Saturday evening. See page 709.

Palermo to Marseilles.—Messageries Maritimes de France, fortnightly. See page 705.

Palermo to Naples.—Every day. I. and V. Florio's Steamers. See page 684

Palermo, Cefalu, S. Stefano, Capo d'Orlando, Patti, Milazzo, Messina, Catania, Syracuse, and Malta.—I. & V. Florio's Steamers every Friday at 5 a.m. See page 684

Palermo to Marseilles, calling at Naples, Leghorn, Genoa, and Nice.—Every Monday at 5 p.m. I. & V. Florio & Co's Steamers. See page 684.

Palermo to Messina, Catania, Syracuse, and Malta.—Every Friday morning and Monday evening. I. & V. Florio & Co's Steamers. See page 684.

Palermo to Messina, Catania, Piræus, Constantinople, and Odessa.—Every Monday at 5 p.m.; transhipping at Piræus for Smyrna or Salonica alternately, and Dardanelles. I. & V. Florio & Co.'s Steamers. See page 684.

Palermo to Naples, Genoa, and Marseilles.—Every Thursday at 5 p.m. I. & V. Florio & Co.'s Steamers.—See page 684

Palermo to Trapani, Marsala, Mazzara, Sciacca, Porto Empedocle, Palma, Licata Terranova, Scoglietti, Pozzallo, and Syracuse.—Every Friday, 9 a.m. —I. & V. Florio & Co.'s Steamers. See page 684.

Palermo to Tunis, calling at Trapani, Favignana, Marsala, and Pantellaria.—Every Tuesday evening.—I. & V. Florio's Steamers. See page 684.

Palermo to Ustica.—I. & V. Florio's Steamers every alternate Saturday, at 11 p.m.

Palma to Barcelona.—Every Tuesday at 4 p.m., arriving at Barcelona on Wednesday at about 6 a.m.

Palma to Valencia.—Every Thursday at 3 p.m., arriving at Valencia at about 7 a.m. on Friday.

Palma to the Island of Ivica, and thence to **Valencia.**—Every Sunday at 6 a.m., arriving at Valencia on Monday

Palma (Island of Majorca) to Port Mahon (Island of Minorca.)—Every Monday. Average passage 11 hours.

Pantellaria to Marsala, Favignana, Trapani, and Palermo.—Every Saturday at 7.0 a.m. I. & V. Florio & Co.'s Steamers. See page 684.

Pantellaria to Tunis.—Every Wednesday at 8.0 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Passau to Linz.—The Imperial and Royal Austrian Danube Steam Navigation Company's Steamers. Daily at 3.0 p.m.

Perm to Nijni-Novgorod.—Every Friday and Tuesday, 6.0 p.m.

Pesth to Rustchuk, Galatz, Constantinople, and Odessa.—The Imperial and Royal Austrian Danube Steam Navigation Company's Steamers, by Express Boats.

Pesth to Domos.—Daily at 5.0 a.m.

Pesth to Mohacs Essegg, Gombos, Neusatz, Semlin (Belgrade).—Daily, excepting Wednesday, at 11 p.m. The Sunday, Tuesday, and Friday boats go on to **Giurgevo-Rustchuck** and **Galatz.**

Pesth to Mohacs.—Daily at 12.0 noon and 11.0 p.m.

Pesth to Neu Szony.—Daily at 2.0 p.m. and 6.0 p.m.

Pesth to Paks.—Daily at 11.0 a.m.

Pesth to Vienna.—By the Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers. Daily at 6.0 p.m.

Piombino to Portoferraio.—R. Rubattino and Co.'s Italian Mail Steamers. See page 709.

Piræus (Athens) to Beyrout, Jaffa, and Alexandria (*viâ* Syra and Smyrna).—By Austrian Lloyd's Steamer every alternate Tuesday, at 8 p.m.

Piræus to Brindisi, Bari, Tremiti, Ancona, Venice, and Trieste.—Every Friday at 9 a.m., transhipping at Brindisi for Corfu.—I. & V. Florio & Co.'s Steamers. Branch Office at the Piræus. See page 684.

Piræus to Catania, Messina, Palermo, Naples, Genoa, and Marseilles.—Every Friday at 10 a.m. I. & V. Florio & Co.'s Steamers. See page 684.

Piræus to Constantinople and Odessa.—Every Saturday, 4 p.m.—I. & V. Florio & Co.'s Steamers. See page 684.

Piræus to Marseilles.—Messageries Maritimes de France, every 14 days See page 705.

Piræus to Naples and Marseilles.—A. and L. Fraissinet et Cie. Steamers, every Saturday. See page 715

Pirœus to Smyrna and Constantinople, every Tuesday, at 8 p.m., by Austrian Lloyd's Steamer.

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Piræus to Smyrna, of Salonica alternately, Dardanelles, and Constantinople. Every Saturday at 10 a.m.—I. & V. Florio & Co.'s Steamers. See page 684.

Piræus to Syra, every Tuesday and Saturday, at 8 p.m., by Austrian Lloyd's Steamer.

Plymouth to Guernsey.—Per s.s. Commerce. Every Friday evening at 8 o'clock. Fares—1st class 15s., 2nd class 7s. 6d.; Ret., 1st, 25s.; 2nd, 12s. 6d. To St. Brieuc, 1st class 25s., 2nd class 14s. 2d.

Plymouth to Madeira—Fares £19 19s. and £12 12s. The Union Steam Ship Company's Steamers. May 7th, 15th, and 21st.

Point de Galle to Marseilles—Messageries Maritimes de France. See page 704.

Pondicherry to Marseilles Messageries Maritimes de France. See page 704.

Port Mahon (Island of Minorca) to Palma (Island of Majorca.)—Every Wednesday. Average passage 11 hours

Port Said to Alexandria, Constantinople, and Odessa, calling at Syra and the Dardanelles.—The Russian Steam Navigation Co Every Wednesday at 4 p.m.

Port Said to Alexandria, Malta, and Marseilles.—A. and L. Fraissinet et Cie. Steamers, 11th and 25th of each Month.—See page 715.

Port Said to Malta, Gibraltar, and Southampton.—By Peninsular and Oriental Steam Navigation Co.'s Steamers, every Tuesday (more often Monday, or perhaps Sunday previous).

Port Said to Marseilles.—Messageries Maritimes de France, Every alternate Saturday. Fares £15 and £12. See page 704.

Port Said to Syrian Coast and Cyprus.—Every alternate Saturday, by Austrian Lloyd's Steamers at 5 p.m.

Portoferraio to Leghorn—R. Rubattino and Co.'s Italian Mail Steamers, every Monday morning See page 709

Portoferraio (Elba) to Piombino.—R. Rubattino and Co.'s Italian Mail Steamers, every day at 9-30 a.m. See page 709.

Portotorres to Genoa, calling at **Bastia.**—R. Rubattino and Co.'s Italian Mail Steamers, every Wednesday morning. See page 709.

Portotorres to Propriano, & Marseilles.—A. & L. Fraissinet et Cie. Steamers. See p. 715.

Portotorres to Maddalena.—R. Rubattino and Co.'s Italian Mail Steamers, every Monday, 5 a.m. Wednesday, 9.0 a.m.; Saturday, 8.0 a.m. See page 709.

Port Vendres to Algiers and Oran.—Once a week from 1st July. Compagnie Generale Transatlantique. See page 713

Poti to Batoum and Constantinople, calling at intermediate ports.—The Russian Steam Navigation Co. Every Sunday at 9 a.m.

Pressburg to Vienna.—Daily, at 6.0 a.m, and 9.0 a.m.

Propriano to Ajaccio, and Marseilles.—Valery Freres et Fils Steamers. Mondays 2 p.m. See page 706.

Queenborough and Flushing.—The Zeeland Steamship Co.'s Steamers, daily at 10.30 p.m.; in connection with the London Chatham and Dover Railway. See page 689. There are Through Trains from Flushing to Cologne and Germany. See page 111

Red Sea Service.—Suez to Djedda, Souakin, Massaoua, and Hodeida.—Khedive Mail Steamers. See page 706.

Reggio to Messina.—Two departures every day, I. & V. Florio and Co.'s Steamers. See page 684.

Reggio to Messina and Naples.—Every Monday, Thursday, and Saturday, at 1 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Reggio to Naples calling at **Calabria.**—Every Wednesday and Friday at 8 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Reunion to Marseille.—Messageries Maritimes de France. Fares £80 and £60. See p. 704

Rhodes to Alexandria *via Beyrout and Jaffa.*—Messageries Maritimes de France Co.'s Steamers every 14 days. See pages 704 and 705.

Rhodes to Cyprus and Alexandria via Syrian Coast.—Every alternate Sunday at 9 p.m. from 31st August, by Austrian Lloyd's Steamers.

Rhodes to Marseilles.—Messageries Maritimes de France, Weekly. See page 705.

Rodosto to Gallipoli, Dardanelles, Salonica, Volo, Piræus, Naples and Marseilles.—A. and L. Fraissinet et Cie. Steamers. See page 715.

Rotterdam to Dundee and Edinburgh.—The Leith, Rotterdam, and Antwerp Steam Shipping Co

Rotterdam to Grimsby, every Tuesday and Saturday, by the Manchester, Sheffield and Lincolnshire Railway Company's Steamers.—Fares, Saloon, 20s. Return Tickets, available for One Month, 30s. See page 705.

Rotterdam to Harwich and London.—By the Great Eastern Railway Co.'s Steamers See page opposite cover.

Rotterdam to Hull.—Every Tuesday & Saturday. W. & C. L. Ringrose's Steamers. See p. 716.

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Rotterdam and the Rhine to London.—By the General Steam Navigation Company's Steamers. Every Tuesday, Wednesday, and Saturday—Cargo only. Extra steamers when necessary. See p 710

Rotterdam to London.—The Netherlands Steamboat Company. Every Tuesday, Saturday and Sunday. See page 699.

Rotterdam to Newcastle-on-Tyne.—Every Wednesday and Saturday. Fares:—Best Cabin 22s. 6d. Agents, D. Burger & Son.

Rouen to Honfleur, and Havre, calling at Duclair, Jumiéges, La Mailleraye, Caudebec, Villequier, and Quillebeuf.

Special Service to Duclair daily, at 5.0 p.m.; returning at 3.0 p.m.

Fares to Havre and Honfleur, 6fr. 60c. and 5fr. 50c. L. Bertin, 15, Quai de la Bourse, Rouen.

Rouen to La Bouille.—Three departures daily, at 6.0 & 10.30 a m; and 4.30 p m; L. Bertin, 15, Quai de la Bourse, Rouen.

Rustchuk-Giurgevo, to Basiasch Pesth, and Vienna.—By the Imperial and Royal Austrian Danube Steam Navigation Company's Steamers.

Saigon to Marseilles.—Messageries Maritimes de France. Every second Sunday. Fare—£38 and £64. See page 704.

Salina to Lipari and Messina.—Every Wednesday and Sunday, at 9 a.m. I. & V. Florio's Steamers. See page 684.

Salonica to Constantinople.—Messageries Maritimes de France Co.'s Steamers every Monday. See Advertisement, page 705.

Salonica to Marseilles.—Messageries Maritimes de France. every Monday.

Salonica to Piræus and Marseilles, calling at Catania, Messina, Palermo, Naples, and Genoa.—Every alternate Wednesday, at 4 a.m. Transhipping at Catania for Malta, Messina for Naples, and at Palermo for Tunis. I. & V. Florio & Co.'s Steamers. See page 684.

Salonica to Trieste.—Every alternate Wednesday, at 4 p.m., by Austrian Lloyd's Co.

Salonica to Volo, Piræus, Naples, and Marseilles.— A. & L. Fraissinet et Cie. Steamers. See page 715.

Santander to Corunna, Porto Rico, and Havana.—A. Lopez & Co.'s Steamers. See page 697.

Sebastopol to Constantinople.—Russian Steam Navigation Co.'s Steamers. Every Sunday at 9 a.m., in 79 hours.

Sebastopol to Odessa.—Every Monday and Friday at 3 p m.

Seville to Barcelona every Saturday: calling at **La Higuereta** (Wednesday). **Malaga** (Thursday). **Almeria** (Friday), **Cartagena** (Saturday). **Alicante** (Monday), **Valencia** (Tuesday). **Tarragona** (Wednesday), arriving at **Barcelona** on Thursday.

Seville to Marseilles, touching at various ports. Two Lines of Steamers. Vinuela & Cia., and Sergovia & Cia. Seville.

Sfax to Susa and Tunis.—R. Rubattino & Co.'s Italian Mail Steamers. Every Saturday at 6 a.m. See page 709.

Shanghai to Marseilles.—Messageries Maritimes de France. Fares £95 & £71. See page 704

Singapore to Marseilles.—Messageries Maritimes de France, every 14 days. Fare, £71, and £56. See page 704.

Smyrna to Alexandria.—"**The Syrian Line,**" *via Rhodes, Mersina, Alexandretta, Latakia, Tripoli, Beyrout, Jaffa, and Port Said.*—Messageries Maritimes de France Co.'s Steamers fortnightly See page 705.

Smyrna to Alexandria (Direct).—Every alternate Saturday at 4 p.m. Arriving in three days by Austrian Lloyd's Steamers,

Smyrna to Alexandria *via* **Coast of Syria.**—Every alternate Saturday, at noon arriving at **Alexandria** in 8 days by Austrian Lloyd's Steamers.

Smyrna to Alexandria calling at Syrian Ports.—Every alternate Monday. The Russian Steam Navigation Co.

Smyrna to Brindisi—in 5 Days. Departure every Saturday at 4 p.m., by the Austrian Lloyd's Steamers (*via Syra*).

Smyrna to Dardanelles, Constantinople, and Odessa.—Every Monday, at 4 p.m. I. & V. Florio & Co's Steamers. See page 684.

Smyrna to London.—Fortnightly. Smith, Sundius, & Co., 33, Gracechurch Street, London.

Smyrna to Marseilles and Italy. *via Syra.*—Messageries Maritimes de France Co.'s Steamers. Weekly. See Advertisement. page 705.

Smyrna to Piræus, Brindisi, Bari, Ancona, Venice and Trieste.—Every Thursday, at 6 a.m. Transhipping at Brindisi for Corfu. I. & V. Florio & Co.'s Steamers. See page 684.

Smyrna to Scio, Syra, Zante, Piræus, Corfu, Brindisi, Fiume, & Trieste, every Saturday, at noon. by Austrian Lloyds Steamers.

Southampton to Aden (20 days).—The Peninsular and Oriental Company's Steamer every Wednesday at noon,

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Southampton to Barbados.—Royal Mail Steam Packet Co.'s Steamers, 2nd, 11th, and 17th of each Month. See page 699.

Southampton to Cape Town, Cape of Good Hope.—The Union Steam Ship Co's Steamers.

Southampton to Cherbourg.—L. and S. W. Ry. Co.'s Steamers, every Monday and Thursday at 11.30 a.m. See pages 694 and 695.

Southampton to Colon (or Aspinwall).—(21 Days.)—The Royal Mail Steam Packet Company's Steamer. On the 2nd, 11th and 17th of every month. Should these dates fall on Sunday, then on the following day. See page 699.

Southampton to Gibraltar (5 days), **Malta** (9 ays), **and Port Said** (13 days). By the Peninsular and Oriental Steam Navigation Co.'s Steamers. Every Wednesday at noon. (7 hours from Alexandria to Cairo, and 5 hours from Cairo to Suez.)

Southampton, Guernsey, and Jersey.—The Royal Mail Packets, from the docks. See page 699.

Southampton to Havana, and Vera Cruz.—The Royal Mail Steam Packet Co.' Ships. Average passage, 19½ days See page 699

Southampton to Havana.—North German Lloyd.

Southampton to Havre.—The London & South Western Railway Company's Steam Ships, from the Docks (weather permitting). See pages 694 and 695.

Southampton to Hong Kong and Shanghai.—The Peninsular and Oriental Co.'s Steamers. Every alternate Wednesday at noon.

Southampton to Hong Kong and Shanghai, *via* Panama.—The Royal Mail Steam Packet Company's Steamers, 17th of each month at 11.30 a.m. See page 699.

Southampton to Jacmel (Hayti) and Jamaica.—The Royal Mail Steam Packet Company's Steamers. See page 699.

Southampton to Japan, *via* Panama.—The Royal Mail S. P. Co.'s ships. See p. 699.

Southampton to La Guayra. Fares £30. The Royal Mail Steam Packet Company's Steamers. See page 699.

Southampton to Lisbon (3½ days), **St. Vincent (Cape de Verds** (11 days) **Pernambuco** (18½ days), **Bahia** 21 days), **Rio** (24 days), **Santos** (26 d ys).—The Royal Mail Steam Packet Company's Ships, on the 9th, 11th, and 24th. See page 699; also to **Monte Video** and **Buenos Ayres**, on the 30th of each month.

Southampton to Madeira.—Fares, £19 19s. and £12 12s. Union Steam Ship Company s Steamers.

Southampton to Malta.—Peninsular & Oriental Co.'s Steamers, every Wednesday at noon.

Southampton to New York.—Fares £13 and £13. The North German Lloyd Steamers. See page 711. The Hamburg American Company's Steamers.—Every Saturday, at 2 p.m. See page 698.

Southampton to Pacific Ports (North and South).—The Royal Mail Steam Packet Company's Steamers See page 699

Southampton to Porto Plata.—The Royal Mail Steam Packet Company's Steamers on the 2nd and 17th of each month. Fares—First Class, £30 and upwards. See page 699.

Southampton to Port Said.—The P. & O. Co.'s Steamers every Wednesday at noon.

Southampton to Samana.—Royal Mail Steam Packet 2nd of each month. Fares, £35 and upwards.

Southampton to St. Malo.—Fares 22s. and 17s. Return Tickets, available for one month 35s. and 25s. By the London and South Western Railway Co.'s Steamers. See pp. 694 & 695.

Southampton to Savanilla (26 days).—The Royal Mail Steam Packet Company's steamers, on the 2nd, 11th and 17th of each month. See page 699.

Southampton to San Francisco and British Columbia, *via* Isthmus of Panama.—The Royal Mail Steam Packet Company's Steamers leave Southampton on the 2nd and 17th of each month, for Colon (Aspinwall), reaching there about the 22nd and 7th. See page 699.

Southampton to Trinidad.—The Royal Mail Steam Packet Company's Steamers, on the 2nd 11th, and 17th of each month. See page 699.

Southampton and Vera Cruz (24 days).—The Royal Mail Steam Packet Company's Steamers—On the 2nd of every month. See p. 699.

Southampton to the West Coast of South America, including CALLAO and VALPARAISO.—The Royal Mail Steam Packet Company's ships, 2nd and 17th, in conjunction with the Pacific Steam Navigation Company's ships See page 699

Southampton to the West Indies and Pacific, via Panama, Colon, Mexico, Central America, San Francisco, Japan, and China.—On the 2nd & 17th of each month. The Royal Mail Steam Packet Company's ships, to Port-au-Prince, 2nd only; Jacmel, 17th only; an additional steamer leaves on the 11th of each month for Barbadoes, St. Lucia, St. Vincent, Grenada, Trinidad, La Guayra, Curacoa, Savanilla, Carthagena, and Colon. See page 699.

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St. Brieuc to Guernsey per S.S. "Commerce," every Tuesday evening or Wednesday morning (according to tide) Fares, 1st class, 10s; 2nd class, 6s. 8d.

St. Malo to Jersey.—By the London and South Western R. Co.'s Steamers. See pp. 694 & 695.

St. Malo to Southampton.—By L. & S. W. Rail. Co.'s Steamer. See pp. 694 & 695.

St. Nazaire to the West Indies.—The Compagnie Générale Transatlantique. See p. 715.

St. Petersburg to Hull.—Twice weekly.

St. Petersburg to London.—By the "Delta," "Aurora," "Ranger," "Era," and other eligible steamers weekly, during the season. Thielcke and Busk, Agents.

Stettin to London.—General Steam Navigation Co.'s Steamers. Every Ten Days. For dates, see Daily Papers. See page 710.

Suez to Marseilles.—Messageries Maritimes de France, every second Friday. Fares, £20 and £15. See page 704.

Suez to Red Sea Ports, Djedda, Souakin, Massaoua, and Hodeida.—Khedive Mail Steamers. See page 706.

Sulina to Marseilles.—Messageries Maritimes de France. Every Sunday. See page 705.

Syra to Athens (Piræus)—Every Wednesday and Sunday, at 10 p.m., by Austrian Lloyd's.

Syra to Beyrout and Coast of Syria, *via* Smyrna, every alternate Wednesday, at 4 p.m., by Austrian Lloyds Steamers.

Syra to Constantinople, every Wednesday, at 7 p.m., by Austrian Lloyds Steamers.

Syra to Corfu and Trieste, every Monday, at 6 p.m., by Austrian Lloydes.

Syra to Marseilles.—Messageries Maritimes de France Co.'s Steamers Every Saturday. See page 705.

Syra to Smyrna.—Every Wednesday, at 4 p.m., by Austrian Lloyds Steamers.

Syra to Smyrna.—Every Thursday at 4 a.m. Messageries Maritimes de France Co.'s Steamers. See page 705.

Syracuse to Malta.—(8½ hours). Every Sunday and Wednesday evenings, at about 11 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Taranto to Catanzaro, Catania, Riposto Messina, Palermo, Naples, Leghorn, Genoa, Nice, and Marseilles.—Every Thursday at 4 a.m. I. & V. Florio and Co.'s Steamers. See page 684.

Taranto to Gallipoli, Brindisi, and Trieste.—Every Saturday at 5 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Tarragona to Barcelona.—Every Wednesday. Compania de Navigacion Peninsular.

Trebizonde to Constantinople.—Every Thursday at 10 p.m., by Austrian Lloyd's Co.

Trebizonde to Marseilles.—Messageries Maritimes, on Saturdays. See page 705.

Treves to Coblence.—Every Mon., Wed., Thur. & Sa., at 6.0 a.m. Fares, 12 marks and 8 marks.

Trieste to Alexandria *via* **Corfu.**—The Austrian Lloyds Company's Steamers leave every Friday at noon and arrive at Alexandria in 5 days. Fare, 1st class £12, 2nd class £8. For further information, apply to the Agents, Hickie, Borman & Co., 127 Leadenhall Street, London and 14 Waterloo Place, Pall Mall. (In conjunction with the Peninsular and Oriental Co.'s Steamers, and the Overland Mail to India, China, Australia, and Mauritius).

Trieste to Bombay *via* Suez Canal.—By Austrian Lloyds Steamers.

Trieste to Brindisi, &c.—Austrian Lloyds Mail Steamers, every Tuesday, 6 p.m.

Trieste to Constantinople.—Every Saturday, at 10 a.m., by Austrian Lloyd's Steamers.

Trieste to Cyprus via Alexandria, every alternate Friday at noon, by Austrian Lloyds Steamers. Hickie Borman and Co., Agents, 127, Leidenhall Street, E.C., and 14, Waterloo Place, S.W.

Trieste to Cyprus, via Smyrna, every alternate Saturday at 10 a.m., by Austrian Lloyds Steamers. Hickie Borman & Co., Agents, 127, Leadenhall Street, E.C., and 14, Waterloo Place, S.W.

Trieste to Ancona, Bari, Brindisi, Gallipoli, Taranto, Catanzaro Catania, Riposto, Messina, Palermo, Naples Leghorn, Genoa, Nice and Marseilles.—Every Saturday at 10 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Trieste to Venice Ancona, Tremiti Bari, Brindisi Piræus and Constantinople.—Every Thursday at 10 p.m.; transhipping at Piræus for Smyrna or Salonica alternately, and Dardanelles. I. & V. Florio & Co.'s Steamers. See page 684.

Trieste to Greece.—The Austrian Lloyds Mail Steamers, every Tuesday, at 6 p.m., and every Saturday, at 10 a.m. (accelerated).

Trieste to Dalmatia and Albania.—By the Austrian Lloyds Mail Steamers, on Tuesday and Saturday at 10 a.m., and Thursdays at 6 a.m.

Trieste to Istria and Croatia.—By the Austrian Lloyds Mail Steamers, every Monday and Friday, at 6 a.m.

Trieste to the Levant.—By the Austrian Lloyds Mail Steamers, leaving Smyrna every Saturday at 10 a.m. as below, see **Trieste to Smyrna.**

Trieste to Smyrna.—By the Austrian Lloyds Mail Steamers. Twice a week, viz: on Tuesdays at 6 p.m., *via* **Brindisi, Corfu and Syra** arriving in 9 days, and on Saturdays at 10 a.m., *via* **Corfu and Syra,** arriving in 6 days.

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Trieste to Venice.—By the Austrian Lloyd's Mail Steamers, every Tuesday, Thursday, and Saturday at 11 p.m. during the summer, and at midnight during the winter. Passage 7 hours.

Tripoli to Malta.—By French Steamer. Three times per Month, in about 24 hours. First class. (including food), £2 2s. 0d.

Tripoli to Malta and Tunis.—Every Friday at noon. R. Rubattino & Co.'s Steamers. See page 709.

Trouville to Havre.—Daily, and occasionally twice a day. See Havre to Trouville.

Tunis to Genoa, calling at **Cagliari.**—R. Rubattino & Co.'s Italian Mail Steamers. Every Wednesday. See page 709.

Tunis to Malta.—By French Steamer. Three times per month, in about 22 hours. Fares—First class. (including food), £2 6s. 0d.

Tunis to Malta and Tripoli.—Every Tuesday evening. R. Rubattino & Co.'s Steamers. See page 709.

Tunis to Palermo, calling at **Pantellaria, Marsala, Favignana, and Trapani.** Every Friday evening, transhipping at Palermo for Naples, Malta, Genoa, Marseilles, Messina, Piræus, Smyrna, Salonica, Dardanelles, Constantinople, Odessa; and for Taranto, Gallipoli, Brindisi, Bari, Ancona, Venice, Trieste, Zara, and Corfu. I. and V. Florio's Steamers. See page 684.

Tunis to Susa and Sfax.—R. Rubattino & Co.'s Italian Mail Steamers every Wednesday. See page 709.

Ustica to Palermo.—I. & V. Florio's Steamers every alternate Sunday at 11 a.m. See p. 684.

Valencia to Alicante, Malaga, Cadiz, and Seville.—Every Monday. Compania de Navigacion Peninsular.

Valencia to the Island of Iviga.—Every Tuesday at 2 p.m., staying there 2 hours, and then proceeding to PALMA, arriving there about 4 p.m. on Wednesday.

Valencia to Palma, (Island of Majorca) DIRECT—Every Sunday at 2 p.m., arriving at PALMA on Monday, about 7 a.m.

Valencia to Tarragona and Barcelona.—Every Tuesday. Compania de Navigacion Peninsular.

Valence to Avignon.—By Rhone Steamers at regular intervals.

Varna to Constantinople, every Tuesday and Saturday evening, by Austrian Lloyds.

Varna to Kustendjie, Sulina Tulscha, Galatz, & Ibraila.—Messageries Maritimes de France Company's Steamers. See page 704.

Venice to Ancona, Brindisi, and Alexandria.—By the Peninsular and Oriental Steam Navigation Company's Steamers. Every Friday morning.

Venice to Ancona, Tremiti, Bari, Brindisi, Piræus, and Constantinople.—Every Sunday at 4 p.m., transhipping at Piræus for Salonica or Smyrna alternately, and Dardanelles. I. & V. Florio & Co.'s Steamers. See page 684.

Venice to Trieste.—By the Austrian Lloyds Steamers, every Tuesday, Thursday, & Saturday, at 11 p.m. during the summer, and at midnight during the winter.

Venice to Trieste.—Every Thursday at 4 p.m. I. & V. Florio & Co.'s Steamers. See page 684.

Vienna to Orsova, the Lower Danube, and by the Rustchuk and Varna Railway, **to Constantinople.**—Express Steamers of the Imperial and Royal Austrian Danube Steam Navigation Company.

Vienna to Pesth, Basiasch, Rustchuck, Galatz, Constantinople & Odessa, By the Imperial and Royal Austrian Danube Steam Navigation Company.

Vienna to Pressburg, Raab, N. Szony, and Pesth.—Daily, at 7.0 a.m.

Vienna to Pressburg.—Daily, 7.0 a.m., and 5.0 p.m.

Vienna to Stein, Linz, and Passau.—Daily, at 6.30 a.m.

Volo to Piræus, Naples, and Marseilles.—A. and L. Fraissinet et Cie Steamers. See page 712.

West Hartlepool to Gothenburg.—The "Coral Queen," "Sweden," or "Norway"—Regular Sailings during the Season.

West Hartlepool to Hamburg.—The "British Queen," "Gipsy Queen," &c., every Wednesday and Saturday.

Weymouth to Cherbourg.—Daily (except Sunday) at 11.30 p.m The Great Western Railway Co.'s Boats. See page 712.

Weymouth to Guernsey (6½ hrs.) **and Jersey** (9 hrs.)—The Aquila, Brighton, or Cygnus.

Zara to Ancona.—Every Tuesday at 5 a.m. I. & V. Florio & Co.'s Steamers. See page 684.

See also Pages 330 to 335 for Rhine, Swiss, and Italian Steamers.
For Sailings between English Ports see "Bradshaw's General Railway Guide," price 6d.

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MANNHEIM to ROTTERDAM.

Cologne and Dusseldorf Company.

Stations.	Steamers.									
Ludwigshafen)			a m	a m						
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,, (Castel) dep.	...	...	7½	10	...	...	3	...	...	...
Biebrich	...	...	7¾	10¼	...	...	3½	...	...	...
Eltville	...	...	8¼	10¾	...	...	4	...	...	...
Rudesheim	...	a m	9	11½	...	...	4¾	...	...	...
Bingen	...	5½	9¼	11¾	...	...	5	...	...	...
St. Goar	...	6¾	10½	1	...	...	...	...	...	...
Boppard	...	7½	11¼	1½	...	...	...	...	...	...
Lahnstein	...	8	11¾	2	...	...	...	...	...	...
Coblenz ...arr.	a m	8½	12¼	2¼	...	...	...	...	...	...
,, ...dep.	6	9¼	12¾	2¾	...	...	...	...	...	...
Neuwied	6¾	10	1	3¼	...	...	...	...	...	...
Andernach	7	10¼	1¼	3¾	...	...	...	...	...	...
Linz	7¾	11	2	4¼	...	...	...	...	...	...
Remagen	8	11¼	2¼	4¾	...	...	...	...	...	...
Rolandseck	8¼	11½	2½	5	...	...	...	...	...	...
Königswinter	8½	12	2¾	5¼	...	...	...	...	...	...
Bonn	9	12½	3¼	5¾	...	...	...	...	...	...
Cologne ...arr.	10¾	2¼	4¾	7¼	...	...	...	...	...	...
,, ...dep.	...	3¼	...	7½	...	...	...	...	...	...
Mulheim	...	3½	...	7¾	...	...	...	...	...	...
Düsseldorf ar	...	6	...	10¼	...	...	...	...	...	...
,, ¶ dep.	...	...	...	11	...	...	...	...	...	...
Duisburg	...	...	...	12½	...	...	...	...	...	...
Homberg	...	...	...	1	...	...	...	...	...	...
Wesel	...	...	...	2½	...	...	...	...	...	...
Emmerich ...arr	...	...	...	3¾	...	...	...	...	...	...
Arnheim *	...	...	...	8½	...	...	...	...	...	...
Rotterdam	...	...	...	3	...	...	...	...	...	...

ROTTERDAM to MANNHEIM.

Stations.	Steamers.									
				a m						
Rotterdam †d	...	...	...	6	...	...	...	...	...	...
Arnheim	...	...	...	2	...	...	...	...	...	...
Emmerich	...	...	...	6½	...	...	...	...	...	...
Wesel	...	...	...	9½	...	...	...	...	...	...
Homberg	...	...	...	12¼	...	...	...	...	...	...
Duisburg	...	...	...	12¾	a m	p m	...	...	...	...
Düsseldorf**	...	...	...	...	6	3	...	...	...	...
Mülheim	a m	a m	p m	...	10	7	...	...	...	...
Cologne	6½	10	1	...	1	9½	...	...	...	...
Deutz	...	10	1	...	1	9½	...	...	...	...
Bonn	9¼	12¾	3¾	...	3¾	12¼	...	...	...	...
Königswinter	10¼	1½	4½	...	4½	1	...	...	...	...
Rolandseck	10¾	2	5	...	5	...	...	...	...	...
Remagen	11¼	2¼	5¼	...	5¼	1¾	...	...	...	...
Linz	11¾	2½	5½	...	5½	2	...	...	...	...
Andernach	1	4	7	...	7	3¼	...	...	...	...
Neuwied	1½	4½	7½	...	7½	3¾	...	...	...	...
Coblenz ...arr.	3	6	9	...	9	5½	...	...	...	...
,, dep.	3½	...	...	...	10	6	...	...	...	...
Lahnstein	4	...	...	...	10½	6½	...	...	...	...
Boppard	5	...	...	...	11½	7½	...	...	...	...
St. Goar ...arr.	6½	a m	...	...	12¼	8¾	...	...	...	...
,, ...dep.	...	6	...	...	12¾	8¾	...	...	...	...
Bingen	...	8½	...	...	3	11	...	...	...	...
Rudesheim	...	8¾	...	...	3¼	11¼	...	...	...	...
Eltville	...	9¾	...	...	4¼	12¼	...	...	...	...
Biebrich	...	10½	...	...	5	1	...	...	...	...
Mayence...arr.	...	11	...	...	5½	1½	...	...	...	...
,, dep.	...	...	...	...	...	2	...	...	...	...
Worms	...	...	...	...	...	5¾	...	...	...	...
Mannheim arr	...	...	...	...	...	7	...	...	...	...
(Ludwigshafen)										

¶—From Dusseldorf to Arnheim, daily, except Wednesdays and Saturdays. * From Arnheim to Rotterdam, daily, except Thursdays and Sundays. † From Rotterdam via Arnheim, daily, except Mondays and Fridays. ** From Dusseldorf, daily, at 6.0 a.m., and at 3.0 p.m., on Mondays, Wednesdays, Thursdays, Fridays, and Sundays.

FARES.	Single. saloon	Single. deck.	Year. Ret. saloon	Year. Ret. deck.	Express. single	Express. yr.ret.
	m.pf.	m.pf.	m.pf.	m.pf.	m.pf.	m.pf.
Roterdam to						
Düsseldorf	6 40	4 30	9 60	6 40	...	...
Cologne	7 50	5 0	11 40	7 50	...	...
Coblenz	11 10	7 40	17 40	11 50	...	...
Mayence	15 0	10 0	23 60	15 70	...	...
Mannheim	19 90	11 0	26 40	17 30	...	...
Bonn	8 40	5 60	12 80	8 50	...	...
Bingen	13 90	9 20	21 80	14 40	...	...
Dusseldorf to						
Cologne	1 20	0 80	1 80	1 20	...	...
Rotterdam	7 70	5 10	9 60	6 40	...	...
London	33 70	20 10	...	...	...	...
Cologne to						
Düsseldorf	1 40	0 90	1 80	1 20	...	...
Arnheim	5 40	3 60	6 90	4 50	...	...
Rotterdam	9 0	6 0	11 40	7 50	...	...
London	35 0	21 0	...	...	...	...
Bonn	0 90	0 60	1 40	1 0	1 10	1 80
Rolandseck	1 50	1 0	2 50	1 70	1 90	3 0
Remagen	1 90	1 20	3 10	2 10	2 40	3 70
Coblenz	3 60	2 40	6 0	4 0	4 30	7 20
Bingen	6 40	4 20	10 40	6 90	7 80	12 80
Mayence	7 50	5 0	12 20	8 20	11 0	14 60
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...

FARES.	Single. saloon	Single. deck.	Year. Ret. saloon	Year. Ret. deck.	Express. single	Express. yr.ret.
Bonn to	m.pf.	m.pf.	m.pf.	m.pf.	m.pf.	m.pf.
Königswinter	0 50	0 35	0 70	0 60	0 70	1 10
Rolandseck	0 60	0 40	1 0	0 70	0 80	1 30
Coblenz	2 40	1 70	4 0	2 80	3 0	5 0
Bingen	5 10	3 40	8 40	5 60	6 40	10 50
Mayence	6 10	4 10	10 10	6 70	7 60	12 60
Mannheim	7 70	5 10	12 80	8 50	...	...
Cologne	1 0	0 70	1 40	1 0	1 30	1 80
Rotterdam	10 0	6 70	12 80	8 50	...	...
London	36 0	21 70	...	...	...	...
Lahnstein to						
Bingen	2 10	1 40	3 60	2 40	2 60	4 50
Mayence	3 20	2 0	5 50	3 50	4 0	6 70
Coblenz to						
Boppard	0 80	0 50	1 40	0 80	1 0	1 70
St. Goar	1 50	1 0	2 50	1 60	1 90	3 10
Bingen	2 70	1 80	4 40	2 90	3 40	5 50
Mayence	3 70	2 50	6 10	4 10	4 50	7 30
Mannheim	5 30	3 50	8 80	5 80	...	...
Königswinter	2 50	1 60	3 40	2 30	3 10	4 30
Bonn	2 90	2 0	4 0	2 80	3 60	5 0
Cologne	4 40	2 90	6 0	4 0	5 30	7 20
Düsseldorf	5 80	3 80	7 60	5 20	...	...
Rotterdam	13 40	8 90	17 40	11 50	...	...
London	39 40	23 90	...	...	...	...

FARES.	Single. saloon	Single. deck.	Year. Ret. saloon	Year. Ret. deck	Express. single	Express. yr. ret
	m.pf.	m.pf.	m.pf.	m.pf.	m.pf.	m. pf.
Bingen to						
Mayence	1 0	0 60	1 70	1 10	1 20	2 0
Mannheim	2 40	1 60	4 20	2 80	...	...
Coblenz	3 20	2 10	4 40	2 90	4 0	5 50
Cologne	7 60	5 0	10 40	6 90	9 10	12 80
Rotterdam	16 60	11 0	21 80	14 40	...	...
London	42 60	26 0	...	...	...	...
Biebrich to						
Coblenz	4 50	3 0	6 10	4 10	5 30	7 30
Bonn	7 40	4 90	10 10	6 70	9 20	12 60
London	44 0	27 0	...	...	...	...
Mayence to						
Worms	1 20	0 80	1 90	1 30	...	...
Mannheim	1 70	1 10	2 70	1 80	...	...
Worms to						
Mayence	1 40	0 90	1 90	1 30	...	...
Manheim to						
Mayence	2 0	1 30	2 70	1 80	...	...
Bingen	3 20	2 10	4 20	2 80	...	...
Coblenz	6 40	4 20	8 80	5 80	...	...
Cologne	10 90	7 20	15 0	9 80	...	...
Düsseldorf	12 30	8 10	16 80	11 0	...	...
Rotterdam	19 90	13 20	26 40	17 30	...	...
London	45 90	28 20	...	...	...	...

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ZUGERSEE (Lake of Zug).

Stations.								Stations.							
Zug (Stdtbr) ...dep.	...	...	...	...	...	...	...	Arth ..... dep	...	...	...	...	...	...	...
,, (Bhfbr) ..... ,,	...	...	...	...	...	...	...	Immensee ..... ,,	...	...	...	...	...	...	...
Walchwyl(Horn) ,,	...	...	...	...	...	...	...	Walchwyl (Dorf) ,,	...	...	...	...	...	...	...
,, (Dorf) ,,	...	...	...	...	...	...	...	,, (Horn) ,,	...	...	...	...	...	...	...
Immensee ..... ,,	...	...	...	...	...	...	...	Zug (Bhfbr) ..... ,,	...	...	...	...	...	...	...
Arth .....arr.	...	...	...	...	...	...	...	,, (Stdtbr) .....arr	...	...	...	...	...	...	...

THUNER and BRIENZERSEE (Lakes of Thun and Brienz).

Stations.	a.m.	a.m.	p.m.				Stations.	a.m.	a.m.	p.m.			
Thun (Stadt) .....dep	7 0	11 40	3 15	...	...	...	Brienz (Post Station) dep	...	8 15	1 40	...	...	...
Beatenberg.....(Rail.) ,,	...	...	...	...	...	...	Brienz (Dorf) ..... ,,	...	8 20	1 45	...	...	...
Thun .....arr	...	...	...	...	...	...	Giessbach ..... ,,	...	8 30	1 55	...	...	...
Scherzligen ,, ,,	...	...	...	...	...	...	Bonigen .....arr	...	9 25	2 50	...	...	...
Scherzligen .....dep	7 12	11 50	3 28	...	...	...	Bonigen .....(Rail.) dep	...	...	...	...	...	...
Oberhofen..... ,,	7 30	12 10	3 50	...	...	...	Interlaken ,, arr	...	9 50	3 15	...	...	...
Gunten ..... ,,	7 45	12 25	4 5	...	...	...	Interlaken ,, dep	6 15	10 0	3 30	...	...	...
Spiez ..... ,,	7 55	12 35	4 15	...	...	...	Daeligen ... ,, arr	6 25	10 15	3 45	...	...	...
Leissigen ..... ,,	...	1 0	4 40	...	...	...	Darligen.....dep	...	...	...	...	...	...
Darligen .....arr	8 40	1 20	5 0	...	...	...	Leissigen	6 40	...	4 5	...	...	...
Darligen .....(Rail) dep	...	...	...	...	...	...	Spiez	7 10	10 55	4 30	...	...	...
Interlaken ,, arr	9 5	1 45	5 25	...	...	...	Gunten	7 20	11 5	4 40	...	...	...
Interlaken ,, dep	9 10	2 35	5 35	...	...	...	Oberhofen.....	7 35	11 20	4 55	...	...	...
Bonigen ... arr	9 25	2 50	5 50	...	...	...	Scherzligen .....arr	7 55	11 40	5 20	...	...	...
Bonigen .....dep	...	...	...	...	...	...	Scherzligen (Rail) dep	...	...	...	...	...	...
Giessbach	10 45	4 0	6 50	...	...	...	Thun..... ,,	...	...	...	...	...	...
Brienz (Dorf) ..... ,,	...	4 10	7 5	...	...	...	Bern..... ,, arr	...	...	...	...	...	...
Brienz (Post Station) arr	11 0	4 15	7 10	...	...	...	Thun (Stadt) .....arr	8 10	11 55	5 35	...	...	...

STEAMERS ON THE LAKES OF NEUCHATEL AND MORAT.

1 cl.	2 cl.	Stations.	a.m.	p.m.			1 cl.	2 cl.	Stations.	a.m.	p.m.		
fr. c	fr. c						fr. c	fr. c					
—	—	Neuchatel .....dep	9 0	4 0	...	...	—	—	Estavayer .....dep	6 30	1 30	...	...
2 0	1 50	Morat .....arr.	11 0	6 0	...	...	...	...	Auvernier ..... ,,	7 55	2 50	...	...
			a.m.	p.m.			2 0	1 50	Neuchatel.....arr	8 10	3 5	...	...
...	...	Morat .....dep	6 30	1 30	...	...				a.m	p.m		
...	...	Neuchatel .....ar	8 30	3 30	...	...			Neuchatel .....dep	8 35	3 55	...	...
									Auvernier ..... ,,	8 50	4 10	...	...
									Estavayer .....arr	10 10	5 35	...	...

Corresponding at Estavayer with the Post to and from Payerne; at Neuchatel with the Franco-Swiss Trains, at Morat with the diligence to and from Berne and Fribourg.

ZURICH and RAPPERSWYL (ZURICHSEE).

1 Cl.	2 Cl.			*	*	†	*	†	†	*								
Fr.	Fr.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.								
0 25	0 15	Zurich	Zurich .....dep	...	8 10	10 35	12 5	2 30	5 0	6 10	7 20	...	...	...	...	...	...	...
0 25	0 15	Neumünster	...	8 15	10 40	12 10	2 35	5 5	6 15	7 25	...	...	...	...	...	...	...	...
0 45	0 35	Zollikon	...	8 29	10 52	12 22	2 47	5 17	6 27	7 47	...	...	...	...	...	...	...	...
0 60	0 45	Goldbach	...	8 34	10 59	12 27	2 54	5 24	6 34	7 44	...	...	...	...	...	...	...	...
0 60	0 45	Küsnacht	...	8 40	11 5	12 32	3 0	5 30	6 40	7 50	...	...	...	...	...	...	...	...
0 75	0 55	Erlenbach.....	...	8 50	11 15	...	3 10	5 40	6 50	8 0	...	...	...	...	...	...	...	...
1 5	0 75	Herriberg	...	9 0	11 25	...	3 20	5 50	7 0	8 10	...	...	...	...	...	...	...	...
1 20	0 85	Feldmeilen ...	...	9 9	11 34	...	3 29	5 55	...	8 19	...	...	...	...	...	...	...	...
1 30	0 85	Meilen.....	...	9 17	11 42	...	3 37	6 5	7 28	8 27	...	...	...	...	...	...	...	...
1 35	0 95	Obermeilen	...	9 24	11 49	...	3 44	6 12	7 36	8 34	...	...	...	...	...	...	...	...
1 50	1 5	Uetikon	...	9 30	11 55	...	3 50	6 19	7 43	8 40	...	...	...	...	...	...	...	...
1 55	1 10	Stäfa	...	9 36	12 1	...	3 56	6 27	7 51	8 46	...	...	...	...	...	...	...	...
1 70	1 20	Männedorf ...	a.m.	9 46	12 11	..	4 9	6 42	...	9 14	...	...	...	...	...	...	...	...
1 85	1 30	Stäfa	7 1	9 49	12 14	..	4 16	6 49	...	...	...	...	...	...	...	...	...	...
1 85	1 30	Kehlhof	7 8	9 56	12 21	...	4 16	6 49	...	...	...	...	...	...	...	...	...	...
1 90	1 35	Uerikon.....	7 16	10 2	12 28	...	4 22	6 56	...	9 26	...	...	...	...	...	...	...	...
2 5	1 45	Schirmensee	7 23	10 10	12 35	...	4 30	7 3	...	9 34	...	...	...	...	...	...	...	...
2 50	1 80	Rapperswyl a	7 35	10 20	12 45	...	4 40	7 15	...	9 15	...	...	...	...	...	...	...	...

* Zurich. Depart: ● Bauschanze † Wasserkirche.

1 Cl.	2 Cl.			a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.							
Fr.	Rappe	Rapperswyld	...	6 42	7 55	11 28	2 7	4 50	...	7 30	...	...	...	...	...	...	...	...
0 45	0 35	Schirmensee.....	...	6 54	8 7	11 40	2 18	5 2	...	7 42	...	...	...	...	...	...	...	...
0 60	0 45	Uerikon	...	7 1	8 14	11 47	2 25	5 9	...	7 49	...	...	...	...	...	...	...	...
0 65	0 50	Kehlhof	...	7 8	8 21	11 54	2 32	5 15	...	7 56	...	...	...	...	...	...	...	...
0 80	0 60	Stäfa	5 39	7 15	9 13	12 1	2 40	5 22	7 35	8 3	...	...	...	...	...	...	...	...
...	...	Männedorf ...	5 55	7 26	9 27	12 12	2 53	5 33	7 50	...	...	...	...	...	...	...	...	...
1 0	0 75	Uetikon	6 15	7 32	...	12 19	3 0	5 40	7 57	...	...	...	...	...	...	...	...	...
1 15	0 85	Obermeilen	6 22	7 38	...	12 25	3 7	5 47	8 5	...	...	...	...	...	...	...	...	...
1 30	0 95	Meilen	6 28	7 44	...	12 32	3 14	5 53	8 12	...	...	...	...	...	...	...	...	...
1 50	1 0	Feldmeilen ...	6 35	7 51	...	12 40	3 25	6 0	8 20	...	...	...	...	...	...	...	...	...
1 45	1 5	Herriberg	6 42	7 59	...	12 48	...	6 7	...	...	...	...	...	...	...	...	...	...
1 75	1 25	Erlenbach	6 51	8 9	...	12 58	..	6 18	...	...	...	...	...	...	...	...	...	...
1 90	1 35	Küsnacht	7 0	8 19	...	1 10	3 50	6 30	...	...	...	...	...	...	...	...	...	...
1 90	1 35	Goldbach	7 5	8 24	...	1 15	3 56	6 36	...	...	...	...	...	...	...	...	...	...
1 85	1 45	Zollikon	7 12	8 30	...	1 21	4 2	6 42	...	...	...	...	...	...	...	...	...	...
2 25	1 65	Neumünster	7 24	8 43	...	1 34	4 14	6 54	...	...	...	...	...	...	...	...	...	...
2 50	1 80	Zurich	arr 7 30	8 50	...	1 40	4 20	7 0	...	...	...	...	...	...	...	...	...	...

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From GENEVA by LAKE LEMAN to BOUVERET.

1 Cl. fr. c. from	2 Cl. fr. c.	2 Cl. fr. c.	Ports & Stations.	Time. a.m.	a.m.	a.m.	p.m.	p.m.							
...	...	...	**Geneva** ..... dep	...	8 0	11 0	11 15	2 5	5 15	...	...	...	...	...	...
...	...	...	Versoix	...	...	11 30	...	...	...	...	...	...	...	...	...
...	...	...	Coppet	...	...	11 45	...	...	...	...	...	...	...	...	...
...	...	...	Tougues	...	9 1(	...	...	3 10	6 25	...	...	...	...	...	...
2 0	0 90	...	Nyon	...	9 3(	12 20	12 25	...	6 45	...	...	...	...	...	...
...	...	...	Nernier	...	9 5(	...	...	3 30	7 5	...	...	...	...	...	...
...	...	...	Rolle	...	...	1 0	...	...	...	...	...	...	...	...	...
...	...	...	Thonon	...	10 35	...	...	4 20	...	...	...	...	...	...	...
3 40	1 80	...	Morges	a. m.	...	1 45	...	...	...	...	...	...	...	...	...
...	...	...	Evian	11 15	...	...	...	5 0	...	...	...	...	...	...	...
4 20	2 0	...	Ouchy	8 45	12 0	2 20	...	5 45	...	...	...	...	...	...	...
5 0	2 0	...	Cully	9 15	...	2 50	...	...	...	...	...	...	...	...	...
...	...	...	Vevey M.	9 5)	...	3 25	...	...	...	...	...	...	...	...	...
6 50	2 70	...	Vevey L. T.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	Clarens	10 10	...	3 50	...	...	...	...	...	...	...	...	...
...	...	...	Montreux	10 15	...	4 0	...	...	...	...	...	...	...	...	...
...	...	...	Chillon	10 20	...	4 10	...	...	...	...	...	...	...	...	...
7 50	3 0	...	Villeneuve	10 30	...	4 20	...	...	...	...	...	...	...	...	...
...	...	...	**Bouveret**	11 15	...	5 0	...	...	...	...	...	...	...	...	...

STEAMERS ON THE RHINE.—Niederlandische Dampfschiff-Rhederei.

Stations.	Daily.				Stations.	Daily.			
Ludwigshafen	...	...	...	...	**Rotterdam** dep	7 0	a.m.	...	...
Mannheim dep	2 30	p.m.	...	...	**Nymwegen** „	3 30	p.m.	...	...
Worms	...	...	...	...	Emmerich	...	...	...	...
Castel	...	...	...	...	„ ...dep	2 0	a.m.	...	...
Mayence .....dep	6 0	a.m.	...	...	Wesel..... ,	5 0	a.m.	...	...
Biebrich	...	...	...	...	Duisburg	...	...	...	...
Bingen .....dep	8 0	a.m.	...	...	**Dusseldorf** dep	12 0	noon	...	...
Oberlahnstein ...	...	...	...	...	**Cologne** .....arr	5 0	p.m.	...	...
Coblence ...dep	11 0	a.m.	...	...	„ ...dep	10 30	p.m.	...	...
Neuwied	...	...	...	...	Bonn	...	...	...	...
Bonn .....dep	2 0	p.m.	...	...	Neuwied	...	...	...	...
Cologne .....arr	3 30	p.m.	...	...	**Coblence** ...dep	7 45	a.m.	...	...
„ .....dep	6 0	p.m.	...	...	St. Goar	...	...	...	...
„ Dusseldorf..... „	10 0	p.m.	...	...	Bingen .....dep	1 15	p.m.	...	...
Duisburg	...	...	...	...	Biebrich	1 15	...	...	...
Wesel .....dep	2 30	a.m.	...	...	Mayence .....arr	4 0	p.m.	...	...
Emmerich..... „	4 30	a.m.	...	...	„ .....dep	3 0	a.m.	...	...
Nymwegen „	9 0	a.m.	...	...	Worms	...	...	...	...
Rotterdam arr	3 30	p.m.	...	...	**Mannheim**	8 30	a.m.	...	...

The Pavilion one-half more than the Saloon. 100 lbs. Luggage Free.

LUCERNE, STANSSTAD, and ALPNACHT.

Stations.	Steamers. a.m.	a.m.	p.m.	p.m.	Stations.	Steamers. a.m.	a.m.	p.m.	p.m.
Lucerne .....dep	6 30	10 5	1 50	5 0	**Alpnacht**.....dep	7 40	11 50	3 25	6 20
„ (Bhf).....	...	10 20	2 0	5 15	Stansstad	8 5	12 15	3 50	6 45
Stansstad	7 0	11 10	2 50	5 45	Hergiswyl	8 15	12 25	4 0	...
Alpnacht .....arr	7 35	11 40	3 20	6 15	**Lucerne** .....arr	9 0	1 15	4 45	7 25

LUCERNE, KUSSNACHT, and FLUELEN.

Stations.	Steamers. a.m.	a.m.	p.m.	Stations.	Steamers.		
Lucerne (R.B.) d	6 15	10 30	3 0	**Fluelen** .....dep	...	...	...
Hinter Meggen ...	6 45	11 5	3 35	Vitznau	...	...	...
Kussnacht ...arr	7 20	11 35	4 5	Weggis	...	...	...
„ ...dep	...	...	...	Lucerne	...	...	...
Hinter-Meggen ...	...	...	...	Hinter-Meggen ...	...	...	...
Lucerne	...	...	...	**Kussnacht** ...arr	a.m.	p.m.	p.m.
Weggis	...	...	...	„ ...dep	7 25	12 15	4 20
Vitznau	...	...	...	Hinter Meggen ...	7 50	12 35	4 48
Fluelen .....arr.	...	...	...	**Lucerne** .....arr	8 30	1 15	5 25

LUCERNE AND FLUELEN.—Vierwaldstatter-See.

Stations.	a.m.	a.m.	p.m.	p.m.					Stations.	a.m.	a.m.	p.m.	p.m.				
Lucerne dep	5 0	10 0	1 45	5 25	...	...	...	...	**Fluelen** .....dep	6 5	10 30	2 0	4 40	...	...	...	...
„	...	...	...	...	...	...	...	...	Brunnen	6 35	11 0	2 30	5 10	...	...	...	...
Weggis	5 30	10 45	2 30	6 10	...	...	...	...	Gersau	6 55	11 20	2 50	5 30	...	...	...	...
Vitznau	5 45	11 0	2 45	6 25	...	...	...	...	Beggenried.....	7 15	11 40	3 5	5 50	...	...	...	...
Beggenried.....	6 5	11 35	3 5	6 45	...	...	...	...	Vitznau (Rigi St.)	7 50	12 0	3 25	6 10	...	...	...	...
Gersau	6 20	11 55	3 20	7 5	...	...	...	...	Weggis	8 5	12 15	3 40	6 25	...	...	...	...
Brunnen	6 40	12 15	3 45	7 25	...	...	...	...	**Lucerne**.....arr	8 30	1 0	4 20	7 10	...	...	...	...
Fluelen .....arr	7 30	1 0	4 25	8 0	...	...	...	...									

CONSTANZ and SCHAFFHAUSEN.—By Steamers.

Stations.		a.m.	p.m.														
Schaffhausen	dep	6 30	1 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Büsingen.....		6 55	1 55	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Diessenhofen.....		7 25	2 25	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Stein.....		8 30	3 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oberstad		8 50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mammern		9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wangen		9 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hemmenhofen		9 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Stockborn		9 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Berlingen		9 40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Reichenau		9 50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ermatingen		10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Radolfzell		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gottlieben		10 25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Constanz	arr	10 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Stations.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.										
Constanz	dep	6 30	10 30	1 0	4 0	6 30	8 0	...	...	...	...	...	...	...	...	...	...
Gottlieben		6 45	10 45	1 15	4 15	6 45	8 15	...	...	...	...	...	...	...	...	...	...
Radolfzell		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ermatingen		7 20	11 20	1 50	4 50	7 20	8 50	...	...	...	...	...	...	...	...	...	...
Reichenau		7 30	11 30	2 0	5 0	7 30	9 0	...	...	...	...	...	...	...	...	...	...
Mannenbach		7 40	11 40	2 10	5 10	7 40	9 10	...	...	...	...	...	...	...	...	...	...
Berlingen		7 50	11 50	2 20	5 20	7 50	9 20	...	...	...	...	...	...	...	...	...	...
Stockborn		8 0	12 0	2 30	5 30	8 0	9 30	...	...	...	...	...	...	...	...	...	...
Hemmenhofen		8 5	12 5	2 35	5 35	8 5	9 35	...	...	...	...	...	...	...	...	...	...
Wangen		8 20	12 20	2 50	5 50	8 20	9 50	...	...	...	...	...	...	...	...	...	...
Oberstad		8 35	12 35	3 5	6 5	8 35	10 5	...	...	...	...	...	...	...	...	...	...
Stein.....		8 55	12 55	3 25	6 25	8 55	10 25	...	...	...	...	...	...	...	...	...	...
Diessenhofen.....		9 30	1 30	4 0	7 0	9 30	11 0	...	...	...	...	...	...	...	...	...	...
Büsingen.....		10 0	2 0	4 30	7 30	10 0	11 30	...	...	...	...	...	...	...	...	...	...
Schaffhausen	arr	10 25	2 25	4 55	7 55	10 25	11 55	...	...	...	...	...	...	...	...	...	...

From BOUVERET, by LAKE LEMAN to GENEVA.

Ports & Stations.	Time.											
	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.					
Bouveret (246) d	...	...	10 0	...	...	2 45	...	...	...	...	...	...
Villeneuve	...	...	10 25	...	...	3 10	...	...	...	...	...	...
Chillon	...	...	10 35	...	...	3 20	...	...	...	...	...	...
Mouraux	...	...	10 40	...	...	3 30	...	...	...	...	...	...
Clarens	...	...	10 45	...	...	3 35	...	...	...	...	...	...
Vevey ..... L. T.	...	...	...	...	...	...	...	...	...	...	...	...
Vevey ..... M.	...	...	11 0	...	...	4 0	...	...	...	...	...	...
Cully	...	...	11 35	...	...	4 30	...	...	...	...	...	...
Ouchy	6 15	...	12 10	...	1 30	5 5	...	...	...	...	...	...
Evian	6 50	...	...	...	2 10	5 50	...	...	...	...	...	...
Morges	...	...	12 40	...	...	...	...	...	...	...	...	...
Thonon	7 30	...	...	...	2 50	6 30	...	...	...	...	...	...
Rolle	...	...	1 25	...	...	...	...	...	...	...	...	...
Nernier	8 25	6 30	...	...	3 40	...	...	...	...	...	...	...
Nyon	...	6 50	2 0	p.m.	4 0	...	...	...	...	...	...	...
Tougues	8 45	7 15	...	12 25	4 20	...	...	...	...	...	...	...
Coppet	...	...	2 35	...	...	...	...	...	...	...	...	...
Versoix	...	...	2 50	...	...	...	...	...	...	...	...	...
Geneva	9 45	8 15	3 20	1 30	5 25	...	...	...	...	...	...	...

STEAMERS on LAKE COMO.

Fares. 1 Cl.	2 Cl.	Stations.	Time.			Stations.	Time.		
fr. c.	fr. c.		a.m.	p.m.	p.m.		a.m.	a.m.	p.m.
...	...	**Como** .....dep	8 15	12 0	3 30	**Colico**..... ...dep	4 30	7 20	1 30
0 65	0 50	Cernobbio, Villa d'Este	8 26	12 11	3 41	Gravedona	4 40	7 36	1 46
1 15	0 75	Carate	8 48	12 33	4 3	Dongo	4 58	7 49	1 58
1 40	0 90	Torriggia.....	9 4	12 41	4 19	Cremia.....	5 14	8 7	2 14
2 0	1 15	Argegno	9 27	1 5	4 42	Dervio	5 24	8 18	2 24
2 45	1 40	Campo e Lezzeno	9 45	1 25	5 0	Rezzonico	5 31	8 26	2 31
2 75	1 55	Tremezzo...	10 2	1 42	5 17	Bellano.....	5 37	8 33	2 37
2 85	1 60	Cadenabbia.....	10 10	1 50	5 25	Varenna	5 50	8 48	2 50
2 95	1 70	**Bellagio**.....arr	10 20	2 0	5 35	Menaggio	6 2	9 1	3 2
...	...	.....dep	10 30	2 5	5 45	Hotel Victoria.....	...	...	...
3 15	1 80	Hotel Victoria	...	...	...	**Bellagio**.....arr	6 15	9 15	3 15
3 15	1 80	Menaggio.....	10 43	2 19	5 58	.....dep	6 25	9 20	3 25
3 70	1 85	Varenna	10 55	2 32	6 10	Cadenabbia.....	6 35	9 30	3 35
3 45	1 95	Bellano.....	11 8	2 47	6 23	Tremezzo.....	6 43	9 38	3 43
3 55	2 0	Rezzonico	11 14	2 54	6 29	Lezzeno	7 0	9 55	4 0
3 70	2 10	Dervio	11 21	3 2	6 36	Argegno	7 18	10 15	4 18
3 80	2 15	Cremia	11 31	3 13	6 46	Torriggia	7 41	10 39	4 41
3 95	2 25	Dongo	11 47	3 31	7 2	Carate	7 57	10 47	4 57
4 15	2 30	Gravedona	11 59	3 44	7 14	Cernobbio,Villa d'E	8 19	11 9	5 19
4 50	2 45	**Colico** ..... arr	12 15	4 0	7 30	**Como** ..... arr	8 30	11 20	5 30

Extra.—Colico to Bellagio, 4.0 p.m.

STEAMERS ON LAGO DI GARDA.—Ferrovie dell'Alta Italia.

Stations.	Daily.		Stations.	Daily. Tuesday except'd		Stations.	Tuesday only.
	a.m.			a.m.			a.m.
Riva.....dep	4 25	...	**Riva** .....dep	5 5	...	**Riva**.....dep	4 35
Limone	5 0	...	Malcesine	6 1	...	Malcesine.....	5 31
Tremosine	5 25	...	Assenza	6 23	...	Assenza	5 53
Tignale.....	5 47	...	Castelletto	6 45	...	Castelletto	6 15
Gargnano	6 11	...	Torri	7 25	...	Torri	6 55
Maderno	6 50	...	Garda	7 55	...	Garda	7 25
Salo .....arr.	7 20	...	Bardolino	8 11	...	Bardolino	7 41
..... dep.	7 30	...	Lazise	8 33	...	Lazise	8 5
Desenzano a	8 40	...	**Desenzano** a	9 5	...	**Desenzano** a	9 20
	p.m.			p.m.			p.m.
Desenzano d	1 50	...	**Peschiera** dp	1 10	...	**Desenzano** d	1 35
Salo.....arr.	2 50	...	Lazise	1 42	...	Lazise	2 50
..... dep	3 0	...	Bardolino	2 4	...	Bardolino	3 18
Maderno	3 30	...	Garda	2 20	...	Garda	3 29
Gargnano	4 10	...	Torri	2 50	...	Torri	3 59
Tignale.....	4 32	...	Castelletto	3 30	...	Castelletto	4 39
Tremosine	4 54	...	Assenza	52	...	Assenza	5 1
Limone	5 17	...	Malcesine	4 14	...	Malcesine	5 24
Riva .....arr.	5 50	...	**Riva** .....arr	5 10	...	**Riva** .....arr	6 20

LECCO and COLICO.

Stations.	a.m.	a.m.	p.m.	p.m.
Lecco ...dep	7 40	5 10	12 30	...
Mandello.....	8 0	5 30	12 50	...
Onno.....	8 9	5 39	12 59	...
Bellagio.....	8 19	5 53	1 13	...
Menaggio	...	6 30	1 40	...
Dervio	...	...	...	9 31
Bellano	...	...	...	9 44
Dervio	10	9	11	21
Cremia Planello	10	20	11	31
Dongo	10	29	11	47
Gravedona	10	42	11	59
Domaso	10	47	12	4
Colico .....arr	11	1	12	15

Stations.	a.m.	a.m.	p.m.	p.m.
Colico..... ...dep	4 30	7 20	1 30	...
Gravedona	4 40	7 36	1 46	...
Dongo	4 58	7 49	1 58	...
Cremia.....	5 14	8 7	2 14	...
Dervio	5 24	8 18	2 24	...
Rezzonico	5 31	8 26	2 31	...
Bellano.....	5 37	8 33	2 37	...
Varenna	5 50	8 48	2 50	...
Menaggio	6 2	9 1	3 2	...
Hotel Victoria.....	...	...	...	...
Bellagio.....arr	6 15	9 15	3 15	...
.....dep	6 25	9 20	3 25	...
Cadenabbia.....	6 35	9 30	3 35	...
Tremezzo.....	6 43	9 38	3 43	...
Lezzeno	7 0	9 55	4 0	...
Argegno	7 18	10 15	4 18	...
Torriggia	7 41	10 39	4 41	...
Carate	7 57	10 47	4 57	...
Cernobbio,Villa d'E	8 19	11 9	5 19	...
Como ..... arr	8 30	11 20	5 30	...

Stations.	a.m.	a.m.	p.m.	p.m.
Como.....dep	8 15	12 0	3 30	...
Cernobbio, Villa d'Este	8 26	12 11	3 41	...
Carate	8 48	12 33	4 3	...
Torriggia.....	9 4	12 41	4 19	...
Argegno	9 27	1 5	4 42	...
Campo e Lezzeno	9 45	1 25	5 0	...
Tremezzo...	10 2	1 42	5 17	...
Cadenabbia.....	10 10	1 50	5 25	...
Bellagio.....arr	10 20	2 0	5 35	...
.....dep	10 30	2 5	5 45	...
Menaggio.....	10 43	2 19	5 58	...
Varenna	10 55	2 32	6 10	...
Bellano.....	11 8	2 47	6 23	...
Rezzonico	11 14	2 54	6 29	...
Dervio	11 21	3 2	6 36	...
Cremia	11 31	3 13	6 46	...
Dongo	11 47	3 31	7 2	...
Gravedona	11 59	3 44	7 14	...
Colico ..... arr	12 15	4 0	7 30	...

Stations.	a.m.	a.m.	p.m.	p.m.
Lecco ...dep	7 40	5 10	12 30	...
Mandello.....	8 0	5 30	12 50	...
Onno.....	8 9	5 39	12 59	...
Bellagio.....	8 19	5 53	1 13	...
Menaggio	...	6 30	1 40	...
Dervio	...	...	...	9 31
Bellano	...	...	...	9 44
Dervio	10	9	11	21
Cremia Planello	10	20	11	31
Dongo	10	29	11	47
Gravedona	10	42	11	59
Domaso	10	47	12	4
Colico .....arr	11	1	12	15

Stations.	a.m.	a.m.	p.m.	p.m.	p.m.
Lecco ...dep	7 40	5 10	12 30	4 0	...
Mandello.....	8 0	5 30	12 50	4 20	...
Onno.....	8 9	5 40	2 46	...	...
Bellagio.....	...	6 17	1 20	5 0	...
Bellagio arr	4 18	6 30	3 30	5 30	...
Cadenabbia dep	4 26	6 35	3 35	5 33	...
Lenno	...	5 26	3 46	5 51	...
Argegno	...	5 40	4 0	6 5	...
Pognana	...	5 54	4 14	6 19	...
Torno	...	6 0	4 20	6 25	...
Como .....arr	5 30	6 18	4 30	6 35	...

Stations.	a.m.	p.m.	p.m.	p.m.	p.m.
Como.....dep	7 45	12 0	3 30	6 30	...
Torno	7 55	12 10	3 40	6 40	...
Pognana	8 14	12 29	3 54	6 54	...
Lenno	8 27	12 42	4 13	7 6	...
Cadenabbia dep	8 31	1 50	5 25	8 11	...
Bellagio arr.	8 42	2 0	5 35	8 22	...
..... dep	9 0	...	5 55	...	...
Bellagio.....	...	...	6 25	...	...
Lezzeno	9 14	...	6 39	...	...
Argegno	9 31	...	6 54	...	...
Menaggio	10	...	7 30	...	...
Mandello.....	10	...	8	...	...
Lecco .....arr	10	27	8	30	...

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STEAMERS ON LAGO D'ISEO.

Fares. 1 cl.	Fares. 2 cl.	Stations.	a.m.	p.m.
L. c.	L. c.	Lovere ..... dep	3 15	2 0
0 35	0 20	Pisogne ..... ,,	3 35	2 20
0 75	0 40	Riva di Sotto ..... ,,	...	2 45
1 0	0 65	Marone ..... ,,	4 35	3 15
1 50	1 0	Iseo ..... arr.	5 35	4 15
...	...	,, ... dep	5 45	4 30
2 0	1 40	Sarnico ..... arr	6 5	4 50

Fares. 1 cl.	Fares. 2 cl.	Stations.	a.m.	p.m.		
L. c.	L. c.	Sarnico ..... dep	9 5	5 0	...	...
0 80	0 50	Iseo ..... arr	9 25	5 20	...	...
...	...	,, ... dep	9 45	5 35	...	...
1 40	1 0	Marone ..... ,,	10 45	6 30	...	...
1 50	0 5	Riva di Sotto ..... ,,	11 10	...	...	...
...	...	Pisogne ..... ,,	11 40	7 30	...	...
2 0	1 40	Lovere ..... arr	12 0	7 50	...	...

STEAMERS ON LAKE MAGGIORE.

E.M. Dis.	Fares. 1 cl.	Fares. 2 cl.	Stations.	Steamers. A	B	C
	L. c.	L. c.	MILAN (RL) dp.	...	6 55	11 56
..	...	...	TURIN ..... ,,	...	4 20	9 5
..	...	...	GENOA ..... ,,	...	4 15	7 35
Fro	m	Arons	Aroma ..... dep	a.m.	a.m.	p.m.
...	0 30	0 40	Angera	4 20	10 0	2 40
2½	0 50	0 40	Meina	...	10 5	...
5	0 90	0 60	Lesa	4 45	10 17	2 55
6	0 95	0 60	Belgirate	5	10 24	3 12
9	1 40	0 85	Stresa	5 10	10 39	3 18
10	1 50	0 90	Isolabella	5 22	11 0	3 40
12	1 70	1 0	Baveno	5 36	11 5	3 46
14	1 90	1 15	Feriolo	5 50	11 16	4 0
13	1 85	1 10	Suna	...	...	4 12
13	1 70	1 0	Pallanza	...	...	4 24
14	2 0	1 20	Intra	6 10	11 32	4 35
17	2 20	1 35	Laveno	6 20	11 50	4 55
22	3 0	1 70	Portovaltravaglia	6 40	12 10	...
17	2 20	1 25	Ghiffa	6 12	12 40	...
20	2 60	1 50	Oggebbio	...	...	5 10
23	3 0	1 70	Cannero	...	12 55	5 25
24	3 35	1 90	Luino	7 50	1 20	6 0
23½	3 75	2 10	Maccagno inf.	6 7	...	6 20
29	3 75	2 10	Maccagno sup.	...	1 45	...
27½	3 50	2 0	Cannobio	8 24	2 0	6 32
31	3 95	2 20	Brissago	8 50	2 20	6 54
24½	4 40	2 45	Ascona	9 10	...	7 14
28	4 80	2 65	Locarno	9 30	3 0	7 35
26	4 80	2 65	Magadino arr.	9 50	...	...
...	...	...	BIASCA ... arr	11 27	4 46	10 28

E.M. Dis.	Fares. 1 cl.	Fares. 2 cl.	Stations.	Steamers. D	E	F	G
	L. c.	L. c.	BIASCA ... dep	...	...	6 30	1 44
				a.m.	a.m.	a.m.	p.m.
Fro	m		Magadino dep.	...	...	10 10	...
2½	0	0 40	Locarno	4 0	10 35	4 0	...
2½	0	0 45	Ascona	4 20	...	4 20	...
7½	1	0 70	Brissago	4 40	11 15	4 40	...
11	1	0 95	Cannobio	5	0 11	5	5
13	1	80	1 5 Maccagno sup.	5 13	...	...	...
13	1	80	1 5 Maccagno infer	...	11 52	5 20	...
15½	2	10	1 20 Luino	5	20 12	10	5 35
15	2	0	1 20 Cannero	5	48 12	28	5 55
18	2	40	1 40 Oggebbio	6	2 12	44	6 10
20½	2	70	1 55 Ghiffa	6	17	...	6 25
20	2	60	1 50 Portovaltravaglia	a.m.	...	1 5	...
24½	3	20	1 85 Laveno	7 45	...	1 35	7 0
24½			Intra	4 5	6 32	1 55	...
25½	3	20	1 85 Pallanza	4 22	6 50	2 12	...
24½	3	45	1 95 Suna	...	7 0	...	...
30	3	80	2 15 Feriolo	...	7 15	...	...
31½	4	5	2 25 Baveno	4 40	7 30	2 35	...
28	3	60	2 0 Isolabella	4 54	7 43	2 50	...
28	3	60	2 0 Stresa	5 0	7 50	3 0	...
32½	4	10	2 30 Belgirate	5 22	8 15	3 22	...
33	4	25	2 35 Lesa	5 28	8 20	3 28	...
36	4	55	2 55 Meina	5 46	8 45	3 45	...
36½	4	70	2 60 Angera	...	...	4 0	...
38	4	80	2 65 Aroma ..... arr.	6 0	9 0	4 5	...
				a.m.	a.m.	p.m.	...
			MILAN (RL) arr	8 42	11 46	6 50	...
			TURIN ..... ,,	12 20	4 55	10 46	...
			GENOA ..... ,,	12 45	9 0	11 22	...

*** The Steamers correspond with Diligence to Switzerland and to Lake Como. A good Restaurant on board the Steamers

STEAMERS ON THE BODEN SEE, or LAKE CONSTANCE.

Stations.			a.m.	a.m.	p.m.		
Constance dep.	...	...	6 55	11 10	...	3 40	...
Friedrichshafen a.	...	...	8 45	12 25	p.m.	5 10	...
Friedrichshafen d.	...	...	9 5	12 30	1 10	5 15	...
Langenarg'n	...	...	9 40	...	1 40	...	...
Lindau ..... arr.	a.m.	a.m.	11 20	1 35	3 5	6 45	...
Lindau ..... dep.	7 30	9 50	12 25	2 0	...	...	...
Bregenz ..... arr.	7 55	10 15	12 50	2 25	...	...	...

Stations.			a.m.	a.m.	p.m.		
Ludwigshaven			5 30	...	...	...	...
Ueberlingen			6 15	9 10	1 45	5 45	...
Meersburg			7 25	10 5	2 40	6 55	...
Constance ... arr			7 55	10 35	3 10	7 30	...

Stations.			a.m.	a.m.	p.m.	p.m.	
Bregenz ..... dep.	...	...	8 30	10 30	2 0	3 30	...
Lindau ..... arr.	...	...	8 45	10 55	2 25	3 55	...
Lindau ..... dep.	7 10	...	12 25	2 45	4 0	...	...
Langenargen	8 10	...	...	3 45	4 45	...	...
Friedrichshafen a.	8 45	...	1 21	4 15	5 10	...	...
Friedrichshafen d.	9 0	...	1 30	...	5 15	...	...
Meersburg	...	...	...	...	6 30	...	...
Constance ... arr.	10 30	...	2 45	...	7 0	...	...

Stations.			a.m.	p.m.	p.m.		
Constance ... dep.	...	...	7 5	11 0	2 10	5 50	...
Meersburg	...	...	7 40	11 35	2 50	6 30	...
Ueberlingen	...	...	8 30	12 20	4 45	7 25	...
Ludwigshaven			...	...	...	8 10	...

Stations.			a.m.	p.m.	p.m.		
Friedrichshafen ... dep	...	...	9 2	1 20	5 15	...	...
Romanshorn ..... arr	...	...	9 45	2 0	6 0	...	...
			a.m.	a.m.	p.m.	p.m.	
Friedrichshafen ... dep			5 5	9 0	1 8	5 15	...
Rorschach ..... arr			6 5	10 0	1 55	6 10	...
			a.m.		p.m.	p.m.	
Lindau ..... dep			4 15	...	12 25	5 30	...
Romanshorn ..... arr			5 50	...	1 40	6 55	...
			a.m.	a.m.	p.m.	p.m.	

Stations.			a.m.	p.m.	p.m.		
Romanshorn ..... dep			7 50	12 15	5 45	...	...
Friedrichshafen ... arr			8 35	1 0	6 30	...	...
			a.m.	a.m.	p.m.	p.m.	
Rorschach ..... dep			8 25	11 15	5 30	8 50	...
Friedrichshafen ... arr			9 25	12 20	6 25	9 50	...
			a.m.		p.m.	p.m.	
Romanshorn ..... dep			6 45	12 15	...	9 22	...
Lindau ..... arr			8 45	1 40	...	10 45	...
			a.m.	a.m.	p.m.	p.m.	

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DRESDEN, HERRNSKRETSCHEN, TETSCHEN (BODENBACH), AUSSIG, and LEITMERITZ.—Saechsisch-Boehm. Dampfschiffahrt.—(Steamers on the Elbe.)

In correspondence with the Dresden, Prague, Vienna, Tetschen, Warnsdorf, Rumburg, Bodenbach, Dux, and Aussig, Teplitz, Dux, Komotau, Eger, Railways.

	a	m	a	m	a	m	no'n	p	m	p	m	p	m	p	m	p	m	p	m	p	m	p	m
Dresden, Altstadt dp	6	0	8	0	9	0	10	0	12	0	1	0	2	0	3	0	4	0	5	0	6	0	6	30	7	30
... Neustadt ..	6	5	8	5	9	5	10	5	12	5	1	5	2	5	3	5	4	5	5	5	6	5	6	35	7	35
Loschwitz	6	30	8	35	9	35	10	35	12	35	1	35	2	35	3	35	4	35	5	35	6	35	7	5	8	5
Blasewitz	6	35	8	40	9	40	10	40	12	40	1	40	2	40	3	40	4	40	5	40	6	40	7	10	8	10
N. Poyritz	6	45	9	0	10	0	11	0	1	0	2	0	3	0	4	0	5	0	6	0	7	0	7	30		
Pillnitz	7	15	9	25	10	25	11	25	1	25	2	25	3	25	4	25	5	25	6	25	7	55		
Pirna	8	5	10	20			12	20					4	20					7	15				
Wehlen	8	40	11	5			1	5					5	5										
Rathen	8	55	11	20			1	20					5	20										
Koenigstein	9	40	12	0			2	0					6	0										
Schandau	10	30	12	35			2	35					6	35										
Herrnskretschen	11	20	a	m																				
Tetschen	12	35	6	0																				
Aussig dep	4	0	9	5																				
Lobositz	6	0	11	10																				
Leitmeritz arr.	6	45	12	0																				

	a	m	p	m
Leitmeritz ... dep.				
Lobositz				
Aussig dep				
Tetschen arr				
... dep				
Herrnskretschen			a	m
Schandau			6	0
Koenigstein			6	25
Rathen			6	50
Wehlen			7	0
Pirna			7	30
Pillnitz	a	m	6	30
N. Poyritz	6	0	6	45
Blasewitz	6	15	7	0
Loschwitz	6	20	7	5
Dresden, Neustadt	6	35	7	20
Arrive Altstadt	6	40	7	25

																	a	m	p	m			
Leitmeritz ... dep.	...		...		...		...		...		...		...		...		8	30	2	0	...		
Lobositz	...		...		...		...		...		...		...		...		9	0	2	30	...		
Aussig dep	...		...		...		...		...		...		...		...		11	15	3	45	...		
Tetschen ... arr	...		...		...		...		...		...		...		...		12	35	5	25	...		
... dep	...		...		...		...		...		...		...		...		12	45			...		
Herrnskretschen	...		...		a	m	...		a	m	...		p	m	...		1	25	...		p	m	
Schandau	...		...		6	0	...		1030		...		2	30	...		4	30					
Koenigstein	...		...		6	25	...		1055		...		2	55	...		4	55					
Rathen	...		...		6	50	...		1120		...		3	20	...		5	20					
Wehlen	...		a	m	7	0	...		1140		...		3	30	...		5	30					
Pirna	...		6	0	a	m	7	30	a	m	a	m	12	0	p	m	p	m	4	0	p	m	6	0
Pillnitz	a	m	6	30	...		7	30	8	0	9	30	1045		1230		2	0	3	0	4	30	5	30	6	50
N. Poyritz	6	0	6	45	a	m	7	45	8	15	9	45	11	0	1245		2	15	3	15	4	45	5	45	6	45
Blasewitz	6	15	7	0	7	30	8	0	8	30	10	0	1115		1	0	2	30	3	30	5	0	6	0	7	0
Loschwitz	6	20	7	5	7	35	8	5	8	35	10	5	1120		1	5	2	35	3	35	5	5	6	5	7	5
Dresden, Neustadt	6	35	7	20	7	50	8	20	8	50	10	20	1135		1	20	2	50	3	50	5	20	6	20	7	20
Arrive Altstadt	6	40	7	25	7	55	8	25	8	55	10	25	1140		1	25	2	55	3	55	5	25	6	25	7	25

Extra Steamers between Dresden and Blasewitz, and vice versa.

DRESDEN to MEISSEN, RIESA, and STREHLA.—(On the Elbe)

Corresponding at Riesa with the Leipziger Ch. mnitz-Zwickauer, and Berliner Saechsischer. At Dresden with Steamers to Saxon Switzerland, as above (p335.)

	a	m	a	m	p	m	p	m
Dresden ... dep.	7	0	10	0	2	30	6	0
Schusterhaus	7	30	10	30	3	0	6	30
Kaditz-Briessnitz	7	35	10	35	3	5	6	35
Kotzschenbroda	7	55	10	55	3	25	6	55
Niederwartha	8	0	11	0	3	30	7	0
Soernewitz	8	25	11	25	3	55	7	25
Meissen	8	50	11	45	4	20	7	45
Diesbar	9	35	...		5	5		
Merschwitz	10	0	...		5	30	...	
Riesa ... arr	10	35	...		6	5	...	
Strehla ... arr	...		6	55	...		...	

	a	m	a	m	...
Strehla ... dep	...		5	30	...
Riesa	...		7	15	1130
Merschwitz	...		8	5	1220
Diesbar	a	m	8	40	1255
Meissen	6	0	10	0	2
Soernewitz	6	25	10	25	2
Niederwartha	7	15	11	15	3
Kotzschenbroda	7	25	11	25	3
Kaditz-Briessnitz	7	50	11	50	4
Schusterhaus	8	0	12	5	4
Dresden ... arr.	8	45	12	45	5

	p	m	p	m	p	m
	3	0	4	0	6	0
	3	30	4	30	6	30
	3	40	4	40	6	40
	4	0	5	0	7	0
	4	25	5	25	7	25
	4	45	5	45	7	45
	5	0	6	0	8	0
	5	30	6	30	8	30
	5	45	6	45	8	45
	6	0	7	0	9	0
	6	20	7	20	9	20
	6	35	7	35	9	35
	6	55	7	55	9	55

Dresden to	1 cl. pfg	2 cl. pfg	Chl. pfg
Loschwitz	20	15	10
Pillnitz	35	25	15
Pirna	40	30	15
Loschwitz to			
Pillnitz	22½	17½	12½
Pillnitz to			
Laubegast	15	...	10
Wehlen to			
Rathen	15	...	...
Dresden to			
Kotzschenbroda	2½	20	12½
Meissen	50	30	15

Steamers on Lago di Lugano from PORLEZZA to LUGANO and PONTE TRESA

Stations.	a.m.	a.m.
MENAGGIO (Steamer ascend) a	...	10 43
MENAGGIO ...(Omnibus) dep	...	11 0
PORLEZZA ... arr	...	12 15
Porlezza ... (Steamer) ... dep	5 30	12 15
Osteno ... ,, ... ,,	5 47	12 32
Oria ... ,, ... ,,	6 2	12 47
Gandria ... ,, ... ,,	6 15	1 0
Lugano ... ,, ... arr	6 35	1 20
... ,, ... dep	6 45	1 30
Campione ... ,, ... ,,	7 3	1 48
Bissone ... ,, ... ,,	7 13	1 58
Melide ... ,, ... ,,	7 21	2 6
Brusino ... ,, ... ,,	...	...
Morcote ... ,, ... ,,	7 35	2 2
Porto ... ,, ... ,,	7 45	2 30
Brusin-Piano ... ,, ... ,,	...	2 55
Ponte Tresa ... ,, ... arr	...	3 10
PONTE TRESA Omnibus) dep	...	3 4
Luino ... ...arr	...	5 10
LUINO (teamer descend) dp	...	5 33
LUINO (Steamer ascend) dep	...	6 0

Station.	a.m.	p.m.
LUINO (St amer descend) ar	...	12 10
LUINO (Steamer ascend) arr	...	1 28
LUINO ... ... (Omnibus)...dep	...	1 40
PONTE TRESA ... a r	...	3 0
Ponte Tresa (Steamer) ... dep	...	3 15
Brusin-Piano... ,, ... ,,	a.m.	3 30
Porto ... ,, ... ,,	7 50	3 55
Morcote ... ,, ... ,,	8 0	4 5
Melide ... ,, ... ,,	...	...
Brusino ... ,, ... ,,	8 15	4 15
Bissone ... ,, ... ,,	8 25	4 23
Campione ... ,, ... ,,	8 35	4 33
Lugano ... ,, ... arr	8 50	4 50
... ,, ... dep	9 0	5 0
Gandria ... ,, ... ,,	11 10	5 20
Oria ... ,, ... ,,	11 23	5 33
Osteno ... ,, ... ,,	11 38	5 48
Porlezza ... (Omnibus) ...dep	11 55	6 5
MENAGGIO (S mer ascend) dp	2 19	6 30

* On Tuesdays market-day at Lugano, fro Lugano to Capo Lago 6.20 a.m. & 2.0 p.m from Capo Lago to Lugano 7.15 a. m. and 2.50 p m

Steamers on LAGO DI COMO.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Como ... dep	4 0	9 0	2 30	5 30	8 30	9 30
Omegna ... dep	4 20	9 20	2 50	5 50	8 50	9 50
Gera ... ,,	4 30	9 30	3 0	6 0	9 0	10 0
Pella ... ,,	4 55	9 55	3 25	6 25	9 25	10 25
Oria ... ,,	5 5	10 5	3 35	6 35	9 35	10 35
Bisccione ... arr	5 30	10 30	4 0	7 0	9 55	10 55

Steamers on LAGO MAGGIORE.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Baveno ... dep	6 0	10 30	3 30	6 30	9 30	10 30
Orta ... ,,	6 30	...	4 0	7 0	...	...
Pella ... ,,	6 45	...	4 15	7 15	9 45	10 45
Feriolo ... ,,	6 55	...	4 25	7 25	9 55	10 55
Orta ... ,,	7 0	...	4 30	7 30	10 0	11 0
Omegna ... arr	7 25	...	4 55	7 55	10 25	11 25
Baveno ... arr	7 55	11 56	5 25	8 25	10 55	11 55

DILIGENCES, POST, AND MAIL COACHES

IN

GERMANY, SWITZERLAND, and NORTH ITALY, &c.

NOTE.—The figures placed immediately after the name denote the distance—thus: Aarau to Schoftland (6½). I.e., 6½ English miles. The * signifies a Railway Station; h *hours*; f. *fares*; ret *returning*. N.B.—In some instances the fares actually charged may exceed those here given.

* **Aarau** to
Menziken, 8.50 a.m., 12.55, 4.20, 7.10 p.m.. ret. 8.26, 8.45 a.m., 12.30, 3.25 p.m., in 2¼ hours, fare 3 fr. 10 c.
Schoftland (6½), 8.50 a.m., 12.55 and 7.10 p.m.; ret. 6.40, 10.0 a.m., 4.30 p.m., in 1 hr; fare 1 fr. 50 c.

* **Aarburg** to
Erlisswyl (4½), 4.0 a.m., ret. 6.38 a.m.; in 1-1 hrs., fare 1fr. 5c.

* **Abensberg** to
Rohr 2.30 p.m., ret. 4.45 a.m., in 1½ hour. fare 90 pf.

* **Achern** to
Ottenhofen, 9.5 a.m., ret. 5 40 a.m, in 1½ hrs., fare 1 m. 10 pf.
Rheinbischofsheim, 10.0 a.m, ret., 4.55 a.m, in 2½ hrs., fare 1 m. 70 pf.

* **Ahaus** to
Borken (19½), 4.40 a.m., via Sudlohn, in 3½ hrs.; fare 2 m. 10 pf

* **Ahlhorn** to
Damme (24½). 9.50 a.m., ret. 6.45 a.m. in 5½-10½ hours; fare 4 m. 60 pf.

Ahrweiler to
Altenahr, 3.55 p.m., in 1½ hour, fare 1 m. 40 pf.
*Easkirchen, 5.0 p.m, per Rheinbach, in 4 h.; fare 3m. 50 pf.
*Remagen, 4.35, 8.50 a.m., 1.15 6.30 p.m., in 1¾ hr.; fare 1 m. 60 pf.
Rheinbach, 5.0 p.m., in 2½ hrs.; ret. 12.5 p.m. fare 2 m. 10 pf.

* **Aigle** to
Chillon d'Oex (33½), 11 0 a.m., return 10.0 a.m., in 6½—8½ hrs., fare 5fr. 65 c.
Sannen, 11.0 a m, ret., 5.0 a m, in 1½ hours; fare 6 fr. 75 c.

Airolo to
Andermatt (18), 5.30 a.m., 4 0 p.m., in 4 hrs. fare 7 fr. 30 c.
*Biasca, 6.0 a.m.; and 5.10 p.m., in 3½ hrs., fare 9 fr. 15 c.
Flueelen (45½), 5.40 a.m., in 7½ hrs., fare 9 fr. 85 c
*Lucerne, 5.30 a.m., per Flueelen, in 1½ hrs. From Flueelen per steamer.

* **Aix-la-Chapelle, (Aachen)** to
Montjoie (21), 7.0 a m, 4 30 p.m., in 4½ hrs: fare 3 m. 40 pf.
Setterich, 5 p m, (ret. 6.30 a m,) in 3 hrs, fare 1 m. 90 pf.

* **Albbruck** to
Bernau (21½). 8.35 a.m , in 5½ hrs ; fare 3 m. 40 pf.
Neustadt (36½). 8.35 a.m. ret. 5 30 a m in 9½-12 hours; fare 5 m 90 pf.

Alpnach to
Lungern, 7.45 a.m., ret. 12.45 p.m in 3½ hrs., fare 2 fr. 55 c.
Sarnen, 7.45, 11.30 a.m, 4.0 p.m, ret. 6.50, 10.50 a m, 2.30 p.m., in ½ hours; fare 1 fr. 15 c.

* **Alsfeld** to
Grebenau, 3.5 p.m. ret. 7.0 a.m, in 2½ hours, fare 1 m.
Ziegenhain, 5.25 a.m. ret. 3.50 p.m, in 3 hours, fare 2 m. 30 pf.

* **Altdamm** to
Cammin, 12.30 a.m per Farlowkrug, in 8 h., fare 7 m. 50 pf.
Gollnow 12.15, 12.30, 11.45 a.m, 6.0 p.m., ret. 1.50, 2.15, 5.10 a.m., 12 20 p.m , in 2½ hrs. fare 3 m. 40 pf.
Naugard, 12.15, 11.45 a.m. (ret. 9.30 a.m., 11.35 p.m.), in 5 hrs., fare 6 m. 80 pf.
Pyritz (21), 12.40, 11.50 a.m.; ret 1.30 a.m., 12.30 p.m., in 3½ hrs. fare, 8 m. 40 pf.
Stepenitz, 12.30 a.m. (ret., 9.15 p.m.), per Mammer, in 6½ and 7 hrs., fare 5 m. 30 pf.
Treptow, 12.15 a.m. (ret. 6 10 p.m.), per Naugard, in 10½ hrs. fare 9 m. 60 pf.
Wollin, 12.30 a.m. ret. 8.50 p.m. per Gollnow, in 7½ hrs, fare 6 m. 70 pf.

* **Altena** to
Dahle, 3.0 p.m., ret. 5.0 p.m., in 1 hr., fare 70 pf
Lüdenscheid (8½), 9.25 a.m., 2.0, 11.0 p.m., in 2 hours, fare 1 m. 40 pf.

Altenahr to
Ahrweiler, 7.30 a.m., in 1½ hour, fare, 1 m. 20 pf.
* Bonn (18), 4.5 p.m., viz Meckenheim (fare 1 m 80 pf.), in 3½ hours, fare 2 m. 90 fr.,
Kelberg (22½), 5.35 p.m., ret. 2.45 a.m., per Adenau; in 4½ 4½ hours, fare 3 m. 60 pf.

Altenkirchen to
* Au, 5.50 a.m., per Hamm, in 2 hours, fare 1 m. 60 pf.
* Neuwied, 2.0 a.m., per Dierdorf. in 6 hrs., fare 4 m. 80 pf
* Wissen, 5.5 p.m, in 2½ hrs., fare 1 m. 70 pf.

Altotting to
*Freilassing (62½). 7.5 a.m, in 9½ hrs., fare 4 m. 10 pf.
* Traunstein (30½), 5.0 a.m., in 7½ hrs., fare 3 m. 90 pf.

* **Altstetten** to
Appenzell, 5.15 p.m, viâ Gais (fare 1 fr. 70 c.) in 4 hrs.; fare 2 fr. 60 c.

* **Altweasser** to
Neuendorf (21½), 9.30 a.m., 9.30 p.m., ret 12.6 a.m, 12 50 p.m in 4½ hours, fare 3 m. 40 pf.

Alvaneu Bad to
* Chur (20), 10 35 a.m., two coaches, in 3½ and 6 hrs; fares 5 fr 30 c. and 2 fr. 20 c.
Davos Platz 12.55 p.m., in 4½ hrs; fare 4 fr.

* **Anclam** to
Treptow, 10 35 p.m, in 4½ hours, fare 4 m. 10 pf.

Andermatt (Swiss.) to
Airolo (18), 1.15 p.m., in 4½ hrs, fare 7 fr 30 c.
* Biasca (41½), 1 15 p.m., in 11 hrs. fare 16 fr. 45 c.
Flueelen (27½), 9.50 a m; 1.0 p.m, in 3½ hours; fare, 8 frs. 55 c.
* Lucerne, 9.50 a.m., 1.0 p.m., in 6½ hours. From Flueelen per steamer.

Annaberg to

*Schwarzenberg (15½), 6.00 a.m., 12 noon, 11.30 p.m., in 3½ hrs., fare, 2 m. 30pf.

Apenrade to

Sonderburg (22), 3.30 a.m., per Gravenstein, in 4½ hours, fare 2 m. 60 pf.

Appenzell (Switz.) to

*Altstätten, 6.45 a.m., in 2½ hours; fare, 2 fr. 60 c.

Gais (2½), 6.45, 10.30 a.m., 3.15 p.m., in 1 hour; fare, 90 c.

*Heiden (9½), 6.45 a.m., 3.15 p.m., in 3 hours, fare 5 fr. 25 c.

*St. Gallen (12), 6.45, 10.30 a.m., 3.15 p.m., in 2½ hours, fare 3 fr. 40 c.

*Urnasch (6½), 7.5 a.m., 2.30, 6.15 p.m., in 1½ hours; fare 1 fr. 50 c

Aprath to

Wülfrath, 7.25, 10.10 a.m., 3.35, 9.30 p.m., return 7.45, 11.25 a.m., 4.15, 8.35 p.m., in ½ hour, fare 60 pf.

Arnegg to

Waldkirch, 9.5 a.m., 5.00 p.m., ret., 7.20 a.m., 3.35 p.m., in ½ hour, fare 50c.

Arnsberg to

Alleagen, 6.20 p.m., return 5.30 a.m., per Hachen in 3½ hours, fare, 2 m. 70 pf.

Balve (16½) 7.0 a.m., 6.20 p.m., ret. 5.40 a.m., 1.40 p.m., in 3½ hrs., fare, 2 m. 70 pf.

*Soest (18), 6.45 a.m., 5.20 p.m., in 3 hours, fare, 2 m. 40 pf.

Arnstadt to

Königsee 3.55 p.m., (ret. 1 a.m.), per Stadtilm, in 4½ hrs, fare 2 m. 80 pf.

*Rudolstadt (34½), 3.55 p.m., in 6 hours; fare 3 m.

Stadtilm, 3.55, 8.35 p.m., in 1½ hours, fare 1 m. 20 pf.

Arnswalde to

Callies (20½), 1.10, 10.35 p.m., ret., 10.5 a.m., 4.50 p.m., in 4½ hours; fare 2 m. 40 pf.

Reetz (8½), 6.55 a.m. 3.55 p.m., in 1½ hrs., ret. 2.40 a.m., 12.5 p.m., fare 1 m.

Arolsen to

Corbach (11½), 10.50 a.m. & 7.40 p.m. in 2½ hrs., fare 1 m. 90 pf.

*Wolkra (20½), 5.0 a.m., in 3 hours, fare, 2 m. 20 pf.

*Warburg (14), 8.55 a.m. & 3.25 p.m., in 2½ hrs. (r. 2 m. 40 pf.

Wildungen Bad (26½), 5.0 a.m., in 6 hours, fare 4m. 30 pf.

Arona (Switz.) to

Brieg (77) 11.40 p.m., per Domo d'Ossola, in 17 hours, fare 25 f. 70 c.

Domo d'Ossola, (36), 11.40 p.m., in 6 hours, fare 8 fr. 85 cents.

Arnern to

Frankenhausen, 8.0 a.m., in 1½ hrs, fare 1 m. 50 pf.

*Sangerhausen, (2), 2.20 and 9.15 a.m., 1.30 and 5.20 p.m., in 2½ hour, fare 4 m. 80 pf.

*Weissensee (18), 2.45 a.m, in 6½ hrs. fare 2 m. 90 pf.

Arth (Switz.) to

Brunnen (17½), 9.50 a.m., 5.15, p.m., per Schwyz, in 2½ hours, fare 3 fr. 25 c.

Schwyz, 9.50 a.m., 5.15 p.m., ret. 7.35 a.m., 6.15 p.m., in 1½ hours, fare 1 fr. 75 c.

Aschaffenburg to

Esselbach, (23½), 4.30 p.m., ret. 3.15 a.m., in 5½ hrs., fare, 2 m. 20 pf.

Aschersleben to

Egeln 4.15 p.m., ret. 8.25 a.m., in 2½ hours, fare, 2 m. 40 pf.

Au (Switz.) to

Berneck, 7.40 a.m., 3.50 p.m.; ret. 6.50 a.m., 3.50 p.m.; in 80 minutes, fare 60 c.

Au to

Altenkirchen, (10), 8.45 p.m., in 2 hours, fare 1 m. 50 pf.

Hachenburg, (18½), 9.45 a.m., 3.50 p.m., in 3 hrs., fare, 2m. 20 pf.

Auerbach to

*Schneeberg, 6.45 a.m., in 3½ hrs. fare, 2 m. 60 pf.

Augsburg to

Aming, 1.30 p.m., ret. 6.0 a.m., in 2½ hours, fare 1 m.

Welden, 2.30 p.m.; ret 6 a.m., in 3½ hours, fare 1 m. 40 pf.

Aurich to

*Emden (16), 12.50, 5.15 a.m., 12.10 and 6.40 p.m., in 3½ hrs., fare 2 m. 60 pf.

Esens, (35½), 7.10 a.m. & 5.20 p.m, ret 7.0 a.m, 5.35 p.m, in 3 hours, fare 2 m. 50 pf.

*Jever. (21½) 7.10 a.m., 1.45 & 5.20 p.m., in ¾—4½ hours, fare, 2 m. 40 pf.

Norden (15½), 12.50 a.m., 12.10 and 6.40 p.m., in 3½-4½ hrs., fare 2 m. 50 pf.

Baal to

Linnich, 7 20 p.m., in 1 hour, fare 70 pf.

Lövenich, 7 15 a.m., ret. 2.30 p.m., in 20 minutes, fare 30 pf.

Wassenberg, 4.0 p.m., return 6.30 a.m., in 1½ hr., fare 1 m. 20 pf.

Babenhausen to

Seligenstadt, 7.35 a.m., 12.25 and 7.0 p.m., ret. 6.0, 10.0 a.m., 4.25 p.m., in 1½ hour, fare 1 m.

Bacharach to

Kirchberg (22½), 6.35 a.m. and 7.45 p.m., via Rheinböllen. (are 1 m. 40 pf.) and Simmern (fare 2 m. 70 pf.), in 6 hrs., fare 3 m. 30 pf. Dist. from Rheinböllen, 5.55 a.m., 3.45 p.m.

Baden to

Endingen, 5.30 p.m., return 6.15 a.m.. per Lengnau, in 2 hours, fare 2 fr. 5 c.

Ballenstedt to

Harzgerode (9½), 5.40 p.m., ret. 6.15 a.m., in 2½ hours, fare 1 m. 70 pf.

Bamberg to

Burghaslach (34½), 4.0 p.m., return 1.30 a.m. in 6½-7½ hours, fare 3 m. 20 pf.

Neuses (8½), 4 p.m., in 6½ hours, ret. 2.30 a.m., fare 1 m. 60 pf.

Barchstein to

Bischofstein, 12.30 noon., 1.45 p.m., ret. 6 10 a.m. 6.25 p.m.; in 2½ hours; fare, 2 m. 20 pf.

Basle to

Allschwil, 10.0 a.m., 4.40 p.m., ret. 7.0 a.m., 1.0 p.m., in ½ hr.; fare 60 c.

Burg (10), 8.30 p.m., ret. 6.45 a.m., in 2½ hrs., fare, 2 f. 70 b.

Fliihen (6½), 8.0 a.m., 6.30 p.m., ret. 7.15 a.m., 4.0 p.m., in 1 hours; fare 1 fr. 40 c.

Schönenbuch (5) 4.40 p.m., ret. 6.35 a.m. in 1 hr., fare 1 fr. 5 c.

Battenberg to

*Frohnhausen (21), 4.30 a.m., in 6½ hours, fare 5 m.

Frankenberg (8½), 8.0 a.m. (in 1 hr., fare 1 m. 40 pf.

Hallenberg, 6.30 a.m. ret. 6.45 p.m., in 1½ hr., fare 1 m. 40 pf.

*Marburg (30), 5.40 a.m., via Munchhausen (fare, 1 m.), in 6½ hours, fare, 3 m 20 pf.

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* Bayreuth to

Bischofsgrun, 4.0 p.m., ret. 5.10 a.m., per Berneck, in 4-3¾ hrs; fare 3 m., 15 pf.
Hollfeld, 4.5 p.m., ret. 4.50 a.m., in 4 hrs.; fare 1 m. 80 pf.
Thurnau, 4.15 p.m., ret. 5.45 a.m. in 3 hours fare 1 m. 10 pf.

Beckenried to

Stans, 3.15, 6.55 p.m., in 1 hour. ret. 1.50, 5.35 p.m.; fare, 1 fr 40 c.

* Bellinzona to

*Chur (76½), 11.0 p.m., per Spliigen in 17½ hrs. fare 18fr., 80c.
*Lugano (19½) 7.40 a.m., 11.15 p.m., in 4 hours
Spliigen (43), 11.0 p.m., in 10¾ hours, fare, 11 fr. 5 c
St. Bernhardin (27½), 11.0 p.m., ret. 4.10 p.m., in 7½ – 4½ hrs., fare 7 fr.

* Bensberg to

Gummersbach (26½), 9.45 a.m., 11.55 p.m., in 6½ hrs.; fare 4 m. 80 pf.

* Bensheim to

Reichenbach, 7.40 a.m., 6.27 p.m. ret 6.15 a.m. 4.55 p.m., in 1 hour, fare 50 pf.

* Bentheim to

Neuenhaus, 7.0 a.m., 3.20 p.m., ret. 8.55 a.m., 2.45 p.m.; in 3 hours, fare 2 m. 70 pf.

Berchtesgaden to

*Reichenhall (12), 5.50 a.m. and 2.0 p.m., in 2½ hours.
*Salzburg (14½), 4.0 p.m., in 3 hours.

Bergen to

*Stralsund (16½) 6.50 a.m., 2.0 p.m., in 3¾ hrs., fare 2 m. 60 pf.

* Bergwitz to

Schmiedeberg 10 10 a.m. & 4 45 p.m.; ret. 5.35 a.m. and 12.45 p.m., in 2½ hrs fare 1 m. 80 pf.

* Bergzabern to

*Dahn, 6.0 a.m., ret. 3.0 p.m. in ½ hour.; fare 2 m. 60 pf

Berleburg to

*Creuzthal (37½ 4.10 a.m., in 6½ hours, fa e 4 m. 80 pf
Schmallenberg (20) 9.45 a.m., ret 2.55 p.m. in 4 hours, fare 2 m. 60 pf.

* Berlin to

Cremmen (25), 10.0 p.m., ret. 4.0 a.m., in 4½ hrs fare 4 m.
Gr. Schönebeck (29½), 7.0 p.m., ret. 5.10 a.m., in 5½ hrs, fare 3 m.
Neu-Ruppin, (46) 10.0 p.m. in 9¾—13½ hours, ret. 7.0 p.m.; fare 7 m. 40 pf.

* Berne to

Belp, 7.40 a.m, 4.0 p.m 7.55 a.m, 4.15 p.m, in 1 hour; fare 1 fr. 50c.
Frieswyl (9½), 3.30 p.m., ret 7.10 a.m., in 2½ hrs: fare, 2fr. 20c.
Gümmenen (10½), 3.0 p.m., ret. 6.30 a.m., in 2 hrs.; fare, 2 fr. 40 c.
Riggisberg, 7.40 a.m, 4.0 p.m, ret. 6.30 a.m, 2.50 p.m, in 2½ hours; fare 3 fr.
Rueggisberg, 4.0 p.m, ret. 6.25 a.m, in 3 hours; fare 3 fr.
Schwartzenburg, 6.30 a.m., 3.30 p.m., ret. 6.0 a.m., 4.0 p.m., in 3–3½ hours, fare 2 fr. 75 c
Wattenwyl (15½) 4.0 p.m., return 6.0 a.m., in 3½ hrs, fare, 3 fr. 55 c.

* Bernburg to

Aisleben (8½), 3.40 p.m., in 1½ hrs, return 4.40 a.m, fare 1m. 40 pf.
Calbe (8), 6.05 a.m. and 5.0 p.m., in 1½ hours, fare 1 m 30pf.

Bernoastel to

* Creuznach (52½) 9.15 p.m, in 12 hours; fare 8 m. 50 pf.
*Fischbach 6.0 a.m., per Morbach, in 6½ hrs. fare 4 m. 60 pf
Kirchberg (21½). 9.15 p.m., in 4½ hrs., fare, 3 m. 50 pf.
Simmern 9.15 p.m., in 8½ hrs., per Kirchberg, fare 4 m. 60 pf

* Biasca to

Airolo, 5.10, 11 30 p.m., in 5½ hours, fare 9 fr. 15 c.
Andermatt, 11.30 p.m., per Airolo in 10½ hrs, fare 16fr. 45c.
Flueelen (68½), 11.30 p.m., per Andermatt, in 14 hours; fare 25 fr.
*Lucerne, 11.30 p.m., per Flueelen in 14½ hours. Steamer from Flueelen.

* Biel (Bienne) to

Tauffelen (6½), 9.30 a.m., 7.30 p.m. ret 7.0 a.m., 4.30 p.m., in 1½ hours, fare 1 fr. 60 c.

* Bielefeld to

Borgholzhausen (13½ 6 20 p.m., return 11 50 a.m., in 4½–3½ hrs., fare 2 m 10 pf.
Detmold (21), 6.0 a.m. and 6.15 p.m., in 4 hrs, fare 3 m. 40 pf.
Halle (10½), 6.0 a.m, 1 40 and 6 25 p.m., in 2½ hrs., ret 8 30 a.m., 12.35 and 8 20 p.m., in 2½ hrs, fare 1 m. 70 pf.

* Bietigheim to

Freudenthal, 8 30 a.m., in 1½ hr. ret 6.30 a.m., fare 60 pf
Mundelsheim, 7.55 p.m. ret. 6.15 a.m., in 1½ hrs., fare 80 pf.

* Bingerbruck to

Stromberg, 10.30 a.m and 5.30 p.m., ret. 7.10 a.m & 1.25 p.m. in 1½ hours, fare 1 m. 20 pf.

* Birkenfeld to

*Birkenfeld (Station), 6.55 a.m., 12.15, 2.15 & 5.5 p.m., ret 8.10 a.m. 1.15, 3.45, 9 0 p.m., in 35 minutes fare 50 pf.
Morbach, 4.25 p.m.. ret. 9.15 a.m. in 3-2½ hrs; fare 2 m. 20 pf.

* Bischofswerda to

*Kamenz, 3 25 p.m., in 2½ hours, fare 1 m. 5 pf.

* Bischofswerder to

Neumark, 9 0 a.m., ret. 6.10 p.m., in 2½ hours; fare 2 m. 10 pf.

Bitburg to

*Erdorf, 6.5, 7.45, 11.35 a.m., 2 40 and 6 55 p.m., in 2½ hrs, fr. 60 pf
*Treves (16½), 2 p.m., in 5 hours, fare 2 m. 70 pf.

* Bitterfeld to

Düben, 11.15 p.m., in 2½ hrs, fare 2 m. 20 pf., return 11.55 a.m.

* Blankenberg to

Sternberg, 6.50, 8.30 a.m., 4.35, 11.20, p.m., ret. 4.35, 6.10, & 11.30 a.m. 7.40, p.m., in 1½ hour. fare 1 m. 30 pf.

*Blankenburg (Station) to

Hasselfelde (1½) 12 0 noon, ret. 9.30 a.m., in 2½ hours, fare 1 m. 70 pf.
*Nordhausen (28) 12 0 noon, in 6 hours, fare 4 m. 50 pf.

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Blomberg to

Bielefeld (24), 10.50 a.m., re. 2.20 p.m. in 2½ hrs.; fare 2 m. 20 pf.
Detmold (15). 9.55 a.m., in 2½ hrs. fare 2 m. 40 pf.
Lemgo (11), 11.0 a.m., 6.16 p.m., in 2 hours; fare, 1 m. 80 pf.

*** Bludenz to**

* Innsbruck (98), 3.0 a.m., in 18½ hrs., fare 13 fl. 89 kr.
Landeck (46½) 3.0 a.m., in 9½ hrs. fare 6 gl. 45 kr.

*** Bodenwohr to**

Etz, 1.10 p.m., in 4 hours, re. at 4 15 a.m, fare 2 m. 20 pf.

*** Bonn to**

Altenahr, 7.30 a.m., in 3½ hrs., fare 2 m. 90 pf.
Rheinbach, 7.30 a.m., and 6.45 p.m., ret. 7 a.m, 5.30 p.m, in 2½ hrs., fare 2 m. 10 pf.

*** Bopfingen to**

Neresheim (10), 8.30 a.m., & 8.55 p.m. in 2½ hours, ret. 3.50 a.m., and 3 40 p.m., fare 1 m.

*** Boppard to**

Simmern (32). 9.0 a.m. and 3.15 p.m in 4½ hrs. fare, 3 m. 50 pf.

Borken to

*Ahaus (19½), 2.0 a.m., in 3½ hours, fare, 3 m. 10 pf.

*** Botzen to**

Landeck (96½), 3.0 a.m., in 19½ hrs. fare 13 gl. 51 kr.
Meran (17½), 3.0 a.m., in 3 hrs., fare 2 gl. 50 kr.
Sanders (69½), at 3 a.m. in 14½ hours, fare 9 gl. 81 kr.

*** Brandenburg to**

Belzig (22) 3.20 p.m., in 3½ hrs., fare 3 m. 50 pf.
*Rathenow (30½). 2.0 p.m., in 5 hrs fare 3 m. 20 pf.

*** Bremen to**

Lilienthal (7½), 8.30 a.m., 3.30 p.m., ret. 8.10 a.m., 2.10 p.m., in 1½ hours, 1 m. 20 pf.

*** Brennett to**

*Schopfheim, 7.50 a.m. and 5.10 p.m. in 2 hrs; fare 1 m. 50 pf.

*** Breslau to**

Koberwitz, 7.30 a.m ; ret. 6.30 p.m., in 2½ hrs., fare 1 m. 90 pf.
Trebnitz (15), 11.15 p.m., return 11.15 a.m., in 3 hours, fare 2 m. 40 pf.

*** Bretzfeld to**

Mainhardt, 5.40 p.m., ret. 4 45 a.m., in 2½ hrs., are 1 m. 40 pf.

Brigue (Switz.) to

*Arona (77), 10.45 a.m., per Dome d'Ossola, in 17½ hours. fare 25 fr 70 c.
Domo d'Ossola (40½) 10 45 a.m., in 10 hours fare 16 fr 85 c
Munster (21½) 5 15 a.m., ret 12.10 p.m.; in 5-4 hrs, fare 5 fr 20 c.
Stresa, 10.45 a.m., in 16 hours; fare 23 fr. 15 c.

Briens (Switz.) to

Meiringen (8) 8.55, 11.15 a.m., 4.3 p m, in 1½ hour; fare 2 fr. 30 c.

***Brilon to**

*Geseke (24½), 11.20 a.m., in 5 hours, fare 3m. 90 pf.

*** Bromberg to**

Fordon (7½), 10.45 a.m., in 1 hr. ret 3.25 p.m. fare 1 m. 20 pf.
Crone-a-B (15). 6 55 a.m, & 6.45 p.m.; ret. 2.20 a.m. and 1.45 p.m., in 2½ hours; fare, 2 m. 40 pf.
Tuchel (28½) 6 55 a.m., return 9.25 p.m., 7½ hours. fare 6 m. 20 pf.

*** Bruchsal to**

Mensingen 3.30 p.m, in 2½ hours; ret. 3 50 a.m.; fare, 1 m. 60 pf.

Bruckenau to

*Kissingen (17½), 7.30 a.m., per Platz. in 5 hrs.; fare, 2 m. 80 pf.
*Jossa (11), 1.45 p.m., in 2½ hrs., fare 1 m. 70 pf.

*** Bruhl to**

Wesseling 5.30 a.m. 6.40 p.m.; ret. 7.15 a.m. 7.35 p.m., in ¼ hour; fare, 70 pf.

*** Brunn to**

* Iglau (54), 6.55 p.m., in 10½ hours, fare 6 gl. 53 kr.

Brünnen to

*Arth (17), 7.0 a.m., 2.40 p.m., in 2½ hours, fare, 2 fr 45 c.
Schwyz, 6.50, 7.0 a.m , 12.25, 2.40, 3.50, 7.35 p.m.; ret. 6 0, 10 20, 11.30 a.m., 1.50, 4.30, 6.50 p.m., in ¼ an hour fare, 80c.

*** Brunswick to**

* Vorsfelde (22½), 5.0 p.m., via Fallersleben (fare, 2 m. 60 pf.), in 4 hours, fare 3 m. 60 pf.

*** Buchloe to**

Schongau 4.30 p.m., return 4.0 a.m., in 5½ hrs. fare 3 m. 35 pf.

*** Buchs to**

Alt St. Johann (12½), 12.50, 6.50 p m. ret. 5.30, 11.30 a m, in 3½-2½ hours; fare 2 fr. 60 c.
*Elmat (23), 12.50, 6 50 p.m., in 5½ hrs., 4 fr. 20 c.

*** Budweis to**

* Iglau (69), 11.0 p.m., via Wittingau, (fare, 1 gl 84 kr.), in 16 hours, fare 8 gl. 88 kr.

*** Bulle to**

Charmey (7½), 9.45 a.m., return 4.0 p.m., in 2 hrs., fare, 1 fr. 75 c.
Chatel St Denis, 8.0 a.m.; ret. 4.0 p m , in 2½ hrs.; fare, 2 fr. 70 c.
* Freiburg (17), 5.30 a.m., via La Roche. in 3½ hours; fare, 3 fr. 9 c. 6.0 a.m., via Farvagny. in 3½ hrs; are 3 fr. 45 c.
Saanen (24½), 9.4 a.m. 2.0 p.m., ret. 5.0 a m., 12.5 p.m., in 5½ hours; fare 6 fr.

*** Burbach to**

Marienberg 3.0 p.m. (ret. 5.45 a m), per Neukirch, in 2½ hrs fare 1 m. 80 pf.
Remnerod, 2.10 p.m. in 2½ hours, fare 1 m 70 pf.

*** Buttstedt to**

*Weimar, 7.15 a.m., per Buttelstedt, in 2½ hours; are, 2 m
Wiehe, 7.40 p.m.; ret. 4.20 a.m. in 2½ hours; fare, 1 m. 90 pf.

*** Calau to**

Luckau, 11.15 a m. ret. 6.15 a m., in 2½ hours; fare, 1 m. 60 pf.

*** Camens to**

Reichenbach (7), 9.15 a.m., 12.55, 7.55 p.m., ret. 6.5, 10.0 a m., 4.35 p.m., in 1½ hours; fare 1 m. 10 pf

Cammin to

* Alt Cam.m (46½), 7 55 p.m., in 8½ hours, fare 7 m. 50 pf.
*Colberg (41½), 9.10 a m., in 6½ hours, fare 6 m. 70 p m.

*** Carlsbad to**

*Elbenstock, 11.30 a.m. in 8 hrs. Joh. Georgenet (21½), 7.15 a.m., ret 2 0 a.m., in 8 hours, fare, 1 gl. 50 kr.

*** Cassel to**

Grossallmerode, 9.40 a.m., per Helsa, in 3½ hours, ret. 3.30 p.m. fare 2 m. 30 pf.

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* Cassel to
Veckerhagen (18), 5 6 p.m., ret. 5.30 a.m., in 3½ hours, fare 2m. 40 pf.

Wolfhagen, 5 p.m., in 4 hours
Fürstenberg, 4½ 5.35 a.m., fare 2 m. 10 pf.

Ziarenberg 5 p.m., ret. 6.20 a.m. in 7½ hours, fare 2m. 10pf.

* Celle to
Beedenbostel 3 p.m.; return 8 a.m. in 2 hrs; fare, 1m. 20pf.

Bröckel, 4 p.m.; return 7 a.m. in 2 hrs; fare, 1m. 60pf.

Walsrode, 7.5 p.m.; return 2.30 a.m. in 6½ hrs; fare, 3m. 20pf.

Winsen, 6.45 p.m.: return 7.45 a.m. in 1½ hrs; fare, 1m. 40pf.

* Chateau Salins to
Metz (26), 3.0 a.m., in 5½ hrs., fare 4m.

* Chaux de Fonds to
* Gloveliez, 10.20 a.m., in 7 hrs.; fare, 6fr. 55c.

signelegier (15), 10.20 a.m., 4.30 p.m.; ret. 4.45 a.m., 5.0 p.m.; in 3½ hours; fare, 3 fr. 65c.

Ste Croix, 4 30 a.m.; return 5.30 a.m. and 3 40 p.m. in 6½ hrs; fare 7fr. 55c.

* Chexbres (Switz.) to
Vevey, 9.25 a.m., 1.5, 6.0, and 9.55 p.m. in ½ hour, fare 1fr. 25c.

Chiavenna (Italy) to
Cläur (Coire) 2.20 a.m., per Spligen, in 12½ hours; fare 21 fr. 90c.

Colico, 12.30, 9.30 a.m., in 2½ hrs; fare 4 f.

Samaden (44½), 7.0 a.m., per Silvaplana, in 9 hrs; fare 8fr. 20 c.

St. Moritz Dorf, 7.0 a.m, in 7½ hours; fare 7fr. 35c.

Splugen, 2.30 a.m., in 7½ hours; fare 14fr. 10c.

* Chur or Coire (Switz) to
Alvaneu Bad 20½, 5.15 a.m, via Lenz, in 4½ hours: fare 5fr. 30c. 4.30 a.m, via Thusis, in 6½ hours; fare, 7 fr. 20 c.

* Bellinzola (75½), 4.30 a.m, in 16 hours; fare 18 fr. 85 c.

Chiavenna (57½), 4.30 a.m, in 12½ hours; fare 21 fr. 90 c.

* Chur or Coire (Switz.) to
Colico (75½) 4 30 a.m, in 20½ hrs.; fare 25 fr. 90 c.

Davos Platz, 8.0 a.m, in 9 hrs., fare 8 fr. 35 c.

Disentis (39), 6.0 a.m, ret, 7.0 a.m, in 9 hours; fare 9 fr. 40 c.

Ilanz (20½), 6.0 a.m, ret. 11.5 a.m, in 4 hours; fare 4 fr. 90 c.

Langenwies (13½), 2.0 p.m, ret. 6.0 a.m, in 4-2½ hours; fare 3 fr. 75 c.

Samaden, 5.15 a.m (via Lenz), in 13½ hours; fare 12 fr. 45 c. 4.30 a.m (via Thusis) in 14½ hours; fare 14 fr. 20 c.

St. Bernhardin (69), 4.30 a.m, ret 6.30 a.m, in 11½ hours; fare 11 fr. 85 c.

St. Moritz Dorf, 5.15 a.m (via Lenz) in 13 hours; fare 11 fr. 65 c. 4 30 a.m (via Thusis), in 13½ hours; 13 fr. 55 c.

Splugen 32½, 4.30 a.m., in 7 hours; fare 7 fr. 80c.

Thusis (16), 4.30 a.m, 5.0 p.m, ret. 4.45 a.m, 1.30 p.m, in 3 hours; fare 4 fr.

* Coblence to
Mayen (18½), 4.0 p.m., in 4½ hrs; fare, 2 m.
Montabaur (33½), 5.50 p.m., in 8½ hours; fare 2 m. 20pf.
Polch (15), 3.30 p.m. ret. 6.5 a.m, in 3 hours; fare 2 m. 40 pf.

* Coburg to
Heidburg, 2.40 p.m., returning 3.30 a.m., in 3h., fare 2m. 20pf.
Rödach (11½), 9.0 a.m., and 8.15 p.m., returning 3.30 a.m., & 4 p.m., in 2 hrs. Fare 1m 80 pf.

* Cochem to
Mayen (18½) 6.15 p.m, in 4½ hrs.; fare 3 m.

* Colberg to
Cammin (44½), 11.50 a.m., 11.0 p.m., in 6½—9½ hours; fare, 6m. 70pf.

Colico (Italy) to
Chiavenna (18), 1.35, 8.45 p.m., in 3 hours, fare 4fr.
* Onur (75½), 8.45 p.m., in 19½ hours; fare 25f. 90c.
Spfügen (44), 8.45 p.m., per Chiavenna in 13½ hours; fare 18fr. 10c.

* Cologne to
Rommerskirchen (14½), 7.0 a.m., 3 0 p.m, ret. 6.30 a.m., 1.25 p.m, in 2½ hrs, fare 1 m. 65 pf.

Corbach to
Arolsen (11½), 6.25 a.m., 1.2 53 p.m.; in 2½ hrs., fare 1m. 50pf.
Frankenberg (18), 5 40 a.m., 12 4 hours, fare 2m 90pf
*Marburg (40½), 5 40 a.m., in 8½ hours fare 6 m. 70pf.
* Warburg (34½), 5.30 a.m., in 6½ hours; fare, 5m. 60pf.
Wildungen (22½), 6.30 a.m. per Sachsenhausen, in 5 hrs., fare 3m 60pf.

* Cothen to
Aken (8½) 9.5 a.m., 7.0 p.m., ret. 5.50 a.m. and 2.25 p.m., in 1½ hours. fare 1m. 20pf.

* Crailsheim to
Unterdeufstetten (13), 4.15 p.m., ret 5.15 a.m., in 2½ hours, fare 1 m. 40 pf.

* Creusnach to
Kirchberg (31), 7.0 a.m., and 5.30 p.m., in 7½ h.; fare 3m.

Simmern (24), 7.0 a.m. and 2.30 p.m., in 5-5½ hrs., fare 2m. 20pf.

* Creusthal to
Laasphe (28½), 12.50 p.m., in 6½ hours, fare 4m. 60pf.
Olpe, 8.5 a.m. and 6.30 p.m., in 2½ hours, fare 1m. 90pf & 2m.

* Crossen to
*Frankfort-on-the-Oder (22½), 3.35 p.m., in 3½ hrs., fare 2m. 20pf.

* Croy to
Le Brasseus (20½), 10.0 a.m., 5.45 p.m., ret. 3.40, 9.20 a.m., in 3—4½ hours fare 4m. 30c.
*Yverdon (12), 2.30 p.m., in 2 hrs. fare, 2m. 75c.

Culm to
Culmsee, 2.15 p.m, ret. 6 a.m; in 2½ hours, fare 2m. 30pf.
Graudenz, 6.0 a.m, in 3½ hours fare 3m. 30pf.

* Terespol, 5.30, 6.35, 9.30 a.m, 1.45, 5.30, and 9.0 p.m., in 1½ hour, fare 1m.
* Thorn 5.0 a.m., in 5 h., fare 4m. 60pf.

* Custrin to
Berlinchen (47½), 12.35 p.m., ret. 5.0 a.m., in 9½ hours, fare, 7m. 70 pf.
Pyritz (47½), 1.30 a.m., & 12.35 p.m.; Ret. 6.5 a.m. and 2.30 p.m. in 8½-7½ hrs, 7 m. 60 pf.

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• Czerwinsk to
Marienwerder, 8.5 a.m., 1.10, 2.22, and 10.15 p.m., in 2½ hrs., fare 2 m.
Mewe, 1.10 p.m., ret. 4.0 a.m., in 2½ hours fare 1 m. 80pf.

• Dantsic to
Berent, 12.40, 10.45 a.m., ret. 12.0 a.m. 8.30 p.m., in 6½ hours, fare 5 m. 90pf.
Carthaus, 11.15 a.m. 5.30 p.m., ret. 6.0 a.m., 1.35 p.m., in 3½ hours, fare 3 m. 40pf.

Davos Platz to

Alvaneu Bad 7.25 a.m., in 6 hrs., fare 4 fr. 35 c.
• Chur 7.2• a.m., in 7½ hours. fare 8 fr. 35 c.
• Landquart, 7.0 a.m., in 8½ hours. fare 7 fr.
Samaden, 7.0 a.m., in 11 hours, fare 9 fr. 45 c.
Schuls, 7.0 a.m., ret. 6.30 a.m., in 8½ hours, fare 7 fr. 75 c.

• Delemont to
Moutier (8), 6.10 a.m., 2.30 p.m., ret. 8.30 a.m., 4.30 p.m., in 1½ hours; fare 1 fr. 90 c.
Munsevelier (9½) 2.30 p.m., ret. 6.0 a.m., in 2 hrs., fare, 2fr. 20c.

• Demmin to
• Rostock, 10.25 a.m., in 8½ hrs, fare 5 m. 70 pf.

• Dessau to
Worlitz, 3.15 p.m., in 2½ hours, fare 1 m. 44pf. ret. 5.40 a.m.

Detmold to

• Bielefeld (2½), 6.10 a.m. & 6.45 p.m., in 4 hrs., fare 3 m. 40pf.
• Herford (17), 9.55 a.m. & 11.20 p.m., in 3½ hrs., fare 2 m. 70pf.
Horn (6½), 6.40 and 9.5 a.m., 4.10 p.m., in 1 hour, fare 90 pf.

• Dietikon to
Bremgarten (6½), 8.35 a.m., 2.5 5.45 p.m., in 1½ hr, fare, 1f. 55c.

Dillenburg to

Biedenkopf, (21½) 6.45 11.0 a.m., and 6.50 p.m., ret. 2.15 a.m., 12.20 p.m., in 4½ hours, fare 3m. 50pf.

Doberan to

• Rostock (9½) 6.35 a.m., and 5.0 p.m., in 1½ h.; fare 1 m. 90 pf.
• Wismar (24½) 7.45 a.m., in 4½ hours, fare 4 m. 10pf.

Domo d'Ossola (Italy) to

• Arona (36) 11 0 p.m., in 6 hrs., fare 8 fr. 55 c.
• Briane (40½) 8.50 a.m. in 10 hrs. fare 10 fr. 85c.
Stresa 11 0 p.m., in 4½ hours, fare 6 fr. 30 c.

• Donaueschingen to
• Freiburg (44), at 9.0 a.m., 7.15 p.m., in 9-14½ hours, fare 6 m. 40 pf.

Donauwörth to

Monheim (11½), 3.0 p.m., ret. 8.10 a.m., 2½ hrs, fare 1 m. 70 pf.

Dorsten to

Berken 8.0 a.m.; 1.30 p.m., in 3 hours, fare 2 m. 50 pf.

• Dresden to
Altenberg (28½), 6.15 a.m. & 5 p.m. ret. at 8.15 a.m. and 9.15 p.m. in 6½-8½ hrs.; fare 4 m. 20pf.
Dippoldiswalde (12½), 5.15, 11.0 a.m., 5 p.m.; ret. 5.55, 11 a.m., 5.55, p.m., in 3 hrs., fare 1 m 50 pf.
Königsbrück (17½), 12 45, 11.45 p.m.; ret. 4, 10.45 a.m., in 3½ h., fare 2m. 80pf.
Radeberg (13½) 6.0 a.m., 4.0 p.m. ret. 6.0 a.m., 4.30 p.m., in 2 hrs., fare 2 m. 20 pf.
Wilsdruff (9½) 6.0 a.m. 6.30 p.m., ret. 6 0 a.m., 4.0 p.m., in 2 hrs., fare 1 m.

Duderstadt to

• Göttingen, 6.0 a.m., in 3½ h., fare 3 m. 40pf.

• Duren to
Montjoie, 4.25., p.m., in 6½ hours, fare 4 m. 5upf.

• Ebnat to
Alt St. Johann, 8.50 a.m., 5.30 p.m., ret. 7.0 a.m and 4.10 p.m., in 2½ hours, fare 2 fr. 50 c.
• Buchs, 8.50 a.m., per Alt St Johann, in 5½ hrs., fare 5 fr. 20 c.

• Echallens to
Commesmont, 5.30 p.m., ret. 6.35 a.m., in 3 hours, fare 3 f. 15 c.
• Moudon (11½), 5.30 p.m.; in 2 hrs., fare 2 fr. 45 c.
Orbe (8), 10 40 a.m., ret 3.35 p.m. in 1½ hours, fare, 2fr. 10c.

Echallens to

• Yverdon (10½), 9.40 a.m., 5.40 p.m., in 2½-1½ hours, 2 fr. 45 c.

• Eichstadt to
Beilngries, 3.0 p.m., in 3½ hrs., ret. 1.15 a.m., fare 3 m. 65 pf.

• Einsiedeln to
Iberg (10½), 10.0 p.m., ret. 2 20 p.m. in 2½ 2 hours fare 2fr
Schwyz, 8.10 a.m, 1.30 p.m., ret. 7.25 a.m., 2.0 p.m., in 3-3½ hours; fare, 4 fr.
Steinen 10.0 a.m., 6.0 p.m., ret. 7.30 a.m., 2.50 p.m., in 1½ hours; fare, 1 fr. 50 c.

• Eisenach to
Naza (14½), 9.45 p.m.; ret. 4.40 a.m, in 2½ hours, fare 1 m. 80 pf.
Wanfried (21) 4.30 p.m., in 4 hours. fare 3 m. 30pf.

• Eisfeld to
Blankenburg (23) 12.30 p.m; ret. 6.15 a.m, in 6½-7½ h, f. 3m. 30pf.
• Saalfeld. 8.30 p.m., in 8½ hrs.; fare 5 m.; and 12.30 p.m., in 6½ hours. fare 6 m 30pf
Schwarzburg (26), 12.30 p.m., return 8.0 a.m., in 5½ hours, fare 4 m. 20 pf.

• Eisleben to
Mansfeld (10), 6.30 a.m., 2.30 p.m. in 1½ hours, fare 1 m.

• Elberfeld to
Cronenberg 9 0 a.m, 2.0, 7.20 and 9 5 p.m. in 1½ hour, fare, 70pf. ret 7.45, 11.40 a.m., 6.40, and 8.45 p.m. in 1 hour, fare 90 pf.
Sprockhövel 8.35 p.m. ret 7.0 a.m., in 2 hours fare 1 m. 70pf.

• Ellwangen to
Bülertmann (12½), 6.5 p.m, ret. 5.45 a.m, in 3½ h, fare 1m. 30pf.
Thannhausen (5), 6.10 p.m.; ret. 5.40 a.m., in 3½-3½ h, fare 40pf.

• Eltville to
Schlangenbad 9.10 a.m., 6.30 p.m., in 1 hours, fare, 50 pf.

• Emden to
Aurich (16), 12.45, 4.50, 11.25 a.m 6.15 p.m., in 3½ hours, fare 2 m. 50pf.
Norden (19½), 12.15, 11 25 a.m., and 6.15 p.m., in 4 hours. fare 3 m. 10pf.

• Emmerich to
• Cleve (6½), 9.45 a.m., 12.45 4.30, 8.15 p.m., in 1½ hours, fare 1m. 10 pf.

• Emmerthal to
Polle (12½). 6.40 p.m., ret. 3.45 a.m., in 3½ hours; fare, 2 m. 90pf.

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*** Empel** to
Bocholt (12), 6.35 p.m., in 2½ hrs, fare 1 m 90 pf.

*** Endorf** to
Trostberg (17½), 4.30 p.m., ret., 6.35 a.m., in 4½ hrs, fare 2 m. 25 pf

Engelskirchen to
* Bensberg (15), 2.55 & 9 10 a.m., 4.20 p.m., in 3½ hour, fare 2 m. 40 pf.
* Wipperfurth (13) 6.55 a.m., in 2¾ hours fare 2 m. 10 pf.

*** Erbach, in Odw.** to
Furth, at 5.31 p.m., in 3½ hours, fare 2 m 60 pf.

*** Erbach** to
Ehingen, 7.15 p.m., in 1¾ hrs., fare 90 pf.

*** Erlangen** to
Eschenau, 6.0 p.m., in 2½ hrs., returning 2.55 a.m., fare 1 m., 5 pf.

*** Eschwege** to
Wanfried (6½), 10.10 a.m., 7.25 p.m., in 1¾ hours, fare 1 m. 10 pf.

*** Eupen** to
Malmedy, 8.5 a.m., in 4½ hrs, fare 3 m
Montjoie 5 0 a.m., & 4.50 p.m., in 2½ hours fare 1 m. 90 pf.

*** Euskirchen** to
Abrweiler, 10.30 a.m., per Rheinbach, in 4 hours, fare 3 m 50 pf.
Rheinbach (8½), 10.10 a.m., ret. 7.35 p.m , in 1½ hrs., fare, 1 m. 40 pf.

*** Eystrup** to
Walsrode, 12.10 p.m., ret. 1.40 a.m., in 3 hours, fare 2 m 90 pf

*** Fishbach (Saxony)** to
Trarbach (31), 3.30 p.m , in 7½ hours, fare 5 m.

*** Flawyl** to
Brunnadern at 5.45 p.m.; ret. at 5 15 a.m., in 2¾ hrs, fare 2 fr. 40 c.

*** Flensburg** to
Dageböll (30), 11. 0 p.m., ret. 6.45 p.m., in 7¾-8½ hours, fare 5 m. 80 pf.
Sonderburg, 11.30 a.m., in 4½ hrs., fare 3 m 90 pf.
* Tondern, 11.30 p.m., in 7½ hrs. fare 5 m. 70 pf.

Fluelen (Swiss.) to
Airolo (45½) 7.45 a.m., in 9½ hours, fare 15 fr. 85 c.
Andermatt, 7 45 a.m 1 15 p.m., in 5 hrs fare 8 fr 55 c
* Biasca (68½) 7.45 a.m., per Airolo in 3 hours. fare 25 fr.

Frankenburg to
* Mauerkirchen (22½), 5.10, 10.40 a.m., in 5 hours fare 3 m. 80 pf.

Frankenhausen to
Artern (19½) 11.15 p.m., in 1¾ hrs., fare 1 m 50 pf.
* Sondershausen (12½), 5.30 a.m., in 2½ hours, fare 2 m

*** Frankenstein** to
Silberberg 6.0 p m ret. 7.30 a m , in 1¾ hrs. fare 1 m. 20 pf.

*** Frankfort-on-Main** to
Niederrad 6 p.m. ret. 7.25 p.m. in 1½ hour, fare 90 pf.

*** Frankfort-on-Oder** to
* Cossen (52½), 4.30 a.m., in 6½ hours. fare 5 m. 20 pf.
Muncheberg (22½), 6.45 p.m., ret. 6.25 a.m., in 4½ hours, fare 2 m.

*** Frauenfeld** to
* Wyl 6.50 a.m and 5.0 p.m., in 2 hours. are 2 fr 55 c.

*** Freiberg** to
Gr. Hartmannsdorf (8), 7.50 a.m., 5 p.m., ret. 4.25 a m., 12 50 p.m., in 2 hours, fare 1 m. 40 pf.

*** Freiburg** (Breisgau) to
Bonndorf (34), 4.35 a.m., 12.50 p.m., ret. 5.30 a.m., 1.40 p.m., in 8½-9½ hrs, fare 3 m. 30 pf.
* Donaueschingen (41), 4.35 a.m. & 6.50 p.m., per Neustadt, in 10½ hours fare 6 m 40 pf.

*** Freiburg** (Switz.) to
* Bulle, 4.40 p.m., via Farvagny, in 3¾ hours, fare 3 fr. 45 c.; 5 p.m., in 2¾ hours, fare 3 fr. 95 c.
* Morat (10), 9 0 a m. 5 p m., in 3 hrs , fare 2 fr. 35 c.

*** Frick** to
* Aarau (10), 8.45 a m., in 2 hrs.; 2 f. 25 c.
Oberhof (6½), 8.45 a.m., 6.50 p m., ret. 6.30 a.m., 4.40 p m. in 1½ hrs., fare 1 f . 5 c.

*** Friedberg** to
* Hombourg 8.0 a.m., per Friedrichsdorf, in 2½ hours, fare 1 m. 80 pf.

Fritzlar to
Arolsen (35), 10.40 a.m., in 8½ hours, fare 5 m. 70 pf.
* Wabern, 5.50 a.m., 12.25 and 6,10 p.m., in 1 hr., fare 80 pf.

*** Fulda** to
Gersfeld (18½) 3.50 p.m., in 4½ hrs. ret 4 5 a.m., fare 3 m.

*** Furstenwalde** to
Beeskow, 8.0 a.m and 10.0 p m., ret 3.55 and 10.55 a.m., in 3 hours. fare 2 m 80 pf.

Furth, in Odenw. to
* Erbach 5 45 a.m., in 3½ hrs, fare 2 m. 60 pf.

*** Furth** to
Neumark, 2 30 p.m., ret. 8.30 a.m., in 3 hours.

Fussen to
* Innsbruck, 4.0 p.m., via Reute, in 13½ hours, fare 8 m. 62 pf.
Unterpeissenberg (32½), 3.30 a.m., in 7½ hours.

Gais to
* Altstatten (6½) 8.5 a.m., in 1½ hour, fare, 1 fr. 70 c.
* St. Gallen, 7.45, 11.30 a.m., 4 15 p.m., in 1½ hour, fare 2 fr. 50 c.

Gastein Bad to
* Lend (20½) 8.15 a.m., 1.15 p.m., in 3¾ hours fare 3 sl. 40 kr.

*** Geestemunde** to
Bederkesa, 2.45 p m., ret. 3 40 a.m., in 3½ hrs. fare 2 m. 70 pf
Cuxhaven 9 30 a.m and 7.20 p.m. in 5½ hrs; ret. 2.10 a.m., and 1.55 p.m., fare 4 m 60 pf.

*** Geilenkirchen** to
Heinsberg, 8.10 a.m., 2 50 & 9.0 p.m., in 1¼ hr. fare 1 m. 0 pf. ret 7 50 10 25 a.m 5.40 p.m.

*** Geiselhoring** to
Dingolfing, 4 5 0 p. m. 1 4 hours, ret 3.0 a , fare 1 m. 70 pf.

Geislingen to
Wiesensteig 8 30 a.m., 6.5 p.m ret. 3.35 and 11.35 a.m., in 2½ hours fare 1 m 30 pf.

*** Geldern** to
Rheinberg, 5.30 p.m., ret. 5.95 a m in 2½ hrs. fare 2 m. 40 pf.

*** Geneva** to
Annecy, 7 a.m., 3 p.m; in 4.5 hours, fares fr.
Bonneville, Cluses, Sallanches, 8.30, 11 a.m., 1.30, 7 p.m.
Bonne, St Jeoire, Mieussy, Tanninges, Samoens, and Sixt, 11 a.m.
Gex, 9.0 a.m., 1.0 p.m.
Thonon 11 a.m.
La Roche, 4.0 p.m.

*** Genthin** to
* Stendal, 9.5 a.m., in 4½ hours, fare 3 m, 40 pf.

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* Gernsbach to
Herrenalb (7½), 9.45 a.m., in 2 hrs., fare 90 pf.
* Gerolstein to
Mayen (8½), 7.40 p.m. in 6 hrs. fare, 3 m. 20 pf.
* Gerstungen to
Vacha 5.0 o.m., in 3 hours, fare 2 m 80 pf.
* Giessen to
Londorf (12½), 5.0 p.m., ret. 5.10 a.m., in ½ hrs, fare 1 m. 20 pf.
* Glatz to
Cudows, (24½), 9.5 p.m., ret. 1.0 a.m., in 6 hours.
* Glogau to
Guhran (23½), 6.15 p.m., ret. 4.20 p.m., in 5 hours, fare, 1 m. 80 pf.
* Glowen to
Plau 4.0 a.m., ret. 5.45 p.m., per Pritzwalk, in 7 hours, fare 6 m. 60pf.
Pritzwalk (19½), 4.0, 9.15 a.m., ret 8.45 a.m., 9.30 p.m., in 3½ hours, fare 3 m. 10 pf.
* Gmund to
Gaildorf, 6.10 p.m., in 4½ hours, per Gschwend, fare 2 m. 10 pf.
*Sussen (13), 4.20 p.m., per Donndorf, in 3½ hours, fare 1 m. 40 pf.
* Gneesen to
Exin (35), 9.55 a.m., ret. 1.5 p.m., in 6½ hrs., fare, 6 m. 10 pf.
* Gakel, 7.10 a.m., per Schubin, in 9½ hours, fare 8 m. 30 pf.
Wongrowitz 10.0 p.m., return 1.15 a.m., per Kletzkau, in 4½ hours, fare 4 m. 20 pf.
* Goldberg to
Haynau (12), 1.35 4.50 p.m., in 2½ hours, are 1 m 25 pf.
Löwenberg, 4.20 p.m., ret. 8.20 a.m., in 3½ hrs., fare 2 m. 60 pf.
* Goslar to
Clausthal, 10.20 a.m., in 2½ hrs. fare 2 m.
* Gotha to
Friedrichswerth (9½), 4.30 p.m., ret., 6 a.m., in 1½ h., fare 1 m. 50 pf.
* Grafenthal to
* Saalfeld (12½), 6.0 a.m., in 3 hours, fare 2 m.
*Sonneberg, 6.0 a.m., in 4½ hrs., fare 3 m 10 pf.
* Graudenz to
Culm, 4.0 p.m., in 3½ hrs., fare 3 m. 30 pf.
*Warlubien 4.45, 9.45 a.m. 1.0, 5.5, and 7.55 p.m, in 2 hrs. fare 1 m 50 pf
* Greiz to
Schleiz, 1.15 p.m., in 4½ hours, fare 3 m. 40 pf.

* Grevenbruck to
Lelche (14), 1.20 p.m., ret. 4.50 a.m., in 3 hours, fare 2 m. 10 pf.
* Gross Rambin to
Barwalde (11½), 9.55 a.m., return 3.55 a.m., in 3½ hours.; fare, 2 m 50 pf.
* Grunberg to
Laubach, 8.22 a.m., ret. 6 3 a.m., in 1¼ hrs. fare 1 m.
* Grunberg (Silesia) to
Naumburg 5 30 p.m., ret. 5.30 a.m., in 2½ hrs., fare 2 m. 60 pf.
* Guldenboden to
* Osterode (37½), 12 20 p.m., in 7 hours, fare 6 m. 10 pf.

Gummersbach to
*Bensberg (26½), 12 10 a.m, 11.45 p.m., in 6 hours, fare 4 m. 30 pf.
* Wipperfürth (12½), 3.50, 7.20 a.m., 12 45, 2.45 p.m., in 2½ hrs; fare, 2 marks.
* Gunsburg to
Krumbach (17½), 11.5 a.m., ret. 5.40 a.m., in 4½ hours, fare 1 m 50 pf.
* Gustrow to
Goldberg (17), 8 35 a.m., 5.10 p.m.,; ret. 7.25 a.m., and 4.5 p.m., in 3 hrs., fare 2 m. 70 pf.
Plau (26), 5.10 p.m.; ret. 9 a.m., in 4½ hrs., fare 4 m. 20 pf.

Hachenburg to
*Hadamar (16). 5.0 a.m., in 7 hrs., fare, 4 m. 20 pf.
*Weilburg, 5.0 a.m., per Rennerod, in 7½ hrs. fare 4 m. 80 pf.
* Hadamar to
Hachenburg (26) 3.15 p.m, in 6½ hrs. fare, 4 m 20pf
* Haderslleben to
*Apenrade, 11.0 p.m., in 3 hrs. fare 2 m. 30 pf.
*Rothenkrug, 11.0 p.m., in 4½ hours, fare 3 m. 40 pf.

* Hagenow to
Gadebusch, 5.0 a.m., ret. 7.0 p.m. per Wittenburg, in 4½ hrs., fare 3 m. 90 pf.
* Hahnstatten
Langenschwalbach (15½), 11.0 a.m., in 3½ hrs.; fare, 2 m. 50 pf.
* Wiesbaden (27½), 11.0 a.m., in 5½ hours, fare 4 m. 40 pf.
* Hall to
Gaildorf 8.20 a.m., 2.40, 6.20 p.m., in 2½ hrs, fare 1 m. 20 pf.

* Halle to
Schaistadt (3½), 3.0 p.m., ret. 4.30 a.m.; in 3 hrs, fare 2 m. 20 pf.

* Hameln to
Barntrup, 6.50 p.m.; ret. 6.45 a.m., in 2½ hrs., fare 1 m 95 pf.
* Hamm to
* Werl (11½) 5.0 p.m. in 3 hrs., fare 1 m. 80 pf.
* Hanover to
Ahlden (32½), 3.30 p.m., ret. 4 55 a.m., in 6 hours, fare 3 m. 10 pf.
Burgwedel (11½), 5.0 p.m., ret. 6.30 a.m, in 2½ hrs., fare 1 m. 90 f.
* Harburg to
Harsefelde(26),5.0 p.m., ret. 10.0 a.m., in 5½ hrs., fare 4 m. 20 pf.
Stade, 3.30 a.m., 5.0 & 10.52 p.m. in 5 hours, fare, 4 m. 80 pf.
* Harsburg to
*Wernigerode 9.45 a.m., per Ilsenburg, in 2½ hours, fare, 2 m. 20 pf.
* Hassfurt to
Hofheim, 7.25 a.m. and 4.50 p.m. in 1½ hour, return 3.10 a.m. and 12 50 p.m., fare 80 pf.
* Hauts Geneveys to
* Neuchatel (8½), 6.15, 10.15a.m., in 1½ hour; fare, 1 fr. 85 c.
Paquier (7½), 6.15 a.m., ret. 10.35 a.m., in 2½ hours, fare 1 fr. 60 c.
* Hechingen to
Dettingen (19½), 5. 0 p.m., ret 5.40 a.m., in 4 hrs.; fare 2 m. 45 pf.
Heiden to
Appenzell (18) 6.35 a.m., 3.45 p.m., in 6 hours; fare, 5 fr. 25 c.
* Au (8), 5 0 a.m., in 2 hours; fare, 1 fr. 90 c.
* Herisau (20½), 3.45 p.m., in 6½ hours; fare 5 fr. 90 c.
* Rheineck (4½), 6.55 a.m., 2.20 p.m., in ¾ hour; fare, 1 fr. 30 c.
* St. Gall, 6.25 a.m., in 3 hours; fare, 3 fr. 60 c.
Teufen (11½) 6.25 a.m., 3.45 p.m., return 9.35 a.m., 6 50 p.m., in 2½ hours; fare, 3 fr. 15 c.
* Heilbronn to
Bonfeld, 5.0 p.m., return 6.30 a.m., in 2½ hours, fare 85 pf.

* Helmstedt to
* Oebisfelde (19½), 3.45 p.m., in 4 hours; fare, 3 m. 10 pf.
* Vorsfelde, 2.25 p.m., in 3½ hrs., fare, 3 m. 20 pf.
* Herford to
Detmold (17) 7.30 a.m. and 3.30 p.m., in 3½ hrs., fare 2 m 70 pf
Demgo (12½), 12 noon and 9.0 p.m., in 2½ hours, fare 2m.
* Hergats to
Wangen, 8.10 a.m., 3.0 and 7.40 p.m. in ¼ hour, ret. 7.5, 10.55 a.m. and 6.30 p.m., fare 45 pf.

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*** Herisau** to
*Bruschwyl (13), 2.10 p.m., in 3 hours; fare 2fr. 95c.
* Heiden (20½), 6.45 a.m., in 5½ hours; fare, 5fr. 90c.
Teufen, 6.45 a.m.; ret. 7.40 p.m., in 3¼ hours, fare 2fr. 75ct

*** Herne** to
* Recklinghausen, 9.45 a.m., 2.25 and 9.30 p.m., in ¾ hr., fare 80pf.

*** Hersberg** to
Dudenstadt (10¼), 10 10 a.m., in 2¾ hours, fare 2 m. 50 pf.; 4.10 p.m., fare 1 m. 90 pf.

*** Hildburghausen** to
Heldburg (14½), 8.30 p.m., ret. 8.45 a.m., in 3½ hours, fare 2m. 30pf.

*** Hildesheim** to
Lafferde (14½), 4.15 p.m., ret. 6.20 a.m., in 2½ hours, fare 2m. 30pf.

*** Hof** to
Lichtenberg (16½), 4.40 p.m., ret. 5.15 a.m., in 4½ hrs, fare, 2m. 60pf.
Lobenstein, 5.0 p.m., in 4¾ hrs., fare 3 m. 40 pf.

*** Homberg** to
* Menzelen (16½), 12.30 p.m., in 3 hours, fare 2 m. 70 pf.
Xanten (21½), 12 30 p.m. in 4¾-5 hrs., fare 3m. 60pf.

*** Homburg (Hesse)** to
* Friedberg, 3.35 p.m., per Friedrichsdorf, in ¼ hr, fare 1 m. 80pf.
* Mannheim (14¼), 2.35 p.m. in 2¾ hours, fare 2 m. 30 pf.
Usingen, 8.40 a.m. and 7.30 p.m., in 2½ hours ret. 5.30 a.m. and 4.45 p.m.; fare 1m. 60pf.

*** Horgen** to
* Zug, 8.10 a.m., in 2¾ hrs, fare 2 fr. 80 ct.

Horn to
Blomberg, 5.20 p.m. in 1½ hour, fare 1m. 5.0 pf.
Detmold, 11.45 a.m. 3.40 and 10.5 p.m, in 1 hour, fare 90 pf.
* Paderborn (15¼), 7.45 a.m., in 2½ hours, fare 2 m. 30 pf.

*** Iglau** to
Beneschau (57), 4 p.m, in 12 hours, fare 6 gl. 90 kr.
Brunn (54), 3.30 p.m. in 11 hrs. fare 6gl. 53kr.
* Budweis, 3.30 a.m, in 18½ hrs, fare 8gl. 88kr.

Ilmenau to
Blankenburg (18½), 9.20 a.m., in 4½ hours; fare 9m.
Konigsee (20½), 9.20 a.m., 4.30 p.m., ret. 4.5 a.m., 1.50 p.m., in 2½ hours; fare, 1 m. 70 pf.

*** Ingolstadt** to
Beilngries, 5.0 p.m, ret. 4 a.m., in 6 hours, fare 3 m. 40 pf.

*** Innsbruck** to
* Bludenz, 8 p.m; per Landeck, in 18½ hrs., fare 13gl. 59kr.
Fussen (67½), 12 noon, in 14½ hrs. Landeck (51), 8 p.m., in 9 hrs. fare 7gl. 14kr.

*** Interlaken (Switz.)** to
Grindelwald, 7.0 a.m., 2.0 p.m, ret. 6.0 a.m., 2.30 p.m., in 3—2½ hours; fare, 2fr. 90c.
Lauterbrunnen, 10.0 a.m., 6 0 p.m, ret. 7.5 a.m., 4.0 p.m., in 1½ hours; fare 1fr. 85c.
St. Beatenberg 2.30 p.m.; ret. 10.0 a.m., in 3—1½ hrs, fare 5fr.

*** Iserlohn** to
Balve, 5.10 p.m.; ret. 9.35 a.m., in 2½ hours, fare 2m. 10pf.

*** Jena** to
Burgel (8½), 12.30, 10.0 p.m., ret. 4.50 a.m. 5.15 p.m. in 1½ hours, fare 1 m 40 pf.

*** Jossa** to
Bruckenau (10½), 7.45 p.m., in 2¾ hours; fare, 1m. 70pf.

*** Jutebog** to
Treuenbrietzen (12½), 2 10 p.m., in 2 hrs, ret 4.50 a.m., fare 2m.

*** Kaiserslautern** to
Lauterecken (30½), 9.10 a.m., 4.45 p.m., in 4 hours, fare 3 m. 30 pf.
Meisenheim 4.45 p.m. per Otterberg, (fare 1m. 10pf) in 5¾ hrs., fare 4 m. 20 pf

*** Kiel** to
Eckernforde (16), 9.45 a.m.; 9.45 p.m., in 3 hrs, ret. 1.50 a.m, and 12.30 p.m., fare 2m. 70 pf.
Kappeln (31), 9.45 p.m., ret. 10.0 p.m., in 6¾ hours; fare, 5 m. 30 pf.

Kirchberg to
Berncastel, 12.50 a.m., in 3 hrs fare 3m. 50pf
* Creuznach (31), 2.0 a.m., 12.25 p.m., in 6½ hrs., fare 5m.

*** Kirchen** to
Freudenberg, 9.40 a.m, 9.20 p.m, in 1¾ hour, ret. 6.15 a.m., and 4.45 p.m., fare 1m. 40pf.
*** Kirchhain** to
Rosenthal. 4.5 p.m., ret. 5.20 a.m., in 3¾ hrs, fare 2m. 40pf.

*** Kissingen** to
Bruckenau (17), 7.00 a.m., in 4¼ hours, fare 2 m. 80 pf.
Stolzach, 4.0 p.m, ret. 3.25 a.m., in 2 hours.

*** Kitzingen** to
Neuses (13½), 5.15 p.m., ret. 3.15 a.m., in 3¾ hours; fare 1m. 50 f.
*Seligenstadt, 4.10 a.m, per Dettelbach, in 2¾ hours, fare 1 m.

Konigsberg, N.M., to
* Freiesweide (23), 4 25 a.m., in 6 hours; 3 m. 70 pf.
Soldin (21½), 2.0 p.m., ret. 11.20 a.m., in 3½ hrs. fare 3 m. 60 pf.

*** Konitz** to
Batow (38½), 7.30 a.m, in 5½ hr., fare, 6 m. 20 pf.

*** Krotoschin** to
*Ostrowo, 2.50 p.m., in 3½ hours, fare 2m. 90pf.
* Rawitsch (29½), 1.15 a.m., in 5½ hours; fare, 4m. 70pf.

Kussnacht to
* Immensee, 7.30 a.m., 12.30, 5.15 p.m., in ¾ hour.

Laasphe to
* Creuzthal (28½), 8.45 a.m., in 6¾ hours fare 4 m. 60 pf.
* Dillenburg (19¾). 1.15 p.m., in 4½ hours; fare, 3m. 10pf.

*** Laibach** to
Rudolfswerth 43½), 8 0 p.m. ret. 8.30 p.m., in 9 h., fare 8gl. 69kr.

Landeck to
*Botzen (96½), 2.0 p.m, in 18¾ hr, fare 13gl. 51kr.
* Bludenz (46½), 5.20 a.m., in 9½ hours, fare 6 gl. 45 kr.
* Innsbruck (51½), 12.55 p.m., in 9½ hours, fare 7 gl. 14 kr.
Meran (79), 2.0 p.m., in 13½ hrs., fare 11 gl. 1 kr.
Nauders (26½), 2.0 p.m., in 5½ hours; fare, 3gl. 70kr.

*** Landquart** to
Davos Platz (38½), 10.0 a.m., in 7½ hrs. fare, 7 fr.
Kublis (13½), 10.0 a.m., 6.0 p.m., ret. 5.45, 9.56 a.m., in 3 hrs., fare, 4fr. 40c.

*** Langensalza** to
Tennstädt, 6.0 p.m.; ret. 5.0 a.m.; in 1¾ hr, fare 1m. 50pf.

Langenschwalbach to
* Hahnstatten (15½), 11.35 a.m., in 3½ hours; fare, 2m. 80pf.
* Wiesbaden (11¾), 6.15 a.m., 2.20 p.m., in 2½ hours; fare, 1m. 90pf.

*** Lausanne (Switz.)** to
* Méniéres, 5.15 p.m., ret. 6.0 a.m., in 2¼-1¾ hrs., fare, 2fr. 80c.
Servion, 5.10 p.m., ret. 6.40 a.m., in 2½ hrs., fare, 2fr. 40c.

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* **Lauterbach** to
Herbstein, 7.16 a.m. and 7.25 p.m.; return 8.45 a.m. and 5.25 p.m., in 1¼ hours, fare 1m. 20pf.

Lautereken to
Kaiserslautern, 3.50 a.m., 3.0 p.m., in 4 hours, fare 3 m, 30pf.

* **Leer** to
Aurich, 6.10a.m., in 3½ hrs., fare 3 m. 50 pf.

Lemgo to
* Bielefeld (7¼), 6.0 p.m., in 4½ hrs.; fare 3 m. 40 pf.
Detmold, 7.30 a.m. and 7.0 p.m., in 1½ hour, fare 1 m. 30 pf.
* Herford (12½), 6.45 a.m., 12.0 noon, in 2½ hours, fare 2 m.

* **Lennep** to
Halver (13), 2.40 p.m., ret. 10.10 a.m., in 2½ hrs., fare, 2m. 10pf.

* **Liegnitz** to
Goldberg, 12.10 a.m. and 3.55 p.m., in 2½ hrs., fare, 2 m.

* **Limburg** to
Montabaur, 8.0 a.m., and 6.45 p.m. in 2½ hours, fare 2 m. 10 pf.

* **Lindern** to
Heinsberg, 10.5 a.m. and 5.5 p.m.; ret. 6.46 a.m. & 2.5 p.m., in 1½ hour, fare 1m. 20 pf.

* **Lippstadt** to
Belecke, 11.40 a.m., 6.4 p.m., ret. 5.50 a.m., and 1.45 p.m., in 2½ hours, fare, 2 m. 20 pf.

* **Lissa** to
Borek (30), 11.0 p.m., ret. 11.25 p.m., in 5½ hours; fare, 4fr. 80c.

Lobenstein to
* Gronach, 4.20 a.m., in 6½ hrs. fare 3 m. 70 pf.
* Reath (18½), 5.50 a.m. in 4 hrs. fare, 3m.

* **Locle** to
Les Ponts (9½) 8.40 a.m., 1.30 7.30 p.m., ret. 7.0, 11.0 a.m., 3.10 p.m., in 2 hours fare, 1fr. 90c.
Brevine (10½) 8.40 a.m., 1.30, 7.30 p.m.; ret. 6.45, 10.45 a.m., 7.40 p.m.; in 2 hours, fare 2fr. 55c.

* **Lubeck** to
Travemünde, 9.30 a.m., 5.0 p.m., ret. 7.30 a.m, 5.0 p.m, in 1½ hr.; fare 1m. 20pf.

* **Luben** to
Polkwitz, 5.0 p.m., 12½, 2½, & 6. a.m., in 1½ hour, fare 1m.

Ludenscheid to
* Werdohl, 6.55 a.m., 1½hr., fare m. 70 pf.

* **Lucerne** (Switz.) to
Airolo, 5 a.m., in 12 hours.
Andermatt, 5 0, 10 15 a.m., per Flueler, in 7½-8 hrs.
* Biasca (—), 5.0 a.m., in 15½ hrs.
Fahrwangen (30), 7 a.m., & 5.0 p.m., return 5.30 a.m., & 3.15 p.m., in 3½ hours, fare 4fr. 55c.
Munster (5), 4.30 p.m., ret. 7.5 a.m, in 2½ hours, fare 3fr.
Reinach, 4.30 p.m, ret. 6.15 a.m., in 3½hrs.; fare, 3fr. 85c.
* Wohlen (26), 7.0 a.m., in 4½ hrs.; fare, 5fr. 85c.

* **Ludwigsburg** to
Bellstein (15), 9.10 a.m., and 7.35 p.m., ret. 4.0 a.m., and 4.10 p.m., in 3½ hours, fare 1 m. 60 pf.

Ludwigshafen to
* Stockach, 9.45 a.m., and 6.5 p.m., in 1 hour, fare 70 pf.

* **Ludwigslust** to
Goldberg (36), 1.20 p.m., in 6½ hours, fare 5m. 80pf.
Plau, 12.35 a.m., 1.20 p.m, ret. 3.30 a.m., 5.15 p.m., in 6½ hrs.; fare 5 m. 80 pf.

* **Lugano** (Switz.) to
* Bellinzona (19½), 10.15 a.m., 5.5 p.m., in 2½ hours.

* **Lyck** to
Johannisburg (32), 6.15 a.m., ret. 9.20 p.m., in 5½ hrs.; fare, 5m. 30 pf.

* **Marburg** (in Kurhessen) to
Biedenkopf, 7.40 a.m., and 9 5 p.m., ret. 3.30 a.m., 1.5 p.m., in 4½ hrs, fare 3 m. 30 pf.
Corbach, (40½) 10.35 a.m., in 9½ hours, fare 6 m. 70 pf.
Frankenberg (23½), 10.35 a.m. & 6.20 p.m., in 5 hrs., fare 3 m. 80 pf.

* **Marienburg** to
Tiegenhof (17½), 9.45 a.m., 10.30 p.m., ret. 4.25 a.m., 2.45 p.m., in 3 hours, fare, 2 m. 80 pf.

* **Martigny** to
Chable (—), 8.40 a.m., ret. 2.10 p.m., in 3-2 hrs., fare 3 fr.
Orsieres, 8.40 a.m., ret. 2.30 p.m., in 3-2 hrs.; fare, 3fr. 25c.

Mayen to
* Coblence (16½), 4.45 a.m.; in 4 hrs. fare 3 m.
* Gerolstein, (32½), 9.45 p.m., in 6½ hours, fare 5 m. 20 pf.

Meiringen (Switz.) to
Brienz (8), 6.35 a.m., 12 ¢ noon, in 1½ hours; fare 2f. 30c.

Meisenheim to
* Kaiserslautern (24½), 1.5 a.m., in 5½ hrs., fare, 4m. 20pf.

Meran to
* Botzen (17½), 5 30 a.m., in 3 hours, fare 2 gl. 80 kr.
Nauders (52½) 11.25 a.m., in 11½ hours, fare 7gl. 2kr.
Landeck (79), 11.25 a.m., in 16½ hours, fare 11 gl. 1 kr.

* **Mergentheim** to
Kunselsau (—), 8.25 a.m., in 6 hours, fare 2m. 20 pf.
* Waldenburg (26), 8.25 a.m., in 8 hours, fare, 3 m.

* **Merseburg** to
Mücheln, 2.40, 11 40 p.m.; return 7.45 a.m., 5 55 p.m. in 3½ hrs., fare 1 m. 80 pf.

* **Mersig** to
Wadern, 4.18 p.m., in 3½ hours ret. at 4.30 a.m., fare 2 m. 60 pf.

* **Meschede** to
Belecke, 10.0 a.m., 5.45 p.m., ret. 5.55 a.m. and 2.30 p.m., in 3 hours, fare 2 m.
Schmallenberg, 6.25 p.m., ret. 8.0 a.m., in 4½ hrs, fare 3m. 40 pf.

* **Metz** to
* Chateau Salins (28) 3 p.m., in 5½ hours, fare 4m.
Chemlnot (14½), 4.0 p.m., ret. 5.30 a.m., in 3 hours, fare, 1 m. 80 pf.

Miltenberg to
* Eberbach (27½), 2.15 a.m., in 8½ hours.

* **Minden** to
Lübbecke (18½), 4.0 a.m., and 3.0 p.m., ret. 10.55 a.m., and 9.10 p.m., in 2½ hours, fare 2m. 50pf.
Stolzenau (19½), 5.50 p.m., in 4½ hours, ret. 9.30 a.m., fare 3m. 30pf.

* **Mitterteich** to
Redwitz, 6.45 a.m., 2.15 p.m., in 2 hours, fare 1 m. 35 pf.

Montabaur to
* Coblenz (13½), 7.0 a.m., in 2½ hours, fare, 2 m. 50 pf.

* **Monthey** to
Champery (8), 12.40 p.m., ret. 7.30 a.m., in 3½—1½ hours, fare 2 fr. 85 c.
Morgins, 3.10 p.m., ret. 7.45 a.m, in 4—2 hours; fare 5fr.

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*** Monthey** to
* St. Triphon, (2½), 7.5 a.m., ret. 10 20 a.m., in ¾ hr., fare 65 c.

Montjoie to
* Aix-la-Chapelle, 5 0 a.m., and 4 p.m..in 4½ hours, fare 3m. 40pf.
* Duren (28), 2.50 a m, in 6 hrs. fare 4 m. 50 pf.

*** Morges** to
Biere, 5.10 p.m., ret. 6 35 a.m., in 2½-1½ hours, fare 2 fr. 55 c.
L'Isle, 5.15 p m., ret. 6 0 a.m., in 2½-2 hours, fare 2 fr. 60 c.
Yens, 5.15 p.m., ret. 5 45 a.m., in 1½ hours, fare 1 fr. 20 c.

*** Mullheim** (Station) to
Sadenweiler, 7 50 a.m., 12.25 p.m., in 1½ hr., fare 70 pf.

*** Munster** to
Havixbeck, 4.30 p.m., ret. 6.20 a.m., in 1½ hour, fare 1m. 70pf.
Warendorf (16½), 10.0 a.m. and 4.20 p.m., ret. 5.15 a.m. & 4.0 p.m., in 3 hours, fare 2m. 70pf.
Wolbeck, 4.0 p.m.; ret. 7.20 a.m., in ¾ hr., fare 1m.

*** Muri** to
* Affoltern, 6.10 a.m. and 5.45 p.m., in 1½ hour, fare 1fr. 55c.
Gisikon, 6 30 a m. 6.15 p.m, in 2 hours, fare 2fr. 75c.

*** Morat** to
* Freiburg (10) 7.0 a.m., 12.0 noon, in 2½ hours; fare 2fr. 35c.

*** Nakel** to
* Gnesen, 9.25 a.m, per Schubin, in 9½ hours, fare 8m. 30pf.
Wongrowitz, 12.40, 10.5 a.m., in 5 hrs., fare 4m. 70pf.; ret. 3.45 a.m., 6.50 p.m.

Nauders to
Botzen. 7 55 p.m., via Meran, (fare 7gl. 31kr.) in 13 h., fare 9gl. 81kr.
Landeck 10.40 p.m., in 6 hours, fare 3gl. 70kr
Meran (52½), 7.55 p.m., in 9½ hours; fare, 7gl. 81kr.
Schuls (16½), 7.0 a.m., ret. 1.10 p.m. in 4 hrs.; fare, 1gl. 36kr.

Neidenburg to
* Rothfliess (52½) 7.50 p.m., in 10 hours, fare 8m. 50 pf.

*** Neisse** to
Weidenau (11½), 3.30 p.m., ret. 7.5 a.m., in 3½ hrs, 1 m. 90 pf.

*** Neu Brandenburg** to
Friedland (15), 8 p.m.. return 2.15 p.m, in 2½ hours, fare 2m. 40 pf.

*** Neuchatel** to
Dombresson, 8.30 a m , 5.0 p.m , ret. 7.0 a m., 4.30 p.m.; in 2 hours; fare, 1 fr. 85 c.
* Haut Geneveys, 6. 0 a.m., 4.50 p.m., in 4 hours. fare 1 fr. 85 c.
* Locle, 7.0 a.m; 4.30 p.m., in 5½ hours. fare 4 fr. 80 c.
Ins (10), 8 30 a.m., 2.0 p m., ret 6.15 a m. 5.0 p.m., in 1½ hrs., fare 2fr. 35c.
Les Ponts (12½), 4.30 p.m., return 6.40 a.m., *via* Corcelles, in 3½-2½ hours; fare 2fr. 90c. *Via* Colombier, 7.0 a.m., return 3.30 p.m., in 3½-2½ hrs; fare, 3fr. 10c.

*** Neustadt-on-the-Oder** Schleiz (12½), 7.45, 11.30 a.m. and 9.10 p.m., in 3 hrs. fare 2m.

*** Neustettin** to
Bublits (18½), 2.30 p.m., ret. 12 night, in 3 hours. fare 3m.

*** Neuwied** to
Altenkirchen. 4.15 p.m. in 2½ hours, fare 4m 80pf.
Flammersfeld (20), 4.0 p.m., ret. 5.0 a.m.; in 4 hours; fare, 3m. 20pf.

*** Neuveville** to
Ins (7½). 3.15 p.m., ret. 10.30 a.m., in 1½ hrs., fare 1 fr. 80 c.
Lamboing (10), 4. 5 p.m., ret. 6.0 a.m , in 2½ hrs., fare 2 fr.

*** Nieder-Marsberg** to
Arolsen (13½), 5.50 a.m., in 3 hours; fare 2 m.

*** Niederwolstadt** to
Altenstadt, 8.15 a.m., 6.40 p.m., ret. 5.5 a.m., 1.20 p.m., in 2 hours, fare 1m. 50pf.

Norden to
Aurich, 12.5, 4.35 11.40 a.m., in 3½ hours, fare 2m. 50pf.
* Emden (19½), 12.5, 4 35, 11.40 a.m., in 4 hours, fare 3m. 10pf.

*** Nordhausen** to
* Blankenburg (28), 5.50 a.m., in 6 hours. fare 4m. 50pf.
Hasselfelde (17) 5.50 a.m., ret. 2.50 p.m., in 3½ hours, fare 2m. 80pf.

*** Nordheim** to
Brakenheim, 9.35 a.m., 6 50 p.m. ret. 7.50 a.m., 2.30 p.m., in 1½ hours, fare 60pf.

*** Nurnberg** to
Wendelstein, 4.0 p.m., in 1½ hr., ret. 6.40 a m.. fare 80 pf.

*** Nyon** to
Le Sentier, 7 15 a.m., ret. 1 35 p.m., in 7½-6½ hours, fare 6fr. 95c.

*** Oberstein** to
Kempfeld (10), 3.5, p.m., via Idar, (fare 30pf.), return 11.5 a.m., in 2½ hrs. fare 1m. 60pf.

*** Odenkirchen** to
* Grevenbroich, 11.45 a.m , via Jüchen (fare 60pf), in 1½ hour, fare 1m. 40pf.

*** Oebisfelde** to
* Helmstedt (19½). 5.20 a.m., in 7½ hours. fare, 3m, 10pf.

*** Oehringen** to
Niedernhall (15½) 5 50 p.m., ret. 4 55 a.m., in 3½ hours, fare, 1m. 80pf.

*** Ohrdruff** to
Suhl (20), 6.45 a.m. 4.5 p.m., in 4½ hours, fare 2m. 24pf.

*** Olpe** to
* Creuzthal. 7.40 a m., in 2½ h., fare 2m ; 2.30 p.m., per Crombach, in 2½ hours. fare 1m. 90pf.
Niederessemar, 12.5 p.m., in 3½-3½ hours, ret. 12.5 p.m., fare 2m. 60pf.

*** Opalenica** to
Gratz, 5.55 a.m., 2.10, 5.10 p.m., return 6.55 a.m., 12.50 and 7.35 p.m., in 1 hour, fare 50 pf.

*** Osnabruck** to
Dissen (16½), 4.0 p.m., in 3½ hrs., fare, 2m. 60pf.

*** Osterode** to
Clausthal. 7.45 p.m., in 2½ hrs, fare 1 m. 40pf.

*** Ostrowo** to
Kalisch, 1.30 a.m., 12 noon, in 3 hours; return 5.30 and 10.0 a.m., fare 2 m. 40 pf.
* Krotoschin (18). 2 45 a.m., in 3½ hours; fare, 2m. 90pf.

*** Paderborn** to
Horn (15½), 7.10 p.m., in 2½ hours. fare 2 m. 50 pf.
Lichtenau (10½), 7.0 p.m., in 2 hrs., ret. at 5.30a.m. f. 1 m. 70 pf.
* Wheda (25½). 6.20 a.m, & 4.0 p.m..in 4½ hrs ,fare 4 m. 10pf.

*** Passau** to
Hohenstadt, 2.0 p.m., ret. 6.10 a.m. in 3 hours.
* Simbach (36½), 6.30 a.m., in 9½ hours, fare 4 m. 70 pf.

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Payerne to

Chevroux (7½) 7.45 p m., ret. 5.0 a.m., in 1½ hours; fare 1 fr. 70c.

*** Pirna to**

Liebstadt, 8.15 p.m., in 2 hours, return 6.20 a.m., fare 1 m. 50 pf.

*** Ploen to**

Lütjenburg 10.20 a.m., & 10.10 p.m., in 2 hours, return 3.45 a.m., 2.25 p.m., fare 2 m.

Oldenburg, 10.20 a.m.; ret. 12.30 a.m., in 5½ hours., fare 4 m. 20 pf.

*** Porrentruy to**

Beurnevesin (9½), 5.30 p.m., ret. 6.30 a.m., in 2½ hours; fare 2 f. 10 c.

Damvant (10), 8.20 a.m., ret. 2.0 p.m., in 1¾ hr.; fare 2 fr. 50 c.

Poschiavo to

Samaden, 8.0 a.m., in 6½ hrs., fare 5 fr. 50c.

Tirano, 7.0 a.m., in 2 hrs., fare 2 fr. 60 c.

*** Posen to**

Schwerin-a-W. (64½), 6.20 a.m., return 8.0 a.m., in 12-12¾ hrs., fare 10 m. 40 pf.

*** Prague to**

Pribram (37½), 8.30 p.m., ret. 7.0 p.m., in 8¾ hours; fare, 4 gl. 50 kr.

*** Rapperswyl to**

St. Gallenkappel, 7.0 a.m., ret. 5.30 p.m., in 1½ hour, fare 1 fr. 70 c.

*** Rastatt to**

Durmersheim, 8.30 a.m.; ret. 6.20 a.m., in 1¼ hour, fare 1 m. 10 pf.

*** Ratzeburg to**

Gadebusch, 3.45 p.m.; ret. 6.25 a.m., in 2½ hrs., fare 2 m. 40 pf.

*** Ravensburg to**

Wangen (15½), 5.0 p.m., in 3½ hours, ret. 4 40 a.m., fare 2 m

*** Regensburg to**

Wörth, 5 a.m., in 3 hours, ret. 4.0 p.m., fare 2 m. 40 pf.

Reinerz Bad to

* Glatz (17½), 3.15 a.m., 2.45 p.m., in 4 hours, fare 2 m. 60 pf.

*** Remagen to**

Ahrweiler (10), 7.20 a.m. 2.0 and 10.20 p.m., in 1¾ hour, fare 1 m. 60 pf.

*** Remagen to**

Altenahr, 2.0 p.m., in 3½ hours, fare, 2 m 80 pf.

*** Renchen to**

Neufreistett, 6 45 p.m.; ret 3.40 p.m., in 1¼ hour; fare 1 m. 50 pf.

Rennerod to

* Weilburg, 9.0 a.m., in 3½ h. fare 2 m. 80 pf.

*** Reutlingen to**

Gammertingen (24). 6.30 p.m., return 1.25 p.m., in 4½ hours, fare 2m. 65 pf.

Pfronstettin (20½), 6 10 a.m. ret. 3.10 a.m., in 4¾-4 hours, fare 2 m. 20 pf.

*** Rheda to**

* Paderborn, 6 10 a.m., 12.35 p.m, in 4¾ hours. fare 4 m. 10 pf.

*** Rheinfelden to**

Mataprach, 9.0 a m., 6.15 p.m. ret. 6.45 a.m. and 5.0 p.m., in 1 hour fare 1 fr.

Wegen-tetten (·¾), 9.0 a m., 6.10 p.m.. ret. 6.0 a.m., 2.20 p.m., in 2 hours., fare 2 fr.

*** Riedlingen to**

Biechau, 8.5 a.m., 4.40 p.m., in 2¾ hours; ret. 5.35 a.m., and 5.20 p.m., fare 1 m. 16 pf.

*** Riegel to**

Eichstetten (6½), 3.10 p.m., ret 11.35 a.m. in 1 hour, fare 90 pf.

*** Rinteln to**

Lemgo, 3.0 p.m., in 3½ hrs, fare 2 m. 80 pf.

Rodenberg (17½), 1.30 p.m., ret. 6.0 a.m., in 3½ hrs, fare 2m, 80 pf.

*** Rochlitz to**

Geringswalde, 6.15 p.m., ret. 7.50 a.m., in 1¼ hour, fare 1 m.

*** Rolle to**

St. Georges, 6.10 p.m., ret. 6.15 a.m., in 2¾—¾ hours., fare 1 fr. 75 c.

*** Rostock to**

Dammin (41½), 9.30 a.m., in 8½ hours, fare 6 m. 70 pf.

Doberan (9½), 9.15 a.m. and 5.45 p.m. in 1¼ hrs, fare 1 m. 60 pf.

* Stralsund (44½), 9.5 a.m. and 5.45 p.m., in 8½ hrs., fare 7 m. 30 pf.

*** Rotenburg to**

Zeven, 9.55 p.m., ret. 5.30 a.m., in 2½ hours, fare 2 fr. 50 pf.

*** Rottweil to**

* Balingen, 7.50 a.m., 12.0, 6.30 p.m.. in 3½ hrs.. fare 1 m. 80 pf.

*** Rudolstadt to**

* Arnstadt (24½), 12.30 a.m., in 5 hours, fare 4 m.

* Weimar (28½), 5.30 p.m., per Kranichfeld in 6 hours, fare 4 m. 60 pf.

Konigsee (14½), 5.0 a.m., 1.0 p.m., ret. 2.45 a.m., in 3 hours; fare, 2 m. 30 pf.

*** Saalfeld to**

Blankenburg, 4.45 a.m., ret. 7.35 p.m. in 1½ hour, fare 1m.

* Eisfeld (1 via Neu aus). 11 0 p.m. in 7¾ hours, fare 5 m (39 via Schwarzburg) 4.45 a.m., in 9 hours. fare 6 m. 30 pf.

Gräfenthal, 1.30 p.m. in 3½ hrs, fare 2 m,

*** Saarlouis to**

Tholey, 3.50 p.m., in 4½ hours; ret. 4.50 a.m., fare 3 m. 10 pf.

*** Salsburg to**

Berchtesgaden (14½), 6.0 a.m., in 3 hours; fare, 1 gl.

St. Gilgen. 7.30 a.m., ret. 11.55 a.m , in 4½ hours, fare 3 gl

*** Samaden to**

Chiavenna (34½), 8 0 a.m., in 8 hrs. fare 8 fr. 20 c.

* Chur, 5.0 a m., two diligences, fare 12 fr 45 c and 14 fr. 20 c.

Davos Platz, 5.30 a.m., in 15 hrs., fare 9 fr. 45 c.

Munster, 5 30 a.m., ret. 6 10 a.m , in 1o-12 hours; fare, 10 fr.

Poschiavo. 8.45 a.m., in 5½ hours, fare 5 fr. 80 c

Schuls, 5.30 a.m., ret. 12. noon, in 5½ hrs.; fare 8 fr. 20 c.

*** St. Gallen to**

Appenzell, (11½), 9.40 a.m., 2.20, 6.35 p.m., in 2 hours fare, 3fr. 40 c.

Gais (8½), 9.40 a.m., 2.20, 6.35 p.m., in 2 hours, fare 2 fr. 50 c.

*Heiden, 9 0 a.m ; 6 25 p.m., in 3½ hours, fare 3 fr. 60 c

Lommeswyl 8), 6.0 a.m., ret. 8.5 a.m., in 1½ hour, fare 1 fr. 75 c.

Rehtobel (8). 6.15 p.m., ret. 7.0 a.m., in 2½ hrs., fare 1 fr. 90 c.

Trogen (6½), 9.0 a.m., 2.15, 6.25 p.m., ret. 8.15, 11.30 a.m., 3.30 p.m., in 1½ hour, fare 1 fr 70 c.

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* Schleswig to

Eckernforde (15), 6.45 p.m., ret 6.20 a.m., in 3 hours, fare 2m. 40 pf.

Schleusingen to

* Ilmenau (20), 12.0 noon; in 4½ hours; fare, 3 m. 20 pf.

Simmern to

Bernocstel (28½), 11 30 p.m., in 5½ hours, fare 4 m. 60 pf.

*Boppard (21½), 3.35 a.m., 3.0 p.m., in 4 hrs, fare 3 m. 50 pf.

* Sion to

Bramois (3), 8.0 a.m., ret. 6.50 a.m., in 1½ hour, fare 50c.

Splugen (Switz.) to

* Bellinsona (43), 12.15 p.m. in 8½ hrs.; fare 11 fr. 5c

Chiavenna (26) 12.25 p.m., in 5½ hours, fare, 14 fr. 10 c.

Coire (32½). 10.40 a.m , in 5½ hours, fare 7 fr. 80 c.

Colico (43), 12.25 p.m. in 8 hours, fare, 18 fr. 10 c.

St. Bernhardin (16½), 12.15 p.m., in 3½ hours, fare 4 fr. 8 c.

* Stralsund to

Berth (21½), 12.25, 10.55 a.m., 2.40 p.m., ret. 8 0 a.m., 12.25, 9.50 p.m., in 4 hs ; fare 3 m. 40 pf

Pulbus (18½), 6.15 a.m., 3.15 p.m., in 4 hours; fare, 3 m.

* Rostock (44½), 12.25 and 10.55 a.m., in 8½ hrs, fare 7 m. 30 pf.

Strasburg to

* Jablonowo (15½), 2.50, 10.30 a.m., 6.5 p.m., in 2½ hrs. fare 2 m. 50 pf.

* Soldau (35½), 2.25 a.m. in 6½ hours; fare, 5 m. 70 pf.

* Straubing to

* Cham, 1.0 p.m., in 6½ hours, fare 3 m. 10 pf.

Weichenberg, 4.40 p.m., return, 4.35 a.m., in 2½ hours, fare 1 m. 70 pf.

* Stuttgart to

Plieningen, at 8.0 a.m., 2.0 and 7.15 p.m., and on Sunday and Thursday 10.15 p.m., in 2hr. returning 7.10, 11.50 a.m. and 4.35 p.m., fare 90 pf.

* Sussen to

Böhmenkirch, 5.30 p.m., ret. 8.45 a.m., in 2½–1½ h, f. 1m 25 pf.

* Gmünd, 7.40 a.m., in 3½ h., fare 1 m. 40 pf.

Tergensee to

* Miesbach (10½), 7.15 a.m., in 2½ hours; fare 1 m. 70 pf.

* Schaftlach (7½), 10.20 a.m., 4.15 p.m., in 1½ hours; fare 1 m, 20 pf.

* Thun to

Lenk (33½), 8 10 a.m, return 7.10 a.m., in 8—7 hrs.; fare 8 fr.

Linden, 4.0 p.m , ret. 6.10 a.m., in 2½—1½ hours; fare 2 fr. 10 c.

Saanen (34½), 8.10 a.m., ret. 6.50 a.m., in 8½—7½ hours, fare 8fr. 25c.

Wattenwyl, (8), 4.10 p.m. ret, 6.0 a.m., in 1½ hrs, fare 1fr. 90c.

Zweisimmen (25½), 8.10 a.m., 4.0 p.m., ret. 6.0, 9.0 a.m.; in 5½ hours, fare 6 fr. 15 c.

Tirano to

Poschiavo (10½), 2.20 p.m., in 3 hrs., fare, 4fr. 40c.

* Trier (Treves) to

Bitburg (18½) 6 0 a.m., in 5 hours fare, 2m 40 pf.

Hermeskiel (20½), 4.30 a.m., return 7.5 p.m., in 4½ hours, fare, 3m. 30pf.

Morbach (31), 12 0 noon, return 4.0 a.m., in 7½ hours, fare 5 m

Wadern (25½ 4.0 p.m., return 5.0 a.m. in 5½ hours, fare 4m. 10 pf.

* Ulm to

Wiblingen (5), 10.0 a.m., 7.30 p.m.; return 12.15, 6.40 p.m., in 1 hour, fare 50 pf.

* Urach to

Münsingen, 10.0, a.m., 3.40, and 7.25 p.m., in 1½ hr, fare 90 pf.

* Utznach to

* Wattwyl, 7.30 a.m., 12.0, 4.25 and 8.5 p.m., in 2½ hours, fare 2 fr. 40c.

* Vevey (Switz.) to

* Chexbres, (5½), 4.0, 8.35, a.m. 12.10 and 5.45 p.m., in 1½ hour, fare 1 fr. 25 c.

* Vorsfelde to

* Brunswick, 6 a.m., in 4 hours, fare 3 m. 60 pf.

* Helmstedt, 6.0 a.m., in 3½ hrs fare 3 m. 20 pf.

* Wadenswyl to

*Zug (13), 3 35 p.m., in 2½ hrs.' fare, 2fr. 95c.

* Waldshut to

St. Blasien, 2 30 p.m., ret. 7.0 a.m., in 4½–3½ h. fare 2 m. 50 pf.

* Warburg to

Arolsen, 7.30 a.m. and 4.20 p.m., in 3 hours, fare 2 m. 40 pf.

* Warlubien to

Graudenz, 7.50, a.m., 12.30, 3.40, 8.0, and 10.30 p.m., in 2 hours, fare 1 m. 50 pf.

* Weimar to

Stadtilm (21½), 6.0 a.m., in 4½ hours, fare 3 m. 50 pf.

*Rudolstadt (24½), 6.0 a.m.; in 5½ hours, fare, 4 m. 60 pf.

* Wiesbaden to

Langenschwalbach (11½) 9.10 a.m., 6.0 p.m., in 2½ hours, fare 1 m 90 pf.

* Wildbad to

Altensteig (16½), 3.20 p.m., ret. 6.40 a.m., in 4½ hrs; fare, 2 m. 10 pf.

* Wittingau to

*Budweis (14½), 3.30 p.m., in 3½ hours, fare, 1 gl. 24 kr.

*Igiau (55½), 3.30 a.m., in 11½ hours, fare, 7 gl. 4 kr.

* Zurich to

Esslingen (11½), 5.0 p.m., return 6.30 a.m., in 2½ hours, fare, 2fr. 55c.

Maur (7½), 5.0 p.m., return 7.0 a.m., in 1½ hours, fare, 1fr. 70c.

* Zug to

*Wadenswyl (13) 8.25 a.m., in 3 hours, fare, 2 fr. 95 c.

*Horgen (12½), 3.35 p.m., in 3 hours, fare, 2 fr. 60 c.

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FRANCE.

(WITH A MAP IN SPECIAL EDITION.)

France—extends from the foot of the Eastern Pyrenees, lat. 42° 25′, in almost a perpendicular line to Dunkirk, in department Du Nord, 51° 5′ N.; and from long. 7° E. to 4° 55′ W. The circumference is 4,000 kilomètres. The surface is now reduced to 529,600 square kilomètres, against 562,000 before the German war; or 129 million acres; of which two-thirds are cultivated, and one-half is arable. About 6 million acres are vineyards, and about as many are orchards and gardens. France could boast of an unbroken dynasty down to the close of the eighteenth century; at which period the social grievances endured by the people produced that sanguinary convulsion called the "French Revolution;" the effects of which are felt to this day. See the articles, Metz, Paris, Sedan, Strasbourg, &c., below, for the leading events of the Franco-German war of 1870-1, which ended with the transfer to Germany, of Alsace and E. Lorraine, and the payment of an indemnity of 200 millions sterling. Upon Napoleon III.'s defeat at Sedan, the Third Republic was proclaimed 4th September, 1870. M Thiers was elected President 1871; succeeded by Marshal MacMahon, 1873; and by M. Jules Grévy, 30th January, 1879, for seven years. The National Assembly, elected 1877, consists of about 740 members; the senate of 300 members.

Population—(Census of 1876)—36,905,788; exclusive of 1½ million now transferred to Germany, and 3 millions in Algeria. Of these, 98 per cent. are Catholic, and French-born. One third lives in towns. The following towns have more than 100,000 pop. (1876); viz:—Paris, 1,988,806; Lyons, 342,815; Marseilles, 318,879; Bordeaux, 215,140; Lille, 162,775; Toulouse, 131,646; Nantes, 122,250; Rouen, 104,906; St. Etienne, 126,020.

Departments—Eighty-six, of which Corsica is one; besides three in Algeria. This number includes Alpes Maritimes (round Nice), Savoie, and Haute Savoie, all ceded by Italy, 1860; Meurthe-et-Moselle, a union of the remnants of two, now annexed to Germany, 1871; and Haut Rhin, a remnant of another one annexed to Germany. The Departments ceded to Germany, 1871, on the Rhine frontier, in the old provinces of Alsace and Lorraine, are the whole of Bas Rhin (Strassburg, &c.); the greater part of Haut Rhin (Colmar, Mulhouse, &c.); a small part of Vosges; part of Meurthe (Château-Salins, Sarrebourg); and great part of Moselle (Metz, &c.), making a total area of 5,800 square miles, with a population of 1,600,000, (census of 1866) now lost to France. About 3-10ths of these are German-speaking (mostly in Alsace), and 1-6th is Protestant.

Expenditure—119½ millions sterling, in 1879; against a Revenue of 108 millions. In 1874 it was 110 millions, representing an annual increase of 5 millions from 1831. Of this heavy increase, 23 millions were occasioned by the War Indemnity payable to Germany, under treaty. Total **Debt** (1879), about 940 millions (against 750 millions in 1873); on which there is payable about a Milliard or 40 millions sterling, for annual interest or rentes.

Army—(1878), 503,000 (with a reserve of 430,000), in 18 divisions, and 36 sub-divisions, exclusive of Algeria. With the armée territoriale (560,000 men,) troops in depôt, customs officers, &c., the total land forces of France are 1,750,000 men.—**Navy**—(1879), 256 effective vessels, of which 2-3rds are steamers, and 66 are iron-clads. Stations at Cherbourg, Brest, Lorient, Rochefort, and Toulon.

Colonies—In Asia—Pondicherry (India); and Cochin China. In Africa—Sénégal, Madagascar, Réunion, and Comoro Islands. In America—Martinique, Guadeloupe, St. Pierre, Miquelon, and Guiana. In the Pacific—Marquesas, Tahiti, New Caledonia, etc. Total pop. about 3½ millions. Their trade is almost exclusively with the mother country.

Produce and Manufactures.—The *Silk* manufactures of France began in the time of Francis I.; and in 1866 above 5,200,000 lbs. of raw silk were imported, against 136,800 in 1792. These large importations furnish the raw material for by far the largest silk manufacture in the world. In the reign of Louis XIV., under Colbert, new markets were thrown open for foreign commerce; to-day France stands second only to England in the amount of her productions and the value of her exports. One half of the population is engaged in agriculture. Land is much divided. The 90 millions of acres under cultivation are divided among 5½ millions of proprietors; most of whom own less than 6 acres. The forests cover one fifth of the whole surface. Of wheat she produces about 25 million quarters annually. Much iron is found; and 17 millions of tons of coal are raised. The cotton manufacture employs half a million persons. Linen and woollen goods are made.

Her *Vineyards* employ 2 million persons, and produce about one hundred million gallons, of which one third is exported. Principal **Wines** are Claret, in about 50 vineyards in the Médoc, near Bordeaux; the white wines of Sauterne, Graves, and Barsac; red and white Burgundy, from Beaune, Volnay, Chablis, etc.; Champagne, from Reims, Epernay, Sillery, etc.; Hermitage and Côte Rotie, from Tain; the sparkling St. Peray, etc. The colony of Martinique produces Moyeau, Vanilla, and other liqueurs. France possesses one privileged bank, the Bank of France, which is under the direction of a governer, nominated by the Government, at a salary of £4,000.

Commerce.—Commerce with England, measured by the value of the exports and imports is 69 millions sterling (1878); which is 1-14th of the total with all countries, and is equal to the total of the three next in importance, viz: Belgium, Italy, and the Zollverein (N. Germany). Chief Exports to England:—Butter, wheat, eggs, fruit, gloves silk, lace, spirits, wine, jewellery, and sugar; the last being protected by so high a bonus, as to threaten to drive the English trade out of the market. Total Imports and Exports (1876), 158 and 143 millions sterling, respectively.

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Churches.—The most striking Cathedrals are at Reims, Amiens, Paris, Rouen, Chartres, Bourges, Coutances, St. Quentin, Laon, Caen, Auxerre, and Tours. There are about fifty other Cathedrals, besides several hundred Churches famous for beauty of style and elegance of proportion. The Church Establishment is under 18 archbishops and 67 bishops, in France and Algeria. NOTE.—Churches are with few exceptions open all day. In the South of France during summer they are sometimes closed from 12 to 3. Fee for visitors, 1fr., enough for a party.

French Hotels.—The Hotels in France (those of Paris and several large towns excepted scarcely merit a designation beyond that of Auberge, or Inn. They are often wanting in cleanliness, and the service is badly conducted. On the other hand, the beds are good and clean, the cooking is excellent, and the prices are moderate. In the chief towns of the Departments the traveller is badly lodged, and well fed, at 6fr. 50c to 7fr. per day, besides 1fr. for "Service" (or waiter), the usual charge everywhere. In the smaller towns the daily expenses will average 5fr. 50c. to 6fr., for which you have an ample *déjêuner à la fourchette*, dinner at table d'hôte, and bedroom. Throughout the centre and south of France, as well as in many other localities, the *vin ordinaire* and candles are rarely charged for. NOTE.—Breakfast (*déjeûner à la fourchette*,) and Dinner are the two principal meals. The Dinner hour throughout France is 5 o'clock (sometimes from half an hour to two hours later). The Breakfast hour or 1st Table d'Hôte is at 10 or 11; before which hour Frenchmen usually content themselves with an early cup of coffee. When ordering a private dinner in a small hotel, country town, or wayside inn, ask for a dinner at 3 francs a-head, including wine (unless in the North of France, where wine is one half franc extra). When stopping at an hotel, lock your room when you go out, and leave the key on the key-board, or with the *concièrge*, by which the landlord becomes responsible, but only then. See that your bill is on a stamped receipt (for which you pay—not the landlord), otherwise you are liable to a fine. Innkeepers often advertise that English is spoken; when it is the reverse. You are told you may dine "à la Carte;" which Carte when produced has no prices marked.

Furnished Apartments.—Have a written agreement, together with an inventory of everything, however trifling, also a stipulation that the owner pays the furniture tax. Rent is payable in advance, quarterly.—**Servants** are engaged by the month, but they may be discharged, or they may leave at any time, if paid up to the day. See Introduction, page xlvii.

Money.—Accounts are kept in francs and centimes: 1 franc = 100 centimes = 9½d. English. The *gold* coins are 100fr., 50fr. 20fr., 10fr., and 5 fr. Silver coins are 5fr. 2fr., 1fr., 50 centimes, and 20c. Bronze coins are 10c., 5c., 2c. and 1c. Silver and small coins are often scarce; and Travellers should provide accordingly. The 20 franc pieces are called Napoleons. Prior to 1795 the denominations of money were livres, sous, and deniers (1 livre = 20 sous; 1 sou = 12 deniers). The word *livre* is sometimes used as synonymous with *franc*; and *livre sterling* is £1 English; *sou* is continually said in Paris for 5 centimes, 2 sous for 10 centimes, and so on. When the word *écu* (crown) is used, it means 3 francs. Travellers to Bordeaux, Bayonne, Pau, the Pyrenees &c., should change their English money into French gold at Calais, Dieppe, Havre, or Boulogne; otherwise they will have to submit to a loss of 3.5 to 50c. in the £1 at the railway stations, hotels, &c., no matter in what part of France; and the same applies to Spain or Italy. It is better to have Napoleons than English gold. N.B.—Take care at the railway stations, that your Sovereigns (worth 25½fr.) are not reckoned as Napoleons (worth only 20fr). The Bank of France issues Notes for 1000 fr., 500 fr., 200 fr., 100 fr., and 50 fr.—See *The Merchants' Handbook of Money, Weights, and Measures, by* W. A. BROWNE, LL.D. (Stanford); and Introduction, p. lii.

Weights and Measures.

Metre=39·3708 in.=3·281 ft.=3ft. 3⅜ in.=1·0936 yard.	10 Kilomètres	= 6¼ miles.	15 Grammes = ½ oz. do.
Square Mètre (mètre carré)=1 1-5th (1·196)=sq. yd.	10 Kilomètres	= 6⅔ 1-10th miles.	Kilogramme = 2 1-5th lbs. 2·2) Avoir
	Square Kilometre	(kilom. carré)= 2-5ths square mile.	10 Kilogrammes = 22 lbs. Avoirdupois
Are (or 100 sq. mètres)=119·6 sq. yds.	Hectare	= 2½ acres (2·471)	Metrical Quintal = 220¼ lbs. do.
Cubic Mètre (or Stere)=35 1-3rd cubic ft.	100 Hectares	= 247·1 acres.	Tonneau = 2,200 do.
Centimètre = 2-5ths inch.	Gramme	= 15½ grains (15·433)	Litre = 0·22 gal. 1¾ pint.
Kilomètre = 1093 yds.=5-8th mile.	10 Grammes	= 1-3rd oz. Avoirdupois.	Hectolitre = 22 gallons.

English and French Measures.

Inch=2·539 centimètres=25·39 millimètres.		Square yard	= 0·836 mètre carré.	Oz. Troy	= 31·103 grammes.
2 Inches	= 5 centimètres nearly.	Acre	= 0·4046 hectare=4000 sq. mètres nearly.	Pound troy (5760 grains)=373·121 grams.	
Foot	= 30·47 centimètres.			Oz. Avoirdupois 28·349 grammes.	
Yard	= 0·1914 mètre.	2½ acres	= 1 hectare nearly.	Pound do. (7000 grains)=453·592 grams.	
12 yards	= 11 mètres nearly.	Pint	= 0·5679 litre.	2lbs. 3oz.	= kilogramme, nearly.
Mile	= 1·609 kilomètre.	1¾ pint	= 1 litre nearly.	100lbs.	= 45·359 kilogrammes.
Square foot	= 0·093 mètre carré.	Gallon	= 4·5434 litres=4½ nearly.	Cwt.	= 50·802 do.
		Bushel	= 36·347 litres.	Ton	= 1016·048 do.

Postage—To England and the rest of Europe, 25 c. for 15 grammes, or ½d. the half oz; over France 15 c. Post Cards 10 c. *Poste Restante*, see Introduction, page xlvii. Newspapers &c. (½d.) Money Orders, see p. xlvii.

Telegraphs.—To United Kingdom 2½d. a word. In France 50 c. for 10 words, and 5 c for every additional word: the address of receiver and sender being reckoned. There are (1876) 3,890 Telegraph Station; and 28,415 m. open.

Railways (*le Chemin de Fer*).—France is now well supplied with Railway communication, the

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lines having been laid out on a most rational and comprehensive system. About 14,780 miles are open (1878); mostly all of which is held by six great companies—1st, Northern; 2nd, Western; 3rd Orleans; 4th, Eastern; 5th, Lyons and Mediterranean; 6th, the South. They are conceded for a term; after which the State may take them up. About 400 to 500 miles are opened yearly. The 3rd class are far inferior to our own, and the fare higher; the 1st class fare is on the other hand hardly higher than the average 2nd class fare in England. All trains except the express are 3rd class; and return tickets are also issued to third class travellers. The fares per English mile since the heavy war tax of Oct. 15 (1871), are 1st class, 1·87d.; 2nd class, 1·4d.; and 3rd class, 1·09d. The best express trains only carry 1st class passengers. Return Tickets are called. *Billets pour aller et retour*. Children (*enfants*) between 3 and 7, half price: with 20 kilos. (44 lbs.) of Luggage. See Introduction, pp. xliii—xliv.

Luggage (*le Bagage*).—30 kilos. or 66 lbs. allowed to all classes. Excess fare, one fourth of 3rd class fare. Get a *receipt* for luggage, whether excess or not. See Introduction, page xliii

N.B.—Remember that neither horses nor carriages are taken by the 1st Class or Express Trains.

Railway Stations (*la Gare*).—There is a bad practice of keeping passengers outside the waiting-rooms, exposed to the weather; also, of cooping up passengers who have their tickets, in close waiting-rooms (*salles d'attente*). No one is allowed to enter the waiting-room without a ticket, which is rarely issued till within 15, and in some instances only 5 minutes before the departure of the train. Ladies are not allowed to take a kitten or a puppy inside without paying its *fare*, nor sometimes if they offer to pay it. Moreover the time tables and detention on cross lines are trying; and all Trains having second class carriages are virtually slow trains (*des trains omnibus*).

Again, the privileges appertaining to ladies' waiting-rooms in England are unfortunately overlooked in France, and most parts of the continent; and the retiring-places at each station are generally placed at the extreme end of the platform, in the most exposed situations; a female stands at the door to wait on ladies: some stations are furnished with private cabinets for which there is a charge of 10 centimes. The **Buffets** (refreshment rooms) are generally well supplied with excellent refreshments: on most lines, the proprietors are obliged to show a tariff of the prices of every article in the refreshment room; nevertheless, the traveller, in the bustle of the moment, should be on his guard and ask the price of fruit in particular before he helps himself. In many instances he will find it rather exorbitant.

Circular Tickets, at about 25 per cent off, for one to two months, may be obtained on the Du Nord line in connection with the Belgian system; on the Lyons line, for Switzerland; at Bordeaux, for the Pyrenees, via Pau and Toulouse; at Perpignan and Irun, for Spain; and so on.

Diligences or Coaches.—Fares about 8 centimes per kilomètre, or 1½d. a mile. Half-price for children from 3 to 10 years. See Introduction pp. xliii—xliv.

ROUTES TO PARIS.—1. Calais Route.—London to Paris Direct, *via* Dover and Calais or Folkestone and Boulogne:—By South Eastern Railway from Cannon Street, and Charing Cross, and Victoria, or Ludgate Hill Stations, for Dover or Folkestone. (See page 685). Or by London and Chatham Railway, from Victoria Station (See page 688). The railway station at Calais is close to the quay where the steam-packets land their passengers, and every facility is given them for proceeding onwards by first train. The Passport-office is at the Station and there is a good refreshment room also. The steam-boats can enter and leave Calais except for about 1½ hour before and after low water. The mail-boats leave Dover at 9.25 a.m. and 10.20 p.m. There are also two departures from Calais for Dover daily. *French and English Money exchanged on board the Boats.* Luggage labelled through from Paris to Charing Cross is not examined *en route*. Call out the name of your Hotel on landing, and its Porter will step forward and take charge of you. This will save you from the touter. **2. Boulogne Route.**—London to Paris direct in about 9½ hours, by the South Eastern Railway and their Packets from Folkestone (See page 685). **3. London to Paris,** direct by London and Brighton Railway and Steamers from Newhaven to Dieppe, and from thence to Paris by Railway. **4. London and Calais.**—By Steam direct from Irongate and St. Katherine's Wharf, near the Tower, occasionally by General Steam Navigation Co.'s Packets; in about 8 hours—See Alphabetical list. **5. London and Boulogne.**—By Steam direct from Irongate and St. Katherine's Wharf, by the General Steam Navigation Co.'s Packets. Voyages performed in about 8 hours.—Fare 12s. and 8s. 6d. See Alphabetical List. **6. By South Western Railway** (*via* Southampton and Havre).—This route is very interesting. The average time crossing the Channel is about six and a-half hours, and about two hours additional in the river. (For hours of departure from Southampton and Havre, see Advt. p. 694.) By an arrangement entered into between the London and South Western, and Western of France Railway Companies, passengers may pay their passage-money throughout to Paris at the Waterloo Station.—First class, 33s.; Second class Railway and 2nd class Cabin, 24s. There is a steam-boat connection with Honfleur and Caen. **7. London and Dunkirk.**—By General Screw Steam Shipping Co.'s Steamers from Fenning's Wharf, London Bridge, about twice a week (See Alph. List). Fares 10s. and 7s.

Passports and Certificates of Identity.—No traveller should be without a Passport, see Introduction, p. xviii—ii. For **Couriers**, apply to Messrs. Adams and Sons, 59, Fleet Street.

Custom House (*la Douane*).—Only a bag is allowed to remain with the traveller; the rest of his luggage is taken to be examined. Be sure to name before-hand anything liable to duty. Silks, lace, wearing apparel, not having been worn, may be stopped. A sporting gun or rifle, revolver or pistol, may be carried, if declared as private property. You can pass your own luggage if you like; or

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you may have it done by a porter (*commissionaire*) from your hotel, recommended by the Landlord; he will also get the *visa* to your passport. Luggage may be registered through to Paris for a small fee, returnable after the examination. See Introduction, page xliii.

Examination of Baggage takes place at the sea ports; and the frontier places of Avricourt, Belfort, Bellegarde, Delle, Hazebrouck, Hendaye, Lille, Modane, Pagny-sur-Moselle, Pontarlier, Port Vendres, Valenciennes, Ventimille.

Language.—See Vocabulary of common French words, at the end of the SPECIAL EDITION. About 18 millions speak the Basque, Catalan, Italian, and Provençal dialects (the last spoken by 10½ millions), all in the South of France; the Burgundian dialect, in the East, and in the west Breton.

Books.—Visitors or Travellers in France desirous of more ample and detailed information of all the chief places of interest and resort, the Scenery, Cities, Cathedrals, Public Buildings, Customs, Manners and Historical Reminiscences, &c. &c., are referred to BRADSHAW'S ILLUSTRATED HANDBOOK FOR FRANCE containing Maps of the Country, Plans of the Cities and Towns, &c.—PRICE 5s. Those who travel for Health are referred to BRADSHAW'S INVALIDS' COMPANION TO THE CONTINENT with remarks on climate and the influence of travelling, by DR. LEE, author of works on the French and German Bathe, the South of France, Nice, Spain, &c. Price 10s. BRADSHAW'S ANGLO-FRENCH PHRASE BOOK.—For Travellers and Students will be found very useful. Pocket Edition One Shilling. BRADSHAW'S DIARY AND TRAVELLERS' COMPANION. Price 2s. 6d. See Introduction.

DESCRIPTIONS OF TOWNS, WATERING PLACES, &c.

Abbeville.—*Stat*—Pop. 20,053.—HOTELS:—TÊTE DE BŒUF; DE FRANCE; DU BAR; DU COMMERCE.

A fortified port, on the Somme, in dep't. Somme in Picardy, 12 m. (by branch rail) from the bathing-place of *St. Valery-sur-Somme*, whence William the Conqueror sailed to England 1066. The fine Gothic *Church* of St. Wulfran, of 15th and 17th centuries, has a façade richly sculptured. La Chapelle, tower of 1620. Hôtel de Ville, belfry of 13th cent. Hospice des Enfans Trouvés, a handsome modern building. House of Francis I., a carved staircase. Public library of 25,000 vols.; Picardy Museum. Here M. Boucher de Perthes made his collection of objects of the Age of Stone, with emains of primeval animals, etc., found at *St. Acheul*, *etc.*, near Amiens, in the Somme valley.

A fine cloth factory was established here in 1669, by a Dutchman under the auspices of Colbert. There are also factories of cordage, packthread, sail-cloth, carpets, and carriages. At the old town of *St. Ricquier* (6 miles), is a much admired Abbey Church. At **Crecy**, 10 miles from Abbeville, a cross indicates where on the 26th August, 1346, Edward III. gained a victory over Philippe de Valois. **Agincourt**, where Henry V. obtained another victory 1415, is 16 m. from *Crécy*.

CONVEYANCES.—Railway, see page 18.

Agen.—*Stat.*—Pop. 18,890.—HOTELS: DE FRANCE; PETIT ST. JEAN; JASMIN. BUFFET at station.

The Roman *Aginnum*, and chief town of dep't. Lot-et-Garonne, on the Garonne, 82 m. from Bordeaux, 391 m. from Paris, with a sixth century Cathedral (St. Caprais); Prefecture; Library of 20,000 vols. and Museum of Antiquities; theatre; three bridges (one for Canal du Midi and the rail); and a statue of Jasmin, the poet, on the Graviers promenade. He and Palissy, the potter, were natives. View of the river from L'Emitage rock.

CONVEYANCES.—Railway, see pp. 39, 43, and 46.

Aix.—*Stat.*—Pop. 28,150.—HOTELS:—DE LA MULE NOIRE; NEGRECOSTE; DU LOUVRE.

An old Provençal city, 18 m. from Marseilles; the Roman *Aquæ Sextiæ*, in dept. Bouches du Rhône; and sometime the seat of the Counts of Provence, and le Bon Roi René (died 1480), whose statue ornaments the Cours promenade. He was the father of Queen Margaret of Anjou. The mineral springs were re-discovered 1704, when several coins, inscriptions, etc., were found, and placed in the town Museum. Here are St. Sauveur's Cathedral, part Gothic, of the 11th cent., part Corinthian, with curious cloisters; St. John of Malta, another old Gothic church, containing tombs of the Counts; Hôtel de Ville, faced by a Roman pillar, and a clock tower dated 1510; Palais de Justice, on the site of René's Palace (pulled down 1789); Corn Market, by Puget; and large Dominican convent. M. Thiers was a native. There is a statue of Mirabeau, whose Castle is 10 m. distant. To the east of the town, after passing part of a Roman wall, where Marius defeated the Cimbri, B.C. 128, you come to the monastery of Ste. Victoire, on a double-headed hill. Excellent olive oil is made. Rail page 60.

Aix-les-Bains *Stat*—Pop. 4,430- HOTELS:

GRAND HOTEL D'AIX; first-rate establishment, situated near the Casino; highly recommended.

GRAND HOTEL DE L'EUROPE ET DU GLOBE; Mr. Bernascon, director. First class hotel; very elegant and comfortable.

HOTEL VENAT AND BRISTOL.—First-class hotel, with a large garden. See Advt.

GRAND HOTEL DE L'UNIVERS ET DES AMBASSADEURS. Kept by Mr. Renaud. Beautiful garden.

HOTEL DANSSIN ET CONTINENTAL. See Advt.

GRAND HOTEL DE LA POSTE.

GRAND HOTEL DU PARC.—Well situated, near the Thermal Establishment. J. B. Luthardt, Proprietor See advt.—

HOTEL DARDEI; CHÂTEAU DUBIEUX.

A much frequented watering-place in French Savoy, on Lake Bourget, 8 miles from Chambéry, 3 hrs. from Geneva, 13 hrs. from Paris; containing hot sulphur springs, called by the Romans *Aquæ Gratianæ*. They have a temp. of 115° Fah. and are recommended in cases of rheumatic gout, chronic gout, neuralgia, &c., and more especially in skin disease. The Bath establishment is provided with every modern comfort. Here are a newly restored Casino; a Theatre; a Park, laid

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ent a few steps from the Baths; a Roman arch, *temples*, and other remains of antiquity; an Anglo-French hospital, and a hospital for foreigners. In 1869 visitors who came 1875, one-third were English. There are many Pensions. Omnibus every quarter of an hour to *Marlios*.

Marlios mineral waters are also highly efficacious in a great many diseases. Its Bath establishment stands in a park. Good fishing in the beautiful Lake, which is 10 miles by 2 m. Walks and mountain Excursions:—To the source of the Marlios, and Grôtes cascade; Haute Combe Abbey (7½ m. and the restored church, with tombs of the House of Savoy; the Nivolet, 4,600 feet high; Dent du Chat, 5,360 feet, behind Haute Combe; and Mont d'Azy, 4,100 feet.

ENGLISH CH. SERVICE (C.C.C. Soc.) in the New Church (opened 1869) at 11.30 a.m. and 3.30 p.m.

DIVINE SERVICE (Scotch), according to Presbyterian form, on Sundays in May and June, and till 15 October, in Pasteur Fournier's new Church.

MEDICAL.—Dr. Charles Macé, and Dr. Francis Bertier; both speak English.

Branch rail to Annecy through the Gorge de Fier, past the Semnoz Alp, which has a large hotel on the top, 4,500 feet above sea, a fine point of view.

CONVEYANCES.—Railway, see pages, 53 and 54.

Ajaccio.—Corsica. See p. 551.

Alais.—*Stat.*—Pop. 20,300.—HOTELS:—DU COMMERCE; DU LUXEMBOURG.

In Lower Languedoc, in dept. Gard, on the Gardon; 31 miles north of Nismes; with mineral springs, and mines of iron and coal in the vicinity.

CONVEYANCES.—Railway, see pp. 60, 61.

Albi.—*Stat.*—Population, 17,470.—HOTELS:—D'ESPRATS; DES AMBASSADEURS; DU NORD.

An ancient city, chief town of dept. Tarn, on the TARN, 46 m. from Toulouse; in the plain of Languedoc, at the centre of one of the best corn districts in France. It was a stronghold of the Protestant Albigenses in the 12th century.

The *Cathedral* of St. Cécile is a fine Gothic building of brick, abounding with splendid frescoes. It has a curious tower 290 feet high, and a beautiful choir. Other buildings of interest are the Préfecture, formerly an Episcopal Palace; and the Churches of St. Salvi and Lescures. Statue of La Pérouse the navigator, born here.

CONVEYANCES.—Railway, see pp. 36, 44.

Alençon.—*Stat.*—Pop. 16,110.—HOTELS:—GRAND CERF; DE FRANCE; DE L'ORNE; DE LA POSTE; DE LA GARE.

A prosperous place, and chief town of dept. Orne, 36m. from Le Mans, on the Sarthe; noted for its lace, called "Point d'Alençon," and for crystals, called "Alençon Diamonds." The *Cathedral* is the only building worthy of notice.

CONVEYANCES.—Railway, see pages 27 and 28.

Algiers.—See Special Edition, p. 674.

Allevard-les-Bains—Pop. 3,160. HOTELS: HOTEL DE LA PLANTA. GRAND H. DU LOUVRE. H. DES ALPES; DES BAINS.

A bathing-place in dept. Isère, 1½ hr. (by omnibus) from Goncelin Stat., (6m. past Brignoud, p. 51), on the line to Chambéry, in the fine valley of the Breda, 1570 feet above sea. Sulphur and iodine springs, good for complaints of the skin, throat, &c. Guides, 2 to 3 fr.; long excursions, 5 to 6 fr.

EXCURSIONS.—Gorge of Bout du Monde, ½ mile. Ascent of Brame Farine, 3,963 feet; two hours ap. Ascent of Cinq Pointes (4,232 feet) 2 hours; Ascent of Taillat (4,858 feet) 2 hours; La Collet (6,312 feet) 2½ hours; Pont du Diable, 2,186 feet above the river. Eleven or twelve hours to the Sept Lacs. Glacier de Gleyzin, 9,278 feet.

MEDICAL.—Dr Kostas.

Amboise-sur-Loire.—*Stat.*—Pop. 4,600. HOTEL:—LION D'OR.

A charming old town (rail, p. 34), on the Loire, in dept. Indre-et-Loire, 14m. from Tours; with a picturesque *Castle*, formerly a royal residence, now belonging to the Comte de Paris, who is restoring it. Near it are caverns called Greniers de César. Steel goods and firearms made.

PHOTOGRAPHS, &c.—At Mrs. Frappy-Chapu's Librairie, where "Bradshaw's Continental Guide" is kept, money exchanged, English spoken, and information given to travellers. Excursions to Chaumont, Chambord, Blois, Chénonceaux, &c.

Amelie-les-Bains, in dep. Pyrénées Orientales; 18 miles from Perpignan, or 3 hrs. drive.

HOTELS:—THERMES ROMAINES; PUJADE.

Lodgings to be had. Noted for its abundant hot sulphur *Springs* (up to 142° F.) and as an excellent winter resort, favourable for gout, rheumatism, etc. It lies in a sheltered valley under Mont Canigou (9300 ft); and has a Mil. Hosp., Casino, promenade at Petite Provence; with many beautiful walks and drives, to Montalba Gorge, Palmica, Vauban's Fort, etc. The warm Vent d'Espagne blows to the end of January. Sweet smelling plants on the hills.

Amiens.—*Stat.*—Pop (1876) 66,900.—HOTELS: HOTEL DE L'UNIVERS.—Beautifully situated, facing the Square St. Louis.

HOTEL DE FRANCE ET D'ANGLETERRE.—Highly recommended. Hotel Omnibuses at the Station.

HOTEL DU RHIN, Place St. Denis, near the Railway, one of the finest in the town, and highly recommended for cleanliness and moderate charges. Carriages for the use of travellers.

ENGLISH CHURCH SERVICE.—Rev. C. Faulkner, of Roubaix (C.C.C. Soc.); at the French Church.

An ancient city, the Roman *Ambiani*, on the Somme, capital of dept. Somme, in Picardy, 70m. from Boulogne, 81 m. N. of Paris; having several good streets and shops. It is divided into the high town, or aristocratic quarter; the central, or commercial quarter; the lower town, or manufacturing quarter. The manufactures consist chiefly of cotton and Utrecht velvets; cashmeres, merinoes, linen and cotton moquettes, carpets, sugar, and chemical products.

OBJECTS OF ATTRACTION.—The picturesque *Cathedral*, a noble Gothic pile of the 13th cent., 470 ft. long, with a roof 140 feet high; St. Germain, and other churches, Palais de Justice, Hotel de Ville, built by Henry IV., where the treaty of

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Amiens was signed, 1802; Corn Market. Public library, of 59,000 vols., 572 MSS., &c. The Musée Napoleon built 1854 to 1864. Picardy Museum (1879) on the site of the Citadel. La Belle Gabrielle d'Estrees, the popular favourite of Henry IV, was born here; beside Peter the Hermit and Ducange (to whom there are statues) and Delambre. M. Gambetta descended here in the balloon in which he escaped from Paris, 7th Oct., 1870. It was occupied by the Germans 28th Nov., after the defeat of the army of the North.

CONVEYANCES.—Rail. pp. 12, 14, 18, 19, 71, 92.

Amphion Baths.—See Switzerland.

Angers.—*Stat.*—Pop. (1876) 56,850 HOTELS: CHEVAL BLANC; D'ANJOU; DE L'EUROPE.

Angers, chief town of dept. Maine-et-Loire, on the Maine, 214 m. south west of Paris. This ancient capital of **Anjou**, will delight the lover of the picturesque. The modern part is very well built. It contains a public library, 40,000 vols., good Cathedral, museum of paintings, cabinet of natural history and medicine, botanical gardens, public baths, and a large gloomy old *Castle*, with some fine old houses and boulevards. The church of St. Trinité is perhaps the finest; and that of St. Serge is remarkable for the beauty of its Gothic mouldings. The modern Gothic churches of St. Joseph and St. Therese are well worth a visit. The Museum of Paintings and Antiquities has a complete collection of all the casts made by David d'Angers, with a rich antiquarian collection. The Hotel de Ville is very interesting. The ruins of the abbey of Pons Saints should be visited; also a Hospital, still here; founded by our Henry II, who was count of Anjou; the house of our Henry III; the tower of St. Aubin, built by Clovis; and the dungeons and ramparts of the castle. Slate quarries and manufactures, linen, bells, sugar, silk handkerchiefs.

CONVEYANCES.—Railway. see pp. 31, 33, 35, 39.

Angoulême.—*Stat.*—Pop. 25,930.—HOTELS: GRAND H. DES POSTES; GRAND H. DE FRANCE; H. DE LA CROIX D'OR; H. DU PALAIS.

Chief place of dept. Charente, on the Charente, 267 m. from Paris, 80 m from Bordeaux. It is a very old town, on a rocky hill surrounded by a beautiful terraced promenade which commands fine views. The air though pure and bracing, does not agree with delicate constitutions.

Angoulême has St. Pierre Cathedral, a massive and imposing Gothic edifice of 12th cent.; St André and 3 other churches; Hôtel de Ville annexed to the tower of the castle, in which the Black Prince lived, 1356; and Palais de Justice, containing a cabinet of natural and physical history and a library of 14,000 vols. In the environs are good paper mills; *Ruelle* and its naval cannon foundry, established 1750; the church of St. Michel d'Entraignes; and Château de Rochefoucauld. Trade in spirits, hemp, flax, saffron, cork, and paper. Balzac and Montalembert were born here.

CONVEYANCES.—Railway, see pp. 35, 47.

Annecy.—*Stat.*—Pop. 10,160. HOTELS:—

HOTEL VERDUN; HOTEL DE L'AIGLE; HOTEL D'ANGLETERRE. Service at the new French Church. This curious old place in Haute Savoie, is beautifully situated, 1475ft. above the sea, at the north end of Lake Annecy, 22 miles from Geneva. A fine drive (3 frs.) to the romantic Gorge de Fier, near Lovagny Station, a pass 430 yards long; charge 1 fr.

OBJECTS OF INTEREST:—Church of St. Dominic, the high altar in sculptured wood; church of the Convent of the Visitation with the tombs of Saint Francois de Sales, and Saint Jeanne de Chantal. House of J. J. Rousseau in the Grand Seminaire. Museum contains 3000 Roman medals; fine old Castle, now a barrack. At Albigny and Annecy le Vieux, numerous Roman remains. Lake of Annecy 8¾ miles long, ¾ to 1¾ broad, 98 feet deep. Finest mountain near, is La Tournette; height, 7760 feet. Steamers twice a day up and down the lake, past the castle of St. Bernard de Menthon, and Hérée Castle. Good boating and fishing.

CONVEYANCES.—Rail, see page 53. Diligence to Geneva direct, 4 hours; to Chamouny, 11 hours.

Antibes.—See Cannes.

Arcachon.—*Stat.*—Pop. 5000.—HOTELS:—

GRAND HOTEL.—First rate establishment; *Casino* open all the year. PARC AND VILLA MONTRETOUT. HOTEL RICHELIEU. LE CHALET, on the beach. HOTEL DE LA GARE.

A bathing place, 34 m. from Bordeaux, in dept. Gironde, in the Landes district, on the S. shore of *Bassin d'Arcachon*, a sheltered inlet from the Bay of Biscay adapted for bathing, boating, and yatching (20 feet water on the bar at low tide), with a main street of 3½ m. along shore, and a pine forest behind. Climate temperate at all seasons, with west winds; but subject to short periods of cold in winter, and heat in summer. Daily range of temp. usually small. Rainfall 32 inches, chiefly at night; Soil, very dry; Fog or damp cold is rare. The climate is highly beneficial to persons requiring a sedative air; but unsuited to persons deficient in nervous power. (See Dr. Lee's "South of France," or Dr. Hameau's "Climate of Arcachon.")

On a ridge, near the Casino, is Ville d'Hiver, protected by the Forest from all winds, and consisting of above 100 furnished villas, letting at 100 to 1,200 frs. per month (plate and linen not included). Here are the English Church, water works (supplied by an artesian well); two boarding houses, etc. There are also two R.C. churches, a French protestant church, and a Synagogue; well supplied market and fair shops; Telegraph and Post Office; Aquarium. Theatre. Skating Rink; two Clubs; and a pack of hounds. The *Forest* affords sheltered walks and rides. (Horses 2 frs. per hour.) A beautiful primitive part of it (pines 12 feet in girth, rich undergrowth,) is accessible to pedestrians, from Stations on Cazeau railway. Lake Cazeau is a pleasant excursion; good pike fishing. Oyster culture in the Basin.

ENGLISH CHURCH SERVICE at the new Church of St. Thomas in Ville d'Hiver. Daily prayer in winter. Weekly Communion throughout the year. Rev. S. Radcliff, B.A., Chaplain.

MEDICAL.—Dr. W. Chartres, L.C.P. Irel., L.R.C.S., Irel., L.M. Rot. Hosp. Dublin; Villa Bufton (Winter). Dr. Hameau, Phys. Dr. R. Sproule.

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ENGLISH VICE-CONSUL.—A. de Lobel, Esq.

AGENCY—Mr. Ducos, Ville d'Hiver; for the hire of private villas and of the société Immobilière.

AGENCY — Mr. Simmons, 276, Boulevard de la Plage. Letting of Villas &c. See Advt.

BANKER. Messrs. J. Lumbrie & J. Maurice. See Ad.

OYSTERS. Messrs. Browne & Co., Boulevard de la Paix. See Advt.

OYSTERS.—E. Larrieque-Gujan Mestras. Arcachon. Agents in London—Messrs. Duché & Son, Fenchurch Street, (E.C.) See Advt.

CONVEYANCES Railway, see page 44.

Argelès-Vieusac.—*Stat.*—Pop. 2,000.

HOTEL DE FRANCE.

HOTEL D'ANGLETERRE.

Argelès-in-Bigorre, dept. Hautes Pyrenées, stands 1,550 feet above the sea, in a valley of remarkable beauty and fertility, 8 miles from Lourdes. Climate bracing, recommended by medical men at Pau. Head Quarters for Excursions to Cauterets, St. Sauveur, Luz, and Gavarnie. Excellent carriage road over the mountains (Route Thermale) to Eaux Bonnes. Trout fishing. English Church Services are held in the Hotel de France by a resident Chaplain during the months of March, April, and May.

Arles.—*Stat.*—Pop 26,376 —HOTELS:

DU NORD, good and moderate; HOTEL DU FORUM.

The Roman *Arelate* or *Arelas*, on the Via Aurelia, in dept. Bouches-du-Rhône on one of its embouchures; celebrated for the beauty of its women; and also for its Roman remains, of which the *Amphitheatre* is in tolerable preservation, 466ft. by 346ft. with three 8th cent. towers in the middle. Notice also, the Roman Theatre, where the Venus of Arles was found; the *Museum* where many Christian sarcostones, statues &c., are preserved; and the Champs Elysées, or Aliscamps (near the railway work-shops), converted by the early Christians into a burial-ground, where numbers of their tombs still remain, round the chapel of St. Honoratus. The *Cathedral* of St Trophimus, of the 7th century, has a splendid doorway, and ancient cloisters. The Hôtel de Ville, by Mansard, faced by an ancient Obelisk 47 f. high, has the Tour de l'Horloge; Public Library. Excursion to *St. Gilles*, 11 miles by rail, across the Rhône. Its church, dating from 1116, has a rich west front. The house of Pope Clement IV. is shown. It is 2m from Arles, to the abbey of Mont Majeure (11th to 12th cent.) and the ancient chapel of St. Cesarius; thence to Les Baux, 7m., a mediæval town hewn out of the rock, with many limestone caverns around. Thence to *St. Remy*, 18m., and its Roman Arch. Carriage at the Hôtel du Nord. Near Arles is the great plain of *Carmargue*, formed by the alluvial earth of the Rhône. The rail crosses part of it, by a viaduct on 31 arches.

CONVEYANCES.—Railway, see pages 50 57 63.

Armentières. See Lille.

Arras *Stat.*—Pop 26,000.—HOTELS:—

DE L'U IVERS OU GRIFFON. ST POL COMMERCE.

Chief town of dept. Pas-de-Calais, 86 m. from Calais, 117 m from Paris; on the Scarpe, here joined by the Crinchon. It is built partly on an eminence, and consists of the City, Upper Town, Lower Town, and the Citadel, besides several suburbs. The City is on the site of *Nemetacum*, the capital of the *Atrebates*, which Cæsar took about 50 B.C; and is handsomely formed of houses of hewn stone, surrounded by buildings in the Gothic style The present *Cathedral*, in Grande Place, a large Grecian building finished 1832, replaces one destroyed in the great Revolution. Other buildings—Abbey of St Vaast, good cloisters and peristyle :Hôtel de Ville, a fine building of the 16th cent., with a good belfry; Engineer School; house of Robespierre, who was born here. Its manufactures are lace, chicory, colza and beetroot sugar; and it is a large corn market. Here Arras tapestry was made

CONVEYANCES.—Railway, pp. 12, 14, 22, 86.

Asnières.—*Stat.*—Pop. 6,000.

On the left bank of the Seine, in dept. Seine, 5 m. from Paris; with a Park, which is a favourite resort on Sundays and fête days. It suffered in the Franco German war Rail. pp. 18. 32

Auch.—*Stat.* Pop 13,090.—H. DE FRANCE.

The Roman *Augusta Auscorum*, capital of dep. Gers, 43 miles from Agen, built on an amphitheatre on the top of a hill above the river Gers. Its streets are narrow and ill-built, with the exception of some in the upper quarter, reached by 200 steps Here in Place Royale stands the Cathedral, dating from Ch. VIII, with its superb portals, surmounted by two square towers, also the archbishop's palace, the statue of D'Estigny, and the promenade with its splendid view of the Pyrenees

CONVEYANCES.—Railway see pages 39, 45, 46.

Ault (Bourg d').—Pop 1,600. HOTELS:—DE FRANCE; ST. PIERRE.—A small watering-place in dept. Somme; 2 h. by diligence from St. Valéry (fare 3 frs.) Picturesquely situated; the sands are good, and the walks beautiful. Rail p. 18.

Auray, (in Brittany)—*Stat.*—Pop. 5000

HOTELS:—HOTEL DE LA POSTE. Patronized by H. M. Emperor of Brasil, in 1877. See Advt. PAVILLON; LION D'OR.

In dept. Morbihan, on the River d'Auray (an inlet from Quiberon Bay) 12 miles from Nantes, 4 miles from the Pilgrim Church of St. Anne; and a good centre for Carnac, Locmariker, etc. About 10 to 12 miles S.W. & W. near the rocky coast are Erdevan, Plouharnel (H. de Commerce) and **Carnac** (H. des Voyageurs) Mont St. Michel (a Church on a hillock), Manec, Kerlescant, etc.; all in the neighbourhood of dolmens, menhirs and other stones (above 1000), which extend for 2 m., under the general name of Camp de César. *Locmariker* (small Inn) among several mounds, dolmens and menhirs, is 8 m. from Auray, 9 m from Carnac. Thence, by boat to *Gaffr Innis* and its remains (one of the "365" islands or less) and to the Khuyor Ruis Peninsula; where a circuit of 30 m. may be taken, past the great Butte de Tumiac (70 ft high); St. Gildas de Rhuys (bathing place) of which Abélard was Abbot, 1125; Suscinio Castle; Sarzeau (Inn), where the author of Gil Blas was born.

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CONVEYANCES.—Railway, see pages 80 and 40. Steamers to Belle Isle, Nantes.

Auteuil.—*Stat.*—Pop. 6,868.

In dept. Seine, 3 m. from Paris, near Bois de Boulogne, St. Cloud, &c., within the fortifications; a spot much cut up in the fight against the Commune. May, 1871. It was the favourite residence of Boileau (his house shown), Molière, Racine, La Fontaine, Franklin. Rail and Omnibus to Paris. St. Cloud, etc., see page 29.

Autun.—*Stat.*—Pop. 12,400.—HOTELS:—LA POSTE; DE LA CLOCHE.

An ancient town, the Roman *Augustodunum*, in Burgundy, dept. Saône-et-Loire, 26 miles from Chalons-sur-Saône; on the Arroux (a branch of the Loire) in a fine basin of granite hills rising 1000 ft. above the town, 2500 ft. above sea; among gardens, hedgerows, and thick forests. Here are many old houses and new promenades. The Romanesque and Gothic Cathedral, of the 12th cent., has a fine portal, a spire 168 ft. high, and a large painting of St. Symphorien, by Ingrès. Hotel de Ville contains a picture gallery, and a library of 10,000 vols. Renaissance Church; and the St. Lazare Fountain, by Primaticcio, College; and large Episcopal Palace, in which Talleyrand lived when bishop. Of *Roman remains* left are portions of the west walls, of a Temple of Janus, and two gates—called Porte d'Arroux and Porte S. André: also, of an amphitheatre, pieces of aqueducts from Monjeu (Mons Jovis), with a unique Pyramid (the Pierre du Conhard), 79ft. high. Game in plenty—as partridges, snipe, woodcock, boar, wild deer, and *wolf*. Good Chablis wine. In the neighbourhood are large ponds; and the Uchon rocking stone and other Druidical stones.

CONVEYANCES—Rail. See p 53.

Auvergne, and its Volcanoes.—See Clermont-Ferrand.

Auxerre.—*Stat.*—Pop. 15,500.—HOTELS:—HOTEL LEOPARD, on the quay; LA FONTAINE. Omnibuses from the stations to the hotels.

Chief town of dept. Yonne, 89 m. from Sens, on the Yonne; an ancient town, on a slope in Burgundy; with good views from the boulevards and the towers of the former wall. The noble 13th cent. *Cathedral* has stained windows and statues of the patron saint, of Bishop Amyot the translator of Plutarch, and Bishop Colbert. One tower is 201 feet high. Notice the large churches of St. Pierre, St. Eusèbe, & St. Germain. Under St. Germain are crypts of the 9th century. The Préfecture has a good Roman gallery. The Library contains Baron Denon's collection of coins. There are also a theatre, and botanical gardens.

CONVEYANCES.—Railway, see page 56.

Avignon.—*Stat.*—Pop. (1876) 38,010.

HOTEL DE L'EUROPE, good and moderate.

HOTEL DU LOUVRE; HOTEL DE LUXEMBOURG.

Refreshment room at station; good dinners.

The chief city of dept. Vaucluse, on the Rhône, 75 miles north of Marseilles. It was the residence of the Popes from 1309 to 1378; and contains numerous interesting buildings, including the picturesque ruined *Bridge* on the Rhône (1177-1188), built by Saint Benezet. The *Cathedral* of Notre Dame des Doms is of the 11th century, with tomb of Popes John XXII and Benedict XII., a Virgin by Pradier, an ancient marble altar, a papal chair in marble, and a fresco of Simon Memmi. The immense papal *Palace* (1336-1370 has been used as barrack and prison since 1815. St. Agricol church (1325-1520) has a Virgin in wood by Coyzevox, and paintings, as well as the tomb of Pelligrard. St. Didier was built by King René. Several Roman *arcades* are seen in houses of the Rue de la Petite Fusterie. The Musée Calvet has valuable MSS., important archæological collections, and fine collections of ancient glass. The Musée Requien has one of the richest collections of grasses in France. Many public fountains. Trade in silk stuffs, with woollen and cotton factories, a cannon foundry, type foundries, and tanneries. Much madder is grown. At *Villeneuve-les-Papes*, on the opposite side of the Rhône, in the chapel of the Hospital, is a splendid tomb of Napoleon's prisoner, Pope Pius. Notice, the castle of St. André; and the tower of Philip the Bel, with the ruins of the Chartreuse.

The Fountains of **Vaucluse**, about 18 m. from Avignon, may be reached by rail to L'Isle-sur-Sorgues, 6 m. from the Fountain de Vaucluse. Besides the Fountain itself, the house where Petrarch resided, is shown. *Pont du Gard* may be reached from Avignon by diligence; thence there is another to Nismes.

CONVEYANCES.—Railway to Lyons, Arles, and Marseilles, pages 50, 59.

Avranches.—Pop. 5,600.—HOTELS:—DE LONDRES, the best; DE BRETAGNE, reasonable; D'ANGLETERRE; DE FRANCE

A town in Normandy, dept. Manche, 16 m. from Granville. It contains a college, a convent, and the site only, at Place Huet of a former Cathedral. This very agreeable town is frequented by the English; the route being by Jersey and St. Malo, or Jersey and Granville. Distance to the latter, about 4 hours by diligence, (from Hotel de France. An excursion can be made to Mont St. Michel, distant about five leagues, a granite rock in the sea, on which has been erected a church and a little town, with several inns. Its church is of Norman architecture; the cloisters are early Gothic. At low tide the rock can be reached on foot or in a carriage. The best way is by rail via Ponterson. Charge for a carriage to Mont St. Michel and back, 12 frs. The drive takes a day

ENGLISH SERVICE on Sun. Rev. J. H. Milne, M.A.

RAIL open to Ponterson (for St. Michel), Dol, and St. Malo. DILIGENCES to Villedieu—*Stat.*—for St. Lo, 4 hours; 6 fr.; to St. Hilaire, Mortain, etc.

Bagneres de Bigorre.—*Stat.*—Pop. 9,468. In dept. Hautes Pyrénées, 18 miles from Tarbes, 146 miles from Bordeaux. Railway, see page 48.

HOTEL DE PARIS, first in the town; DE FRANCE; DE LONDRES; DE FRANCART; DE LA PROVIDENCE.

CAFÉS:—DES VOYAGEURS; DU COMMERCE.

Carriages and Horses numerous. Guides, a day without horse, 3 fr.; half-a-day to 4 p.m., 2 frs

On the Adour, 1,820 ft. above sea; and has the old Church of St. Vincent; a theatre; casino; and public Library and Cabinet of Natural

History. Extensive marble works; the largest. Close of M. Geruzet. Fourteen *Baths*—the principal are Les Thermes and Ville Thenn; waters, 90° to 135°, contain sulphur, magnesium, sodium; and there are above 50 springs. Walks: Avenue des Bains du Saint. Allées de Maintenon, Allées de Metaon, de la Fontaine Carrée.

Excursions.—Palombière, 1hr.; Mont Bedat, 1h. 30m.; Valley of Gripp and Cascades, 4 hrs.; Le Monné, 3,681 feet, 1h. 30m. La Pene de Libris, 6,200 feet, 2h. 45m.; Vallée de Campan and Lesponne, carriage road; Lac Bleu, 4,243 feet, 5 hrs.; Pic de Montaigu 7,681 feet, 10h., up and back. Guide without horse 5f.

Eng. Ch. Service (C.C.C. Soc.) at the English church—Chaplain, Rev. T. Campbell, M.A.

Bagnères de Luchon.—*Stat.*—Pop. 2,000. In dept. Hautes Pyrénées, 21 m. from Montréjeau June., 43 m. from Bagnères de Bigorre, by road.

Grand Hotel Richelieu

Grand Hotel du Parc; Grand Hotel Sacarose; De France; des Bains; Bonne Maison; d'Angleterre; de la Poste; d'Espagne; de Paris; Canton, &c.

Restaurants.—Smyrne, Garcia. Apartments, numerous, room, 3 fr. per day. Clubs.—Casino, Pyrenean Museum. Guides, 5 fr. per day, besides food and keep. Post-office, Rue d'Etigny, 24. Telegraph office, Avenue d'Etigny, 64. Height, 2,000 feet above sea; in valley of Luchon. A French Protestant Chapel.

Baths, a large establishment, with every convenience; sulphur waters up to 150°.

Carriages, the course 3 fr.

Walks.—The Quinconces, Allées d'Etigny, Du Pigné. Des Platanes. Des Soupirs, Le Bois, &c.

Excursions.—Cascade de Montauban. The Cascade de Juret, 2 miles. Tour de Castelvieil, fine view, 5 miles. Garen a village built on an ancient moraine Vallée de l'Arboust, 5½ mls. Oo Romanic Church. and 9¾ mls. (carriage road) to the lake of Oo, surrounded by perpendicular rocks. Cascade of 80o feet, with a magnificent panorama, 21 m. by a very picturesque road to St Bertrand de Comminges; a Cathedral in many styles, 3 miles from St. Bertrand; fine cavern of Gargas, 13¾ mls. (carriage road). Saint Béat, Castle of 13th cent.; Church of 11th cent.; marble quarries, 4½ miles, Val de Lys, fine cascades, 2 hrs. ride or drive. Port de Venasque, 4,351 feet; Cascades near. Ascents of Luchon. Pic de Methou, (11,168 feet), requiring two days; highest point of the Maladetta and the Pyrenean chain. Superbagnères, (5,719 feet), 4 hours up and back; grand panoramic view. Pic d'Entécade, 8hrs.; noble view; Pic d'Antanac, 7 hrs.

English Church Service (C.C.C. Soc.) in summer at M. Cornelle's chapel.

Medical.—Mr. A. Verdelle, Phys. Dr. Kunemann (of Munich), in summer, speaks English.

Conveyances.—Railway, see pages 40, 45, 46.

Bagnolles de l'Orne.—Hotel de Bagnolles, proprietor, Ch. Sailing; Hotel St. Lucile.

Near Couterne, dept. Orne, 35 m. from Alençon; a bathing establishment of some celebrity for its sulphurous and chalybeate waters; in a picturesque valley adjoining the magnificent forest of Andaine—delightful walks and rides. Shooting, fishing, and wild boar-hunting in the forest.

See Itinerary from London, page 8, No 204; and Itinerary from Paris page 386, No. 56°.

Barèges.—Hotels:—De France; L'Europe, des Princes; 1 to 5 or 6 fr. per day for a room. Traiteurs: Dacomte, Veuve Troy, de Betas. Cafés—de Paris, &c. Six Guides of the 1st class.

Barèges, in dept. Hautes Pyrénées, 12 m. from Pierrefitte, consists of one long street on the Gave de Bostas, 4,200 ft. above sea. The Bathing establishment has been rebuilt. Hospice Saint Eugenie; Hospital Militaire. The waters are of 102° to 120°, are sulphurous, and proceed from 9 springs. Among the walks and excursions may be noticed the Clairiere de l'Allée Verte l'Ermitage de Saint Justin, the Promenade Horizontal, &c. Several interesting ascents and trips may be made, including le Pic de Lisee (9,000 feet), up and back 5 hours; the valley of the Glaice and lakes, 3 to 5 hours; the Pic d'Hyré (7,928 feet), offering a grand panorama, 5 hours; the Neouville or Pic d'Auber (10,145 feet), with a panorama of all the Pyrenees; the *Pic du Midi de Bigorre* (9,440 feet), 6 hours on horseback, 7 on foot; the Pic de Begarre (8,859 feet,) 5 hours; Gavarnie 11 hours. Couterets by Luz and Saint Sauveur, 10 hours there and back.

Omnibus to Pierrefitte (parts 43, 45), 12.30 p.m.; mail car, 1.0 p.m. Diligences daily to Luz Tarbes &c., 15th June to 15th September.

Bar-le-Duc.—*Stat*—Pop. 18,200—Hotels.—Hotel Du Cygne; H. de Metz.

Chief town of dept. Meuse, 9 miles from Revigny, on the Ornain; and the ancient seat of the Dukes of Barrois. Here is a fine old Church with the "skeleton" tomb of René of Orange. The High Town stands on a hill round a fragment of the old Castle, whence there is a fine view. The Café des Oiseaux is well worth visiting, as it is a perfect curiosity, forming a complete museum of natural history, the ornithological and mineralogical cabinets being very complete. Marshal Oudinot and General Excelmans were born here; and to the former there is a fine statue erected.

Celebrated for its export of beautiful confitures.

Conveyances.—Railway, see pages 64, 78.

Bayeux.—*Stat*—Pop. 9,667.—Hotel du Lux embourg; Le Grand Hotel; du Lion d'Or.

An old town in Normandy, dept. Calvados, between Caen (19 m.) and St. Lo, with a fine Cathedral under restoration. Old *Tapestry* in the Bibliothèque representing the invasion of England by the Normans, the work of the Conqueror's wife Matilda. Coarse lace is made.

Conveyances.—Railway, see page 26.

Bayonne.—*Stat.*—Pop 27,175.—Hotels:—Hotel Des Ambassadeurs; Du Commerce; St Etienne; Du Midi; Du Grand d'Espagne; De la Providence. Omnibuses; from the station, 25 c.; 35 c. for each package.

A fortified, well-built, and commercial town in Gascony, in dept. Basses Pyrénées, at the confluence of the Nive and Adour, on the Spanish border, 123 m. from Bordeaux 22 m. from Spain.

High Water at full and change 3¼ h., rise 10 to 12 f. These rivers make a good harbour, 2 m. from the Bay of Biscay, and divide the city into three parts A Citadel, by Vauban, on an eminence in the suburb, commands both the harbour and the town, which are also defended by small redoubts. The Cathedral (lat. 43° 30′ N., long. 1° 29′ W.) is of 13th cent.; the quay is a busy promenade; but the best part of the city is the Place de Grammont. The modern Gothic church is an immense edifice of some beauty. Commerce is carried on with Spain, French and foreign goods being exchanged for wood, iron, fruit, gold, and silver. The hams of Bayonne have long been famous, and its wines and chocolate are exported in great quantities to the north of Europe. The weapon called the *bayonet* takes its name from this city, where it was first made in the 17th century. Excursions to Biarritz, 3 miles, by rail or steam tram; and to San Sebastian in Spain, 3 hours.

The district between Bayonne and the frontier is full of interest, as the scene of the memorable struggle between Soult and Wellington in 1813

H. B. M's Vice-Consul.—E. H. W Bellairs, Esq.
American Consular Agent.—G. Leon. Esq.
Conveyances.—Railway, see p. 35, 44, 45, 46.

Beaucaire.—*See Route* 27, Special Edition.

Beaune.—*stat.*—Pop 11,720.—Hotels:—De la Poste; De France.

In dept. Côte d'Or, 24 m. from Dijon, among the hills; the principal seat of the Burgundy wine trade, which engages about 90 houses. Chief objects are Chancellor Rollin's large Hospital, in the Gothic style founded 1443; the Library, containing 30,000 volumes, and Museum; two old Churches; a Belfry of the 14th century, the corn market, the fountain of Aigue, and the public gardens and baths. Monge the mathematician was born here, and has a statue. Observe a triumphal arch, and two old round towers on part of the town wall Noted for pâte de coings, a quince sweetmeat. Omnibuses at the Station.

Conveyances.—Railway, see page 48

Beauvais.—*Stat.*—Pop 15,550.—Hotels:—Du Cygne; d'Angleterre; De l'Ecu.

Chief town of department de l'Oise, 65 English miles north of Paris, and no editor tapestry. Its principal attraction is the *Cathedral*, with a high roof resting on three rows of flying buttresses, topped by double ranges of pinnacles. It was commenced in 1225, and was intended to have been one of the largest and most magnificent Gothic churches in France, but only the choir and transepts were built. The choir is 153 ft. high.

The church of St. Etienne is of great size; the nave is Norman the lofty choir is in the flamboyant style. The towers of the Hotel de Ville are picturesque. Statue of Jeanne Hachette, a female leader against the English in 1472. Fan making is carried on between this and Méru.

Conveyances—Railway, see pages 19, 22, 31.

Behobia.—Near Irun on the Spanish frontier, on the Bidassoa, on the high road to San Sebastian. Passports and baggage are examined at the respective Custom-houses on each side of the Bridge. Luggage should be here *plombé*, 10c. for each package Irun and Hendaye are the stations where Railway baggage is examined

Belfort.—*Stat.*—Pop. 7,510.—Hotels:—L'Ancienne Poste; Tonneau d'Or.

A frontier town, in dept. Haut Rhin, 39 m. from Vesoul, 30 m. from Mulhouse, on the Savoureuse, between the Vosges and Jura Mountains; having a quay and bridge, and strong fortifications, by Vauban with a vast entrenched camp for 20,000 men. On the rock above is the Castle (Bel-fort), built 1228, and held by the Austrians until given up to France by the treaty of Munster. It commands the entrance from Switzerland. It was taken by the Germans in the war of 1870-1, but restored under the treaty of 1871. Here Von Werder defeated Bourbaki in his attempts to raise the siege, and drove him over the Swiss border. Coming from Switzerland, baggage is searched at Petit Croix. Railway, see pp. 52, 57, 68, 69.

Beuzeval. See **Trouville.**

Besançon.—*Stat.*—Pop (1876) 54,405.

Hotels:—De Paris; du Nord; de l'Europe; National.

Chief town of dept. Doubs, 57 miles from Dijon. The Roman *Vesontio* and a large, ancient, and well-built city, on the river Doubs, which nearly surrounds it, dividing it into two parts, joined together by a bridge It has six gates, and is strong both by nature and art, having been fortified by Louis XIV and being besides, protected by a Citadel standing on a sharp rock, by Vauban, on the site of a Celtic fortress, 1176 feet above sea; Porte Noire is a Roman arch, restored 1820; Porte Taillée is another Roman work. It has a 9th cent. *Cathedral* of peculiar architecture; a Hotel de Ville; Palais de Justice; with a Library containing some rare MSS., a collection of 10,000 coins 100,000 vols., museum of Gaulish remains, and a picture gallery. Observe a fine Rubens and Titian's portrait of Cardinal Granvelle, of Charles the Fifth's time; whose house is here, Grace Dieu Abbey, in the neighbourhood. Watchmaking is the staple manufacture; 455,000 were turned out in 1878: of which 148 000 were gold. Carpets, jewellery and porcelain also made Besançon beer noted.

Conveyances.—Railway, see pages 57 and 58.

Beziers.—*Stat.*—Pop (1876 38,280.—Hotels:—du Nord; Paul Riquet; des Balances; de la Bourse; du Commerce

A town in dept. Hérault, 14m from Narbonne, 55 m. from Montpellier, on a rock 200 feet above the Orb and the Canal du Midi; a thriving seat of the *brandy* trade It was a chief town of the Albigenses when Innocent III proclaimed a crusade against them in the thirteenth century, headed by Simon de Montfort, and 60,000 were slaughtered here The old castle-like *Cathedral* with its great tower and turrets, has a good nave and choir and several-tained glass windows The Madeleine and Aphrodise Churches are worth notice. Statue of Riquet, engineer of the Canal du Midi. Silk stockings, gloves, liqueurs, confitures, &c., are manufactured, and there is a trade in

red, white, and Muscatel wines. It is 46 m. to Lodève (pop. 7,000), a place for woollen goods.

CONVEYANCES.—Railway, see pages 45, 46, & 70.

Biarritz.—*Stat.*—Pop. 4,660.—HOTELS:—

HOTEL D'ANGLETERRE, well situated, facing the sea. Mr. Champagne, Proprietor. Recommended.

GRAND HOTEL.—First-class establishment, well situated, just opposite the sea and the baths. Highly recommended.

HOTEL DES PRINCES.—Handsome hotel. Pension during the winter, see Advt. HOTEL DE FRANCE; DE PARIS; DE L'EUROPE; DE LONDRES.

CASINO DE BIARRITZ.—Pension.

A watering-place (dept. Basses Pyrénées) 6 m. from Bayonne, via La Négresse, in the Bay of Biscay, lat. 43° 29′ N., long. 1° 33′ W., much resorted to by French and Spaniards, as well as English, on account of the beauty of the scenery and its genial climate. It has a church built 1856; and an old castle. Villa Eugénie was the Imperial residence. The favourite bathing places are the Port Vieux, a rocky cover near Café Atalays, and the Côte du Moulin, a fine sandy strand. From the cliffs there are views of St. Sebastian with the Spanish hills behind, and of the Pyrénées.

ENGLISH CHURCH SERVICE, morning and afternoon; Chaplain, Rev. G. E. Broade, M.A. St. Andrew's new church was opened, 1878.

MEDICAL.—Dr. Girdlestone, M.D., M.R.C.S., Eng.; Dr. H. Adema; Dr. E. Welby.

PHARMACIE CENTRALE, Place de la Mairie, old established English and American Pharmacy.

BANK.—British and International; E. H. Bellairs, Esq., of Villa Emilia, H. B. M's VICE-CONSUL at Bayonne.

LIBRAIRE CENTRALE.—Papeterie, Apartments, Houses, and Villas to let.

EXCURSIONS.—By Rail, &c., to Bayonne, (or by steam tram, hourly), Cambo the Pass of Roland, and Roncesvalles, in the Pyrénées; to St. Jean de Luz and the Peak of La Rhune; to Hendaye, Irun, Fuenarabia, etc., on the Spanish frontier. Railway, see pp. 45, 46.

Blois.—*Stat.*—Pop. 20,330.—HOTELS:—

GRAND HOTEL DE BLOIS, close to the Castle of Blois. See Advt.

ANGLETERRE; TETE NOIRE. Good *Buffet* at the Station.

Blois is a picturesque place, 111 miles south of Paris, on the Bordeaux rail., chief town of dept. Loir-et-Cher, on the Loire, here crossed by a stone bridge of 11 arches, built 1717. The streets are narrow, and many of the houses low. A *Castle*, on a rock overranging the river, was the seat of Francis I., Charles IX., and Henry III., and has a good staircase, Cath. de Medicis' Observatory, and the room in which the Duke of Guise was assassinated, 1588. Notice the Cathedral; the Jesuits' college (now a provincial school); the Episcopal palace, and its terrace; St. Nicholas, the best church; the Prefecture; and Palais de Justice. Manufactures of serge and other cloths, as well as of hardware and glass.

Blois has an *Aqueduct*, ascribed to the Romans, cut in the rock, in good preservation, conveying water to the fountains; length, half a mile.

EXCURSIONS in a carriage to the castle of *Chambord*, 12 m.; the castle of Chaumon, 12 m. by rail to Onzain station; Chénonceaux Castle; and the Chanteloup pagoda. Railway, see p. 34.

Bordeaux.—*Stat.*—Pop. (1876) 215,140.

HOTEL DE NANTES.—Pension, moderate charges. See ADVT.

GRAND HOTEL DE FRANCE.—First-class Hotel, close to the Opera House. Louis Peters, propr.

HOTEL DES PRINCES ET DE LA PAIX.—First-class hotel, facing the Grand Theatre.

HOTEL DE PARIS.

DE LONDRES; DU PERIGORD; AMERICAINS; DU COMMERCE. DES VOYAGEURS; DES QUATRE SŒURS; DES AMBASSADEURS, Rue Cours l'Intendence.

TRAMWAYS are open.

Capital of dept. Gironde and a great seaport, on the left bank of the Garonne, 359 miles from Paris, 159 miles from Toulouse, 60 m. from the sea; with fine quays, 3 m. long, lining the river, which is 720 yards broad, and 18 to 30 ft. deep. Stone Bridge on 17 arches, 519 yards long. Iron Railway Bridge on 7 piers having a passage by the side. High Water at full and change 6 h. 50 m.; rise 13 to 14 feet. Mean temp. 41° (Jan.) to 73° (July). Nearly 3000 vessels arrive and clear out annually. A Floating Basin of 25 acres 33 ft. deep, was opened 1879. The trade (1877) being wo th 21¼ million £., including a million hectolitres of claret besides liqueurs, fruits, skins, furniture, cattle, etc.

OBJECTS OF NOTICE.—Cathedral of St. André (lat. 44° 50′ N., long. 0° 35′ W.)—pictures by Jordaens, P. Veronese, St. Michel—detached tower 364 feet high, and a collection of mummified corpses; St. Croix, curious; St. Seurin, is Byzantine. Bell Tower of Pey Berland. Grand Hospital; Courts of Justice; Hotel de Ville; Exchange; Lunatic Asylum. It possesses also a Commercial court; and a Library of 120,000 volumes (Montaigne's Essays, with his M.S. notes) Museum of ant quities, etc; with a grand *Theatre*, one of the best in France, and the temporary seat of the Government when it was obliged to leave Tours in Dec., 1870, at the approach of the German armies. Bordeaux is the Roman *Burdigala*, and has remains of an Amphitheatre. It belonged to England, 1152 to 1453

The Gallery, at the Mairie, open every day to strangers on showing passports has nearly 500 paintings, including some of Correggio (Venus), Giorgione, Paolo Veronese, (Adoration of the Magi), Rubens (4 pictures) Perugino (Virgin and Saints), Titian etc Tomb of Montaigne in chapel of the Lycéum. *Public Walks*:—Place des Quinconces: the fine Quai des Chartrons, Botanic Garden, large Cemetery.

OMNIBUSES 30c (20c. per trunk); from the station to the town, 20c.; outside, 15c. CABS (dacres), by the drive; or for an hour, 2 fr.

H. B. M's. CONSUL.—Thomas Carew Hunt, Esq. 34 Rue Boru. CONSULAR CHAPLAIN—Rev. E. S. Froissard; nominated by Col. & Cont. Ch. Society. Church at No. 10, Pavé des Chartrons.

American Consul.—B. Gerrish, Esq.

Post-office.—Rue Porte Dijeaux.

Medical.—Dr. Breen, 21, Pavé des Chartrons.

Chemist.—E. Mellin, English and French Chemist, 1, Place du Chapelet, close to the H. de France.

Telegraph Office.—Place Tourny, 4.

Wine Merchant.—Ed. Klipsch, 10, Rue de la Paix, Paris. Orders may be got to visit the large wine cellars of Messrs. Barton; also of M. Evariste Dupont, No 11, Quai des Chartrons; the Médoc vineyards at Château Lafitte (near Pauillac), Château Margaux, etc., down the river, via the Medoc rail. This line runs on to **Soulac-les-Bains** (Grand Hotel de la Paix), at the mouth of the Garonne, 61 miles from Bordeaux. Conveyances.—Railway, pages 35-37, 39, 43-45, 47. Steamers, see Alph. List. Steamers to Pauillac, etc.

Boulogne-sur-Mer.—*Stat.*—Pop. (1876) 40,076.—Hotels:—Etablissement des Bains, See Advt. Hotel des Bains et de Belle Vue.—First-class hotel for families and gentlemen. Mr. Munto Houssé, proprietor and Manager.

Hotel du Pavillon Impérial des Bains de Mer.

Grand Hotel Christol and Bristol.—A large hotel, well situated, and very good.

Brighton and Marine Hotel, very good, and one of the best situated, opposite the Bathing establishment; kept by Mr. Edouard Lecerf.

Grand Hotel du Nord, capital family hotel, with telegraph station, open day and night.

Hotel Meurice et de l'Univers.—26, 28, and 35, Rue de l'Ecu. Kept by Mr. Vermersch Duchochois. See Advt. H. Priant et du Commerce (Family Hotel), kept by A. Priant. See Advt.

Packham's Hotel du Louvre.

Railway Terminus Hotel. Bedford Hotel.

Hotel Dervaux, 73 to 81, Grand Rue, and 24, Rue des Vieillards, first-class hotel, deservedly recommended. See Advt. H. de Bourgogne.

Hotel de l'Europe; opposite the steam packet station, custom-house, and new terminus. See Advt. Hotel Windsor.

Hotel d'Angleterre. A. Louis, propr. Well situated, near Steamers and Station. See Advt.

Hotel de Folkestone. Close to the landing place of the steamers. J. Prevost propr, see Advt.

H. du Luxembourg. Hotel Central.

The Boarding Establishment of Mr. Howe, is excellent. See Advt. end of book.

Family Hotel & Boarding House—87, Rue Neuve Chaussée, kept by Mme. Boutoille-Bryant.

Berry's (late Roberts) Hotel and Boarding House, 82, 86, 88, Rue de Boston, Established 30 Years. See Advt.

House Agent—2, Rue de l'Ecu.

Custom House—Landing baggage and taking to rail 60 c. under 24 lbs.; above, 1 fr. Passing, 50 c. each package. *Omnibus* to the town.

Carriages, 1½ fr. the course, 2 frs. the hour.

Cafés—Restaurant, 6 Rue Thurot. Grand Café, and Café Wallon, in Rue Neuve Chaussée. C. Phénix, 59, Rue de l'Ecu. C. Veyez, 1, Grand, Rue. *Buffet* at the Station.

Boulogne, the Roman *Bononta*, a port and watering place (where several thousand English live), in the Channel, in the Liane's mouth, dept Pas-de-Calais, in view of the English cliffs; 29m. from Folkestone, 112 m. from London, and 158 by rail from Paris.

It is a picturesque place divided into Upper and Lower towns, joined by a steep street called Grande Rue. Lower Town is modern and regularly built, extending to the glacis of the Citadel, erected by Vauban, near the Tintelleries, at the top of the ascent. Here the old Upper Town or Haute Ville begins, including the Cathedral, Hôtel de Ville, and the Château, in which Louis Napoleon was confined, 1840. Le Sage's House is close by. Some say Godfrey de *Boullon*, the crusader, was born here.

The rail and packet station, for through service between London and Paris (done in 9 hrs. via Folkestone), is in the suburb of Capécure, on the west side of the harbour, near the Bonaparte Quay and Floating Basin. Lat. of S.W. Jetty 50° 44′ N., long. 1° 35′ E. High water at Moon's full and change 11½ hr.; rise 20 to 25 ft. Mean temp. 37° (Jan.) to 67° (July).

The *Museum* in Grande Rue contains some paintings, a library, and collections of local fossils and of remains from primeval dwellings. The Baths are near the Casine and Custom House, close to the Jetty, the favourite walk, about 1650 ft. long, and a good point of view. Near the fish market is a statue to our Dr. Jenner. The *Beffroy*, behind the Hotel de Ville, an ancient tower, 140 feet high, should be ascended, for a fine view of the town and beautiful environs. The modern *Cathedral* of Notre Dame, completed 1866, by Abbé Haffreingue, has two towers, with a dome and cupola; paintings, statues, a rich shrine and Lady chapel, and a splendid altar.

On the neighbouring heights are several Forts; a Column, 166 feet high, finished 1841, to commemorate the intended invasion of England, 1801-4, by Napoleon I., whose bronze statue by Bosio, is on the top; and traces of a Roman work, called Tour d'Odre.

Total length of Quay, along the wooden piers enclosing the harbour, 5015ft. Depth of water 16½ ft. (mean); at springs, 29 ft. It is nearly dry at low water: but a new tidal harbour is in progress. Boulogne, which is at the head of French fishing stations, in 1874 owned 8 brigs and schooners, and 190 luggers for the Scotch, Irish, and home fisheries. It does a large boot and shoe trade, has 3 steel pen factories, the largest cement works in France, and several iron foundries, with factories at Capécure for sailcloth, fishing nets, etc. Trade with England large and increasing. In 1875, above 113,000 passengers went to and from England; and the shipping in and out were 3,080 vessels. English college and schools; English cemetery on the St. Omer road. Band at the Tintelleries Gardens.

Protestant Churches. — *Temple Church*, 9, Rue de Temple; Chaplain, Rev. S. J. Compton, M.A. Services at 11 a.m. and 3.30 p.m. *St. John's Church*; 139, Rue Royale, Rev. H. M. Turton. Sunday, Holy communion 8 a.m. (and after 11.30 service 1st Sunday in month); matins, sermon 11.30 a.m.; evensong, sermon, 4 p.m. (summer 7.30). Wed., matins, litany 11; Friday ditto, and evensong 4. Thur., Holy Com 8 a.m. Saints days, do., matins at 11; other days matins at 10. *Trinity Church*, a former Capuchin Church,

purchased by C. C. C. Soc., and restored in 1869; chaplain, Services at 11 a.m. and 7.30 p.m.; Holy communion on first and third Sundays in each month, and on the great festivals. The Institute for British Sailors is near it, 13, Boulevard Daunou. Wesleyan Chapel, Rue de l'Ancienne Comédie, Rev. J. Gaskin; services at 11 a.m. and 7½ p.m. (Sunday school 3 p.m.) French Reformed Church, Rue Basse des Tintelleries, M. Degremont, B.D. Services 11 a.m. and 7 p.m. in summer (Bible class 3.30 p.m.)

H. B. M.'s Vice Consul.—W. Stigand, Esq.

American Consul.—L. Trager, Esq.

Medical.—Thos. H. Walker, Esq., M.D. J. Harvey, Esq, M.R.C.S., and M.R.C.P., London. Sidney Coulter, Esq., M.R.C.S.

Money Changer.—H. Pay, near Custom House.

English Library and Reading Rooms.—Merridew's 60, Rue de l'Ecu; depôt for the sale of Bradshaw's *Guides* and *Handbooks*. Pianos on hire.

Post Office, in Rue des Vieillards (No. 28), leading out of Rue Neuve Chaussée. Mails for London close at 1.30 a.m and 11 p.m. Telegraph Office, 12, Rue du Pot-d'Etain, open day and night.

Conveyances.—See pp. 15, 18 Steamers, see list.

Bourbon l'Archambault.—Pop. 3720.—

Hotels de Montespan; de France.

A watering-place, in dept. Allier, 9 miles west of Moulins (p. 42), having Saline Waters, supplied by a hot and cold spring, called Source de Jenas; in the middle of the town are the Baths. Notice the picturesque Castle. In summer the place is thronged; and diligences run daily from Moulins, past *Souvigny* and its Gothic church.

Bourges.—*Stat.*-Pop. (1876) 35,785.—Hotels:

De France; de l'Europe; de la Boule d'Or; de l'Esperance; Jacques Cœur.

Chief town of dept. Cher, 69 m. from Orleans, on a rising ground between the Eure and Auron, which here unite: formerly the capital of Berri, and the site of *Avaricum*, which was taken by Cæsar in his Gallic wars, and the inhabitants killed. Louis XI. was born here, and founded a University. Public Buildings of note—the fine Gothic Cathedral, which has two towers, one 200 ft. high, and 5 aisles, with some good stained glass and a crypt. The Bishop's Palace was burnt 1871. Churches of St. Pierre, and Notre Dame. *Hôtel de Ville*, once the house of Jacques Cœur, a rich merchant, minister of finance to Charles VII., but disgraced and banished by him. It was begun in 1443, and is worthy of examination in every part. The Gendarmerie, and the Museum of Antiquities. Manufactures of silk, woollen, and cotton stuffs, as well as of stockings, caps, and other articles of clothing. A Central Arsenal and strong fortifications are in progress. *St. Martin d'Auligny*, near this, is a colony (pop. 3000) of Scottish origin, dating from about 1422.

Conveyances.—Railway, see pages 41 and 42.

Brest.—*Stat.*—Pop. 66,230 in 1876.—Hotels:

Hotel des Voyageurs; Lamarque, 21, Rue d'Aguillon; de la Bourse; de l'Univers; de la Tour d'Argent; de Nantes. Conveyance from the station to the town (five minutes).

The best naval port in France, in dept. Finistère, 337 m. from Paris. Its inner landlocked Harbour formed by the Penfeld, and lined with quays, with room for 50 frigates, &c., is protected by batteries. The outer *Harbour* or *Road* can hold large fleets, and has deep water throughout. High water at full and change 3¾ hr.; rise 18 to 19 feet. Rainfall excessive. Swing Bridge. The Goulet or channel from the Atlantic, has only a width of 1805 feet, and is strengthened by batteries. At the *Dockyard* (not open to strangers) are a noble Arsenal, basins, ship-yards, magazines, naval hydrographical, and medical schools; with St. Louis Church, Hotel de Ville, observatory (lat. 48° 24′ N., long. 4° 29′ W.), convict prison (now store house), and botanical gardens. Howes victory of 1-t of June was gained off Brest. At *Plouarzel* is a dolmen, 35 feet long. St. Matthew's old *Abbey* at Conquet is 14 m. below Brest, and 15 m. from *Ushant Light*.

H. B. M's. Consul.—H. T. Rainals, Esq.

American C. Agent, E. Le Pommelec, Esq.

Reading-Room, and Promenades. French Protestant Service, twice on Sunday.

Conveyances.—Railway to Paris, see page 28. Steamers daily to De Launay and Chateaulin.

Briançon.—Pop. 3,880. H. de la Paix.

A 1st class fortress (dept. Hautes Alpes), among the mountains at the head of the Durance, 4300 feet above sea, 69 m. from Grenoble, 60 m. from Gap (p. 59), near the Italian frontier; and a good centre for the *Alps of Dauphiné*. Strong forts cover all the surrounding heights.

Excursions.—To Mount Tabor, 10,440 feet high and Modane (France), 11 h. To Col du Lanteret (under Les Ecrins), Bourg d'Oisans, and Grenoble, 70 m. To Susa (Italy); via Mt. Genèvre Pass (near the great Tunnel) and Cesanne, etc., 34 m. To Monte Viso, 12,465 feet, via Queyras and St. Veran, where Neff laboured. But the best is an excursion of 2 days to **Mont Pelvoux**, 12,975 ft. Road passes Monestier; mule path in 4 hours brings you to Clauz, with a little Inn; ascent to summit, 12 hours, descent, 6. First night must be passed under a rock at the height of 6,562 ft. The higher slopes must be free from snow to go up. Guides at Clauz, 20fr. Another way is via La Bessée, and up Vallouise (where 3000 Vandois were stifled in a cave, 1488) to Clauz. It was first ascended 1861. *Points des Ecrins* the highest peak in France 13,460 feet (see **Oisans, Bourg d'**), facing Mont Pelvoux, was first ascended 1864. The panorama from either takes in Mont Blanc (90 m.), & Mont Viso (40 m).

Conveyances.—By diligence to Embrun, Gap, for Grenoble, Oulx, etc.

Brioude—*Stat.*—Pop. 4800—H. du Nord. In Auvergne, dept. Haute Loire, 44 m. from Clermont Ferrand. An old Cathedral. Rail. see page 60.

Brive.—See Route 29. Special Edition.

Caen.—*Stat.*—Pop. (1876) 41,185—Hotels:—Hotel d'Angleterre.— First-class hotel, the best in the town.

Grand Hotel Place Royale, in the centre of the town, see Advt.

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HOTEL DE FRANCE.—Kept by Mr. Arse-Duprey. Very conveniently situated. Avenue de la Gare, near the station and landing place.

HUMBY'S HOTEL; H D'ESPAGNE; H. ST. PIERRE and H. ST. BARBE, are commercial houses. Buffet at the Station. Omnibuses 25 c. Voitures de Place, 1 fr. 25 c. the course; 2 fr. the hour; within the octroi or township, 20 c. per package.

POST-OFFICE, Place Royale.—Telegraph office, Rue St Jean. 135.

H.B.M's VICE CONSUL.—R. Warburton, Esq.

ENGLISH CHURCH SERVICE (*S.P.G.*). In a hired room.—Rev. J. Trevitt, M.A.; Chaplain.

A well built old town, the former capital of Normandy, now chief place of dept. Calvados, on the rivers Orne and Odon, 9 m. from the Channel, 150 m. from Paris. It contains twelve parish churches; several hospitals; a public library of 25,000 vols., rich in MSS.; cabinet of natural history, etc. The grand old *Cathedral* of St. Stephen, a fine specimen of Norman and early English, has the remains of its founder, William the Conqueror His queen, Matilda, is buried in the church of the Holy Trinity, which has an interesting crypt. Other examples of Gothic are seen in St. Jean, with its stained windows; St. Etienne le Vieux; and St. Pierre. The Castle, built by the Conqueror, contains the ancient exchequer of Normandy. It had a University founded by our Henry VI., when Caen was held by the English 1417-50.

Several private houses deserve to be visited, such as the Hôtel des Quatrains, the Hôtel de Valois, the houses of Malherbe and Charlotte Corday. Notice the statues of Malherbe, La Place, etc.; and a *Picture Gallery* in the Hôtel de Ville, (open Sun and Thurs.), with 4000 paintings, including the "Marriage of the Virgin," by Perugino (brought from Perugia), Judith, the Flight into Egypt, etc., by Veronese; paintings of del Sarto, Poussin, Rubens; and some sculptures. No. 82 is the portrait of James I. of England. Walks in the Jardin des Plantes, and the Cours. The good air and cheap living attract English residents. There are several preparatory schools. Excursion to Abbey d'Ardenne. Trade in gloves, coarse lace, stockings, caps, cider, dye-stuffs, skins, etc. Caen stone is oolitic like Bath and Portland stone.

CONVEYANCES.—Railway, see pp. 26, 27, 28, & 33. Steamers to Havre & Southampton, see Alph. List From Caen it is 30 m to **Flers** on the Paris and Granville Line (page 30); with a pop. of 10,000, employed in making cotton and linen.

Cahors, (dept. Lot). See Rte. 29, Special Ed.

Calais. *Stat.*—Pop. 12,573 in 1876.—HOTELS: HOTEL DESSEIN, (former H. Quillac.) Also open for night trains and boats. See Adv.

HOTEL MEURICE, Rue de Guise, open for night trains and boats; moderate charges.

HOTEL DE PARIS, First Class Family hotel newly re-furnished, very conveniently situated.

DE FLANDRE; DU SAUVAGE; DE LONDRES; VICTORIA DU COMMERCE. The BUFFET HOTEL has clean bed-rooms with good cookery.

Calais, in dept. Pas de Calais, 23 m. from Dover, 27 m. from Boulogne, 184 m. from Paris, 144 m. from Brussels, is a moated town, with a large Citadel, and two Gates, towards the sea and the land Parts of its old Walls are to be cleared away, and interior forts are to be built. It makes an oblong square, with the longer side parallel to the sea; and has wide and regular streets, with houses mostly built of brick, and a picturesque Grand Place or Market Square. Principal buildings: Notre Dame, 11th century, with stained glass windows, paintings of Rubens and Vandyck. Church du St. Sepulchre, a good spire. In 1865 there were 6,000 operatives producing cotton and silk lace, valued at £1,080,000. There are ten manufactories of engines. About 50 million eggs are annually exported; the people are engaged in the herring and cod fishery, and carry on a trade in Dutch spirits. About a quarter of a million tourists, etc pass through the town. It enjoys a well-deserved reputation for salubrity, partly attributable to the light, dry soil, and partly to the surrounding country being flat—thus allowing a free current of air. The Harbour, strengthened by a sea-wall, consists of a large quay, terminated by two long wooden piers, which stretch into the sea; lat. of Lighthouse, 50° 58′ N., long. 1° 51′ E. Calais was taken by Edward III., 1347, and re-taken 1558, in Queen Mary's time, by the Duke of Guise.

H. B. M.'s CONSUL.—Capt. Hotham, Rue Courteen Veau; AMERICAN CON. Agent—J Vendroux, Esq.

ENGLISH SERVICE.—There is no longer any English Church in Calais itself, St. George's (built about 1830) having been closed 1874, in consequence of the withdrawal of the grant from the British Government. But there is a handsome Gothic Church, *Holy Trinity*, built 1862, in Rue du Gas, in the adjoining suburb of St. Pierre les Calais, or *Basse Ville* as it is called; where there are 2,000 Eng. factory hands (the population exceeds that of Calais itself). Chaplain, Rev. C. Campbell, M.A, nominated by the Col. and Coast. Church Soc.; and also at **Guines.** WESLEYAN CHAPEL Rue du Temple, St. Pierre; Minister, Rev R. N. Portrey. FRENCH PROTESTANT CHAPEL, Rue Pont Lottin, St. Pierre; Rev. C. H. Ninnins. Hours of Service, at all (except first), at 11 and 6.

POST OFFICE.—At Calais, Rue de Therme; at St. Pierre, Rue de la Tannerie.

ENGLISH BOOKSELLER.—Mr. Collier, 44, Grand Rue, St. Pierre

Travellers for Belgium or Germany should have their luggage only marked for transit, to avoid a Custom-house search in France. Passengers direct to Brussels will have it visited at Blandain (frontiers of France); and those to Paris can have it registered for 7 to 10 sous each package, exclusive of landing charges.

CONVEYANCES—Railway to Lille, Paris, Brussels, and all parts of Belgium: see pp. 12, and 30 To Boulogne and Paris (the mail route); page 18. To Dunkirk p. 12. Mail and other Steamers to Dover and London, see Alphab. List.

Cambrai.—*Stat.*—Pop 24,900. HOTELS: H. DE FRANCE; DE VERVILLIERS ET DU COMMERCE.

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In dept. Nord, 104 m. from Calais, on the Scheldt. It was the episcopal see of *Fenelon*. Principal objects of interest are the Hotel de Ville, opposite the Place d'Armes; the Military Hospital; the College, and public Library of 30,000 vols. *Cambric* takes its name from here.

CONVEYANCES.—Railway, see pp. 13, 16, 17, 72.

Cannes.—*Stat.*—Pop. 14,000.—HOTELS:—

HOTEL GRAY ET D'ALBION.—First-class establishment, situated in the finest quarter of the town—large garden. Recommended.

PRINCE OF WALES HOTEL.—A new first-class hotel, well sheltered and beautifully situated, near St. Paul's Church. H. J. Grossman, proprietor.

HOTEL CENTRAL, first-class, with a large garden. Recommended.

BELLE VUE, well situated and recommended

PAVILION HOTEL.—Well situated hotel, comfortable and good; recommended.

GRAND HOTEL DE CANNES, beautifully situated, highly recommended.

GRAND HOTEL CALIFORNIE. Mr. Chabaudiere proprietor, and also of the Continental Hotel, at Royat (Baths of). See Advt.

HOTEL DE L'ESTEREL, situated in the West end of Cannes, and kept by H. Rost, proprietor.

HOTEL BEAU SITE, charming situation on the west side of Cannes. Recommended in every respect. Proprietor, G. Gougoltz.

HOTEL MONT FLEURY, 130 rooms, moderate. See Advt.

HOTEL DE LA TERRASSE, well situated opposite Christ Church.

HOTEL RICHEMONT, beautiful situation, commanding fine views of the town and the sea. Henry Gougoltz, prop. See Advt.

HOTEL DE HOLLANDE, kept by A. Van Garnier, well situated. See advt.

GRAND HOTEL ALSACE LORRAINE, Family hotel, on the Boulevard du Cannet. F. Brandli, prop.

WINDSOR HOTEL.—First-class family hotel, in a beautiful and sheltered situation. See Advt.

HOTEL DU PARADIS.—Boulevard du Cannet, close to St. Paul's Church. See Advt.

HOTEL DESANGES.—Away from the sea, in a sheltered position, with a large garden.

HOTEL DE FRANCE.—Situated full south on the Boulevard du Cannet.

HOTEL DE LA PLAGE.—Well situated. Moderate charges.

HOTEL NATIONAL, under new management. Entirely refurnished. See Advt.

HOTEL DE PROVENCE, on the Boulevard du Cannet. See Advt.

HOTEL DES ANGLAIS, near St. Paul's, English Church. See Advt.

HOTEL BEAU SEJOUR. SPLENDID HOTEL.

HOTEL AND PENSION VICTORIA; H. SQUARE BROUGHAM; H. DE PROVENCE; H. GARIBONDY; HOTEL D'ORIENT.

PENSION & VILLA DE LA TOUR. (Family House.) well situated at the West end of Cannes. See Adv.

CAFES.—De l'Univers; Des Allées; Paix.

BATHS at the Hotels. Boats in the port. 12 to 15 fr. a-day, with two sailors. CARRIAGES—1 horse, 2 persons, 1 fr. the course, 2 fr. an hour. Omnibus to La Bocca, Le Cannet, Vallauris, & Antibes.

ENGLISH BANK, AGENCY, READING ROOM.—Messrs. Taylor and Riddett, Rue de Fréjus, Publishers of the "*Indicateur*," and the "*Visitor's Guide to Cannes*," Maps, etc.

HOUSE AND GENERAL AGENT—J. G. ROUX, 7, Rue d'Antibes. Publisher of the general Visitor's list.

ENGLISH AND FRENCH AGENTS AND ARCHITECTS.—Messrs. d'Hauterive and Hervelson, 12, Boulevard du Cannes.

POST OFFICE (3 deliveries) and TELEGRAPH, at Hôtel de Ville. Things are very dear here.

A watering place dating from 1835 in Provence, dept. des Alpes Maritimes, 19 m. S.W. of Nice, 24 hrs. from Paris, beautifully placed on a bay (with a fine beach), in the Mediterranean, on a sheltered undercliff between the sea and the hills, in Lat. 43° 34′ N. long. 7° 7′ E. The climate is pure, mild, and uniform; temp. 55° to 60° in the cold months. Sunny days are the rule; there is no fog. The old town is at Mont Chevalier, a good point of view, near the Hôtel de Ville, (built 1875). Many hundreds of English live in the 600 villas, 70 pensions, or the hotels, in the new town and neighbourhood, where they have 3 churches, a skating rink, &c., and a cemetery in which Lord Brougham is buried (1868). Here are gardens of heliotropes and other plants, orange and lemon groves, (at Croisette), and abundance of pine, chestnut, cork, olive, oak, and other woods. Neroly and other essences used in eau de Cologne are made here; and the 'briar root" for pipes is got from the heath (bruyère.) The sewerage is bad next the sea shore.

EXCURSIONS.—To the *Isles de Lérins* (Daily Steamer), viz., —St. Marguerite, noted for the Masque de Fer, and the escape of ex-Marshal Bazaine; and St. Honorat, having a very old monastery. To Cannet, Notre Dame de Vie, Vallauris (pottery made), Villafranca harbour, Fréjus, **Antibes** (near which Napoleon I. landed 1815); and especially to the Esterel Hills behind, 1800 to 2400 feet high, where every variety of prospect is found. See Dr. Lee's "South of France;" and Dr. De Valcourt's "Cannes and its Climate"

VICE-CONSULATES.—M. Barbe Patteson (England); M. Bey (Italy); Dr. De Valcourt (U. States).

MEDICAL—Dr. Whiteley. Dr. De Valcourt. Dr. W. Marcet. Dr. Frank. Dr. G. Bright, M.B. Oxon, M.R.C.P London. Dr. Battersby. Mr. Stephens (homœopathic).

ENGLISH CHURCH SERVICE, Sunday, at 11 & 3—*Christ Church*, West Cannes.—Holy Communion, 1st and 3rd Sunday at 11.45; other Sund. 8.30; Morning Prayers daily. *Holy Trinity* (C. C. C. Soc.), East Cannes; Rev. W. Brookes, M.A. Holy Communion every Sunday, 11.45; Morning Prayers Wed. and Fri. *St. Paul's*, Boulevard du Cannet Rev W. Wollaston, M.A., Holy Communion every Sunday, 8.30 and 11.45; Holydays. 11.45; Morning Prayers daily. At **Antibes**, Rev. J. Lugg, M.A.

SCOTCH CHURCH, Route de Fréjus. Sunday at 11 and 3; Thurs. at 11. R. C. CHURCH Notre Dame de Bon Voyage.

CONVEYANCES.—Rail., see p. 58 and 57, (Branch of 12 m., to **Grasse**, an old place, noted for perfumery.) Steamer to and from Marseilles weekly.

Carcassonne.—*Stat.*—Pop. 23,650. HOTELS: ST. JEAN BAPTISTE; BERNARD; BONNET.

Chief town of dept. Aude, 56 m. from Toulouse, near Canal du Midi, on the Aude. The modern part is well built and watered by fountains; one, of Neptune and his Horses, in Grande Place is very fine. Notice the ancient Cathedral; the Hôtel de Ville; the Préfecture in large gardens. the Library and Museum; the 10-arch bridge whence there is a view of the Pyrenées; the Barracks, Theatre, Hospitals, &c.; with the Porte de Narbonne, the ruins of the Castle, and St. Nazaire Church, containing the grave of Simon de Montfort, in the Upper Town, or Cité, which is an old mediæval fortified town on the top of a hill, with its ramparts, towers, and gates in a state of rare preservation.

CONVEYANCES.—Railway, see pages 42, 46.

Carnac, or Karnak, in dept. Morbihan, Brittany. See **Auray**, and Bradshaw's *Handbook to Brittany*.

Cassel.—*Stat.*—Pop. 3,204.—HOTELS:—

HOTEL DU SAUVAGE; DU LION BLANC.

A frontier town in dept. Nord, 19 m. from Dunkirk, on a hill 300 feet high, in the midst of a vast plain, commanding a *view* of parts of Flanders and Belgium. Flemish spoken.

Railway, see page 12.

Cauterets.—Pop. 1,900—HOTELS:—

GRAND HOTEL D'ANGLETERRE; DES BAINS; DE FRANCE; PAIX; PARIS; AMBASSADEURS, &c. Café Larranian, Place Saint Martin. Guides of two classes; a bargain must be made.

ENGLISH CHURCH SERVICE (C. C. C. Soc.) in summer at the French church; and at **Argelès de Bigorre** (S. P. G.) 9 m. by rail.

A picturesque and lively bathing town in dept., Hautes Pyrenées, 6 m. from Pierrefitte (*Stat*) with numerous well-supplied shops, and other conveniences. It is the head quarters for some of the finest excursions in the Pyrenees, and one of the best for artists or sportsmen. There is a constant interchange of people of various countries, and much picturesque mountain costume. Height above sea, 3,250 feet; surrounded by high mountains—to the east, Perraute and the Pic des Bastes; to the south, Pegnare: to the N.E., Peyrenère; to the N., Caballros. There are above a dozen sulphur Springs (up to 140° F.); the largest being Les Espagnols at the Grands Bains, La Raillère, etc.; 21 works created by M. François have increased the supply. *Excursions*—Pont d'Espagne, 2 hrs.; Lac de Gaube, 3½ hrs. (5870 ft.); Lacs d'Estom and d'Estom Soubiran, 10 hrs. there and back; ascent of Monne, 7 hrs. up & back

CONVEYANCES.—Omnibus to Pierrefitte pp. 43 45. Diligences daily to Luz (8 m.)

Cette.—*Stat.*—Pop. 29,000.

HOTELS.—BARILLON; DES BAINS.

A Mediterranean Port, in dept. Hérault, on Lake Thau, at the end of Canal du Midi, and of the Lyons and Bordeaux Rails, 27 m. from Béziers, 17 miles from Montpellier. It has a pier Harbour, Light-house and Forts, made by Vauban and Riquet; and is a great place for imitation Wines, and for brandy, sardines, cask-making, etc. Here are a Naval School, Museum, Garden, and plane-tree Walk, under the Castle Hill (196 yards high); sea-baths and salt-works; with hot springs (good for rheumatism and paralysis) at *Balaruc*, on Lake Thau, 2½ miles distant. Canals to Beaucaire, Narbonne, etc. Steamers to Marseilles, Oran, Algiers. Rail, pages 35, 43, 57, 60.

Chalons-sur-Marne or **Chalons**.—*Stat.*—Pop. 16,700.

HOTEL DE LA CLOCHE D'OR. Very good hotel, Jaunaux Ernst, proprietor and director. See Adt.

HOTEL DE LA HAUTE MERE DIEU.

The old *Catalaunum*, and chief town of dept. Marne, on the Marne, in Champagne, 107 m from Paris, 25 m. from Reims. The river divides it into three parts, and is crossed by several bridges, one of which, erected in 1787, is admired for its elegance. It has a small Gothic two-spire Cathedral of the 13th cent., but founded 450; eleven churches (in old one, Notre Dame, restored with great splendour); 3 secularised Abbeys; St. Pierre and other convents. Notice the handsome Hôtel de Ville, and Prefecture, School of Arts; Porte Dauphine; a fine Public Walk; and Jacqueson's Wine Cellars 12 m. in extent, but now nearly empty. Woollen *shalloons* were once made here. The beautiful Abbey-Church of *L'Epine*, five miles distant, was built by the English in the 15th century. The permanent **Camp of Chalons**, established in 1857, occupies a large extent of country to the south and east of *Petit Mourmelon* and *Grand Mourmelon*, two small villages 16 m. from Chalons. It is the site of two historical *Battles* in A.D. 272, and 451, when Tetricus and Attila were defeated. There are large Barracks for troops.

Omnibuses from the railway station at Mourmelon to the hotels, for the camp.

CONVEYANCES.—Railway, see pp. 62, 64, 67, & 70.

Chalon-sur-Saone or **Chalon**.—*Stat.*—Pop. 20,000.—

HOTEL DES TROIS FAISANS; DE CHAVERDUT.

A neat town, in dept. Saône-et-Loire, 33 m. from Dijon, on the Saône, with a broad quay, and promenade. Principal church, St. Etienne, built 1386. The town has large beetroot-sugar factories, brewerier, flour and seed-grinding mills, iron steam-ship building-yards, &c. At about 25 English miles (by railway), are the extensive iron works, of *Le Creusot*. The banks of the river are, for the most part flat, but well cultivated. Beyond Mâcon, the scenery is extremely pleasing, and increases in interest on approaching Lyons. The road, which runs a great part parallel with the river, passes over *Mont d'Or*.

FRENCH PROTESTANT CHURCH.—Ministers supplied by the Evangelical Society of Geneva.

CONVEYANCES.—Railway, see pp. 48, 54, & 60.

Steamers for Mâcon and Lyons daily, in summer; on Tuesday, Thursday, and Saturday, in winter; fares 5 and 4fr.

Chambery (Savoy).—*Stat.*—Pop. 13,200.—

HOTEL DE L'EUROPE.—Well situated, Rue d'Italie, No. 17; also clean and moderate.

HOTEL DE FRANCE.—Kept by Mr. Chiron, close to the Railway Station—very clean and moderate.

GRAND HOTEL DE LA PAIX, near the Station.

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GRAND HOTEL DES PRINCES.

Distant from Geneva about 22½ leagues, and from Lyons 29 leagues. Capital of dep. Savoie, 800 feet above sea. It contains a large market place, and some ancient ruins, with the Place des Elephants in the centre of the town, and the Tir de l'Arquebuse, or "shooting place." The noticeable public edifices are the Sainte Chapelle, with its statues; Castle, founded 1230 by the Comtes of Maurienne; the Town-house Academy, Post-house and Hospital, Theatre, and Barracks; some of which were founded or enlarged by a native, Gen. de Boigne, who, after service under various Indian princes, returned to Savoy with a large fortune. His statue is here. Several Red and White Wines in the neighbouring Vineyards.

The *Eaux de Challes* are about 3 m. distant, at an old castle, now turned into a Bathing Establishment & Pension, and managed by a Company, formed 1871. The sulphur Springs discovered here in 1841, are good for skin and glandular diseases: many thousand bottles are exported. To Grande Chartreuse via dil. to Les Echelles.

CONVEYANCES.—Railway, see pages 51, 53, 54.

Chamouny.—See Switzerland.

Chantilly (Oise).—*Stat.*—Pop. 2,980.—HOTELS: D'ANGLETERRE; DU CYGNE; DES BAINS; DU GRAND CERF. In dépt. Oise, on the Nonnette, 26 miles from Paris. The pop. includes 400 English.

The beautiful domain of Chantilly, owes most of its reputation to the Princes of Condé. Here the great Condé received Louis XIV, in 1671, when Vatel the cook killed himself. The restored Château belongs now to the Duc d'Aumale; and has fine paintings by Watteau, &c., with stained glass by Bernard Palissy; a chapel and theatre; stables for 240 horses; and park and gardens. In the Church are tombs of the Condés. Hunting in the *Forest* of 6700 acres; which contains two lakes, Q. Blanche's Gothic Château, and the Comelle Viaduct, on 15 arches, 180 ft. high, near a lake. Notice also the Race course (pelouse) of the French Jockey Club; the Condé Hospital; Royaumont Abbey; Nonnette Viaduct, and St. Maximin stone quarries. Blonde lace, pottery and earthenware are made.

ST. PETER'S ENGLISH CHURCH. Service at 11 and 3, every Sunday; Rev. W. A. Blake, M.A., chaplain; supplied by Col. and Cont. Ch. Soc.

CONVEYANCE.—Railway, see pages 15, and 23.

Chartres.—*Stat.*—Pop. 19,600.—HOTELS:—DU DUC DE CHARTRES; DU GRAND MONARQUE; RESTAURANT DE L'OUEST.

The Roman *Autricum*, capital of dept. Eure-et-Loir, 45 miles west of Paris; on the Eure, across which are several bridges. It was taken from the English by Dunois, 1432. In the Place des Epars is a fine bronze statue of General Marceau. The imposing gothic *Cathedral* of Notre Dame with two spires, is one of the largest in France. Here St. Bernard preached the Crusade, 1145. It has some fine painted glass, a great number of statues inside and out; 125 windows, paintings relics, and a crypt. The church of St. Pierre also has some painted glass and fine enamels. There are several other Churches and ancient buildings of the 13th century; a public library, a museum of natural history, an archæological and horticultural society.

FRENCH PROTESTANT SERVICE, every Sunday, by the Rev. Samuel Boot. Rail, pages 29, 29, 31.

Chartreuse (La Grande).—A Carthusian convent, 6½ m. from St. Laurent du Pont, in dept. Isère. By rail to Voiron (between Rives and Grenoble, p. 53), thence by carriage (4 hrs.) through the gorges of Crossey to St. Laurent (Hotels); and return by Voreppe (18 m.), for rail to Grenoble. Diligence from Grenoble and back every day. An interesting walk (7 hrs.) by the Sappey to Grenoble, 27½ m. Hospitality given to all male visitors. Women lodged in a building called the Infirmary. Convent can be viewed three times a-day, 9 a.m. to 9.30, at 1 and 4 p.m. to 4.30. Built 11th century, by St. Bruno; height, 3220 feet, among the wildest scenery of rocks and fir forests. Church simple and elegant. Chapter-room, with portraits of 50 generals of this order. Grand Cloister forms an oblong square, lighted up by 130 windows; oldest part of the 13th century; has 60 cells opening on two corridors, 722 feet long; Chapelle des morts, built 1287. The manufacture of the liqueur called Chartreuse brings in a revenue of 500,000 francs. Ascent of Grand Som 6660 feet.

Château Thierry.—*Stat.*—Pop. 6,625.

HOTEL D'ANGLETERRE. Buffet at the Station. The anct. *Castellum Theoderici*, in dept. Aisne, 59 m. from Paris, on the Marne (a bridge); with a large old Church, Castle, and Hôtel Dieu. Birthplace of La Fontaine.

CONVEYANCES.—Railway, see pages 64 and 67.

Châteaudun.—*Stat.*—Pop. 6,730.—HOTEL: DE LA PLACE.

In dept. Eure-et-Loir, 80 m. from Paris, on the rail from Paris to Tours (p. 37); with a fine old *Castle*.

Châtellerault.—*Stat.*—Pop. 14,280. HOTELS:—DE L'ESPERANCE; DE L'UNIVERS.

A sous-préfecture in dept. Vienne, 40 m. from Tours, and one of the principal seats of the cutlery and sword trade; on the Vienne, here crossed by a Bridge with an old four-turreted gate at one end. It stands among pleasant hills and gardens, and has the Gothic churches of St. Jean and St. Jaques, and an old Castle.

CONVEYANCES.—Railway, see page 35. Steamers in summer to Tours, Saumur, Angers and Nantes.

Cherbourg.—*Stat.*—Pop. (1876) 47,100.

HOTEL DES BAINS DE MER.—Very good first-class hotel. See Advt.

H. DE L'AIGLE; H. DE L'AMIRAUTE, on the Quay.

HOTEL DE L'UNIVERS.

A naval station and fortress, and maritime préfecture, 224 m. from Paris, 70 m. from Portsmouth; on the Contentin Peninsula, in dept. Manche, at the mouth of the Divette, which spreads out into a wide Road or bay with the great Breakwater, or *Digue*, in front, 4450 yards long. The breakwater was completed 1858, under many difficulties, and, after repeated failures, at a cost of nearly £2,000,000: it is two and a-half times the length, two and a-half times the width

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and twice the depth of Plymouth breakwater Cherbourg besides its naval works, has an Hôtel de Ville and Picture Gallery; Trinity Church, Theatre, Baths. A bronze statue of Napoleon I. faces the sea.

The eastern channel to the harbour is defended by Fort Impérial on Pelée island and another on the Digue; the western channel by the immense Fort le Querqueville. Fort des Flamands is on a rock which is dry at low water. There are in all twenty-four regular forts and redoubts in addition to the six batteries on the mole. The *Docks* consist of nine basins, besides arsenals, magazines, and naval storehouses excavated from the granite.

H. B. M's. Consul.—Hon. H. P. Verekor, LL.D.
American Consular Agent, E. Postel, Esq.
Eng. Ch. Service C. C. C. Soc.)
Rail., p. 26 Steamers, see Alphabetical List.

Clermont, or Clermont-Ferrand.—*Stat.*—Pop. (1876) 41,775. De la Paix; De l'Europe.

Capital town of dept. Puy de Dôme, in the volcanic district of **Auvergne**, 78 miles west of Lyons. Notice the fine though unfinished Cathedral, (in which Pope Urban, and Peter the Hermit preached the first Crusade, 1095); the old Byzantine church of Notre Dame du Port; and the new Gothic church of St. Cœur-de-Marie. Here are also a public library, and museum of antiquities, and minera's; a botanic garden, and four squares, at good points of view over the Limagne, etc.; with a statue to Gen. Desaix, a native, and the house of Pascal, another native. Petrifying springs of St. Alyre (with a natural bridge) and of Jaude. Warm baths at **Royat-les-Bains**, 1½ mile. Grand Hotel; H. des Sources. It stands in a pleasant valley 1,380ft. above sea, under Puy de Dôme. Four Springs (68° to 90°, St. Eugénie being the hottest) containing iron, soda, lithia, good for gout, rheumatism, skin disease, diabetes, and chest complaints. Concert and reading rooms. Dr. Brandt here in the season.

Puy de Dôme, which has a meteorological observatory on the site of a Temple of Mercury, is 4,840 ft. above sea. Here Pascal made his experiments on the weight of the air. It is one of the long chain of extinct *Volcanoes*, to the west, comprising many craters and lava streams. View from the site of Cæsar's *Gergovia*, 5 miles. **Pont Gibaud** is a lava-built town (14 m.), with basalt rocks and caves, near Lafayette Castle and Porte Ste. Marie Abbey. The watering-place of **Mont Dore-les-Bains** (Grand Hotel) in the midst of volcanic scenery, is approached from Clermont. Warm Springs, 4 miles from it, at **La Bourlaboule.**

Conveyances.—Railway, see pages 50 and 60.

Cognac.—*Stat.*—Pop. 13700.—Hotels:—
De l'Orleans; de France; Grand Hotel de Londres.

The entrepôt of the Cognac brandy trade, in dep. Charente, on the river Charente, 32 miles from Angoulême. It stands on the site of *Conniacum*, and has an old Castle, with many distilleries and brandy stores.

American Cons. Agent.—T. P. Smith, Esq.
Conveyances.—Railway, see page 47.

Compiègne.—*Stat.*-Pop. 12,140.—Hotels:—De la Cloche; de France; du Soleil d'Or.

A quiet town, with narrow, ill-built streets; the Roman *Compendium*, in dept. Oise, on the Oise, 55 miles from Paris; for many centuries a favourite residence of French monarchs, who came to hunt in the *Forest* adjacent, which is 29,600 acres in extent. The Château, rebuilt by Louis XV. and enlarged by Napoleon I. (who met his bride Marie Louise, here 1810), has a magnificent façade next the forest, 624 feet long. Here are a picturesque Gothic Hôtel de Ville, a public library, with a Museum, and St. Jacques, a fine old Gothic Church. Here Joan of Arc, the Maid of Orleans, was taken prisoner, in 1430, close to the old gate of Vieux Pont. It was a head-quarters of the German army of occupation.

Eng. Church Service at St. Andrew's Church in Boulevard des Avennes; Rev. J. Thomson, Chaplain.

Conveyances.—Rail., see p. 16. Coaches to Soissons and Pierrefonds; Steamer daily to Soissons.

Contrexéville.—Pop. about 400.—Hotels: De Parisot; de l'Etablissement; de la Providence. Charges, about 10 fr. a day.

A watering place, in dept. Vosges, in the valley of the Vair, almost unknown in England, but enjoying a great celebrity in France for the cure of gravel. The waters resemble those of Vichy. It consists of a long street leading up to the Bathing Establishment, which stands in a pretty park, over the Pavilion and other springs, and includes a theatre, casino, bazaar, and shops. Season June to Sep. The environs are picturesque. At *Vittel*, 3m. distant, is another spring, useful in gout and gravel.

Medical.—Dr. D'Estrées; Dr. Tamin Despalles.
Diligences (in the season).—From Neufchâteau in 3 hours (15m.); from Charmes in 5 hours (rail, p. 66, 70.) Neufchatrau, has two Hotels—De Paris and De Providence, and is 7½ miles. from Domrémy, the birthplace of Joan of Arc, (p. 368). Calèche with 2 horses to Contrexéville, 35 fr.

Corps—40 m. from Grenoble (p. 59), in dept. Isère. Hotel de la Paix; Poste; Palais.

About 3 hrs. from *La Salette*, a noted Pilgrimage 5919 feet above sea, in a wild position.

Coutances.—*Stat.*—Pop. 8,960. Hotels:—De France; d'Angleterre.

A town in dept. Manche, on a hill over the Soulle, 8 m. from the sea; with a good cathedral.

Conveyance.—Rail. see p. 26.

Creusot (Le).—*Stat.*—Pop. 30,000. Hotels: Du Commerce; des Diligences.

In dept. Saône-et-Loire, on Canal du Centre, 18 m. from Etang, 23 from Chagny; the seat of Schneider's large iron, steel, and machine works, which have grown up since 1838, and employ 16,000 hands. Statue of Schneider. Rail, p. 53.

Croix.—See **Roubaix.**

Crotoy or Le Crotoy (dept. Somme).—Hotel.—Des Bains de Mer du Crotoy. Rail p. 18.

An attractive bathing-place on the Wanche, in a healthy spot, 5 m. from Rue Stat., p. 18, on the Boulogne and Paris line; with fine spreading sands. The Hotel occupies the site of a fort built by Edward I., when Count of Ponthieu.

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Culoz (dept. Ain).—*Stat.*—HOTEL FOLLIET. Opposite the Station. See advt.

A central point to which the French, Swiss, and Italian railways converge, 2 hours from Geneva, 3 h. from Lyons, ¾ h. from Aix-les-Bains. Rail, p. 54. Travellers from Paris to Turin, who wish to see the fine country of Burgundy, Bresse, Savoy, and the Alps, by daylight, should take the Paris 8.30 Train, arriving at 6.36; rest here, and then take the 8.55 Train next morning.

Dax or **Acqs** (dept. Landes).—*Stat.*—Pop. 10,000

HOTELS—DE FRANCE; DE L'EUROPE; FIGARO; PENSION at the Baths. OMNIBUS at Station.

The Roman *Aquæ Tarbellicæ*, noted for its hot sulphur springs, on the Adour, among healthy pine-forests, 2½ hrs. (93 m.) from Bordeaux, 1 hr. from Bayonne, 2½ hrs. from Pau, in view of the Pyrenées. There are 4 or 5 springs, temp. up to 148° and 150° F., the best and most copious being Fontaine Chaude, at the handsome Baths and Gardens, on Place Ste. Marguerite, near the old Castle. They, as well as the Mud Baths, are good for rheumatism, paralysis, diseases of the joints, and old wounds. Notice parts of the Roman walls, and two gates; the Mairie, in the old Bishop's Palace; St. Paul's Church, and St. Vincent's, with the effigy of St. Vincent de Paul, who was born at Pouy; which is in the neighbourhood; along with Borda's Tower, the Quillac Oak, and some salt and iron works.

CONVEYANCES—Rail. pp. 45 and 46.

Deauville.—See **Trouville.**

Dieppe.—*Stat.*—Pop. 20,200.—HOTELS:—

HOTEL ROYAL, facing the sea, is a first-rate hotel, in an admirable situation.

HOTEL DE LA PLAGE, facing the sea, and close to the Baths.

HOTEL DU RHIN ET DE NEWHAVEN.—On the beach, opposite the Casino, see Advt.; DES ETRANGERS.

GRAND HOTEL DES ETRANGERS. See Advert.

GRAND HOTEL DES BAINS, good in every respect.

GRAND HOTEL DE DIEPPE (formerly Hotel Imperial). First-class hotel on the shore, facing the sea. See Advt.

HOTEL BRISTOL, facing the sea, and next to the Baths. D. Autin, proprietor. See Advt.

A bathing-place, in dept. Seine Inférieure, 104 m. from Paris, 40 m. from Rouen, 68 sea m. from Newhaven; at the mouth of the Arques, including two suburbs, Pollet and de la Barre.

The Port is safe but difficult to make; it has 9 fathoms water at spring tides; with two Basins receiving ships of 1200 tons. Lat. of W. Jetty 49° 56′ N., long. 1° 5′ E. Exports—silk, cotton, woollen goods, porcelain, &c., and oysters from the Oyster parcs which can store 250,000 cwt. per annum. The handsome Bathing Establishment, rebuilt 1857, is in the Crystal Palace style. The Casino with its pretty theatre and excellent actors, its orchestra of forty musicians, its splendid balls, &c., is also a most charming establishment. It is open from the first of June. Dieppe has an Hotel de Ville, Museum, Library; tobacco factory; Ivory articles made; Fort; statue of Duquesne, a native; a theatre, a school of navigation, and an aqueduct 3 miles long to bring water to the town. Excursions to Caude Côte, the Manoir of Ango, Ailly light, the Roman Villa of Ste. Marguerite, Camp de César, and the old Castle of Arques, where Henry IV. defeated the League, 1589.

H. B. M's VICE CONSUL AND AMERICAN C. AGENT.—H. W. Lee-Jortin, Esq.

CHURCH OF ENGLAND SERVICE, at the Music Hall, Rue Desmarest; Sundays at 11 a.m., and 7.30 p.m.; Holydays and Thursdays, at noon. Holy Communion, 1st & 3rd Sunday. Chaplain (C.C. Ch. S), Rev. Ch. P. Plumptre, B.A., 43, Faubourg de la Barre.

All Saints Church. (S.P.G.)—Built over the old Carmelite chapel, in Rue de la Barre, and consecrated 1873. Services on Sunday—Holy Communion, 9 and 12 a.m.; morning prayer 11, litany 5 p.m.; evening prayer 7.30. Bible Class 4. Week-days—morning prayer 10.30. Chaplain, Rev. G. Gibson, M.A. This Chaplaincy dates from about 1830. Both Chaplains are Chaplains to the British residents and Sailors at Dieppe.

MEDICAL.—D. W. Williams, M.D., M.R.C.P. London, M.R.C.S.; English Resident English Physician, 47, Grande Rue.

CHEMIST.—Clavier, 180, Grand' Rue.

BANKERS.—Fredk. Chapman; Legriel et Fils; Osmont, Dufour, & Co.

MONEY CHANGER.—Lefebvre, Quai Henry IV.

CONVEYANCES.—Railways, see pages 22, 24, & 25. Steamers to Newhaven; see alphabetical list.

Dijon.—*Stat.*—Pop 59,200.—HOTELS:

HOTEL DE LA CLOCHE.—Moderate charges; very clean and well ordered. Near the Protestant church. Wine merchant.

HOTEL DU JURA, near the Railway Station—economical, well-ordered and scrupulously clean

HOTEL DE BOURGOGNE; DU NORD.

Buffet at Station; table d'hôte for passengers.

CABS, 1fr. 10c. the course; 1fr. 75c the hour.

OMNIBUSES to hotels 50c., with baggage 60 c.

POST-OFFICE, Rue des Forges, Place des Ducs de Bourgogne. TELEGRAPH OFFICE—Place d'Armes. Branch Post and Telegraph at the Station.

FRENCH PROTESTANT CHURCH.—Service at 10 a.m. on Sunday, by M. le Pasteur Vesson, in the ancient Chapel of the Dukes of Burgundy, which has some good sculpture.

196 miles S.E. of Paris. An ancient and well-built city, the chief town of Côte d'Or, and formerly the capital of Burgundy; between the rivers Ouche and the old Suzon, formerly called "Torrent de Suzon," now half of the year without water, and on the canal of Bourgogne. The principal square, called the Place d'Armes, or Place Royale, is in the form of a horse shoe, and in front of it the ancient *Palace* of the Dukes of Burgundy, once the house of the parliament of Burgundy. The Museum in the palace contains two splendid marble tombs of Philippe le Hardi, and Jean-sans-Peur, his son, which are reckoned *chefs d'œuvres;* also a Gallery of paintings, and many curious and beautiful ecclesiastical relics. The *Cathedral*, which has a wooden spire, is one of four churches more or less remarkable for some good architectural work. There is a

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university. At one of the gates of the town is the old Chartreuse, where some of the ducal family are interred. A part of it has been converted into a lunatic asylum for the Department. The town has a Palais de Justice, botanic garden, a fine theatre and a public park designed by Le Nôtre. Notice the Puits du Moïse (Well of Moses), with its fine specimen of mediæval carving. Dijon was captured by the Germans, 30th October, 1870, after one day's bombardment. Near this, on the 21st January, 1871, Garibaldi's son, Menotti, surprised a German post and captured a regimental flag.

Observe the statue of St. Bernard, born at Fontaine (1½ mile from this); and the house where *Bossuet* was born. Other natives are Charles the Bold, Crébillon, Piron, Vauban, and the Duc de Bassano. The wines of Chambertin, Vougeot, Beaune, etc., are grown in the neighbourhood.

BANKERS.—Dunoyer and Co.; Guiot & Co.

CONVEYANCES.—Rail, see pp. 48, 52.

Dinan.—Pop. 8,100.—HOTELS:—

DE BRETAGNE; DE LA POSTE; DU COMMERCE, in Place Duguesclin. Prices are 9 fr. without wine. Omnibus to the River, 50 c.

A picturesque town of Brittany, in dept Côte-du-Nord, 11 m. by water from St. Malo; on a steep granite rock, 200 feet above the Rance which is crossed by a good viaduct. It is rich in examples of domestic architecture, overhanging gables, arcades, &c. St. Sauveur Cathedral contains some bas-reliefs of the Loves of Psyche, and a monument to Duguesclin. Many charming walks and views. Living is still cheap, though prices have risen.

Numerous English residents here.

ENGLISH CHURCH SERVICE, (S. P. G.) daily; with a weekly Communion. Chaplain—Rev. J. G. Orger, M.A. The Church (which is in debt,) is recommended to the notice and help of visitors.

MEDICAL.—Dr. Brabant, Grand Chemin.

Dil. to Plenée-Jugon Station (p. 28); steamer to St. Malo.

Dinard.—Pop.—HOTELS:—

GRAND HOTEL DU CASINO—First class establishment. Good accommodation. See Advt.

GRAND HOTEL DE DINARD, also First class accommodation. See Advt. HOTEL DES BAINS; HOTEL DE FRANCE; HOTEL FRANKLIN.

A beautiful sea-bathing place, at the mouth of the Rance, in dept. Ille-et-Vilaine, opposite St. Malo (p. 30) and St. Servan; much resorted to during summer. Hourly steam-boat, to the opposite towns. Many new houses have been built.

ENGLISH CHURCH SERVICE, at the Church; Rev. A. K. EDWARDS, B.A.

Divonne-les-Bains, in dept. Ain, near Gex. A large Hydropathic Establishment, opened 1849, on the Swiss border, under the Juras, 1½ hour's ride from Geneva. It stands over the *Divona*, a cold spring, mentioned by Ausonius; which is highly oxygenised and good in rheumatism, joint disease, nervous complaints, indigestion, &c. HOTEL DE LA TRUITE.

Dol. —*Stat.*—Pop. 4,300—HOTELS:—NOTRE DAME, good; DE FRANCE, comfortable.

A small town of dept Ille-et-Vilaine, in Brittany, 14 miles from St. Malo, with a beautiful Gothic *Cathedral* of dark granite; and old walls and houses. On the road to Rennes, is a menhir, the Pierre du Champ Dolent, 30 ft. long.

CONVEYANCES.—Rail, see page 30.

Carriage to Mont St. Michel, 15 fr. a day.

Dole—*Stat.*—Pop. 11,400.—HOTEL DE GENEVE, kept by V. Loppin, successor to M. Fratisch, well situated, comfortable and clean.

The former capital of Franche Comté, on the Doubs, in dept. Jura, 29 m. from Dijon; having the Vergy Tower, and remains of a Roman amphitheatre and aqueduct. Coal and iron works. Mont Blanc sometimes in view from the hills above.

CONVEYANCES:—Railway, see pages 52 and 68.

Domremy la Pucelle (dept. Vosges).—*A Stat.* on the Strasburg rail, via Neufchâteau, (p. 73); and the birth-place of Jeanne d'Arc, or Joan of Arc, 1412. Here are a *statue* of the heroine by the Princess Marie d'Orleans, and a Museum of relics at the house she was born in; close to an orphanage founded by Louis XVIII.

Douai.—*Stat.*—Pop. 24,506.—HOTELS:—HOTEL DE FLANDRE; DE L'EUROPE; DU COMMERCE.

An old fortress, in dept. Nord, 16 m. from Arras, on the Scarpe, among flax mills and coal works. It has St. Pierre church, with carved work; an Hôtel de Ville, with a belfry; a picture gallery, museum, etc., at the old Jesuits' College; and a Govt. *Arsenal*, including a cannon foundry, and an artillery school. In the former English College founded by Cardinal Allen, 1569. O'Connell was educated at the Benedictine Nunnery. The Scotch College is now a Nunnery. Railway, pages 12, 14, and 36.

Dunkirk or Dunkerque.—*Stat.*—Pop. (1876) 35,075.—HOTELS:—

CHAPEAU ROUGE; FLANDRE; about 10s. a day. CASINO HOTEL. OMNIBUSES to the trains.

A port in French Flanders, dept. Nord, 25 m. from Calais, and has a long pier. At the bottom of the entrance canal is a sluice 164 ft. in length, with two wet *Docks*. In 1278, the government voted £ millions sterling to finish the harbour works. Lat. of light-house 51° 2 N. long. 2° 23 E. High Water at full and change 12 h. 8 m.; rise 13 to 17 ft. This old town is clean and has been a favourite residence for English families. Lodgings are cheap; good Flemish servants. Sea baths, about 1 m. from the town, where the Casino Hotel & Cursaal face the bathing place, at the finest part of the sands. Here are a fine Cathedral and Gothic belfry; a statue of Jean Bart, the French naval hero, in Grande Place; and a Museum, containing good early Flemish tiles, and a fine martyrdom of St. George, by *Porbus*, the master of Rubens. Charles II. sold Dunkirk to France, 1664.

H. B. M.'s VICE-CONSUL—E. Taylor, Esq.

AMERICAN CONSULAR AGENT—H. Lemaître, Esq.

ENG. CH. SERVICE (C. C. C. Soc.) in the Church, Rue des Vieux Remparts, near the port; 11.0 and 3.30 (winter) 6.30 (summer) Chaplain, Rev. A. Rust. French Protestant Church, Quai au Bois.

BANKERS.—A. Petyt & Co.; Société Générale.

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CONVEYANCES.—See p. 12, 82, 98. Steamers, to Hamburg, Havre, London, Hull, Glasgow, Belfast, St. Petersburg, Rotterdam Copenhagen, &c. Cargo Steamers to London (12 to 20 hours), are irregular and slow, with scant accomodation.

Eaux Bonnes (Les)—HOTELS:—

DE FRANCE, 1st class hotel, perhaps the best of the Pyrenées.

GRAND H. DES PRINCES, first-class, and also excellent; RICHELIEU; PAIX.

PENSIONS — POMME; BONNECASE; LABARTHE.

Most houses have furnished rooms. Guide (you must bargain), for a day 5 fr.; good horses, 4 fr. or 120 fr. the month. Omnibus to Eaux Chaudes 1fr. 10c. Carriages 12 to 15 fr. for half-a-day.

A watering place, noted for its warm sulphur springs (especially good for the chest and throat), in a fine part of dept. Basses Pyrénées, at the mouth of Gorge de Sourde or Soude, 2520 feet above sea; about 26 m. from Pau, by carriage road (20 fr.) **Walks** on the Horizontal and L'Imperatrice promenades. *Excursions*—to the Valentin, Hêtre, and other waterfalls; to Lake Artouste (6 hrs.) in the heart of the mountains; Col de Gourzi, 6044 ft. high (a fine panorama): and to the snowy Pic de Ger (8540 ft.), 10 to 12 hrs., there and back, guide 20 fr. Carriage road open to Canteretz, by Col de Tortes.

Diligence to Pau daily, and to Eaux Chaudes and Gabas (under Pic du Midi), several times a day.

ENGLISH CHURCH SERVICE here, and at Eaux Chaudes, at the French Church in summer; supplied by the Colonial and Contl. Ch. Society.

PHYSICIAN, Dr. Cazenave de la Roche.

Eaux Chaudes (Les)—HOTEL BAUDOT; HOTEL DE FRANCE; BANDAS; charges moderate. Guides, 5 fr. a day. Horses, 3fr., Car. 12 to 15 fr.

In dept. Hautes Pyrénées, in a gorge, 2215 ft. above sea. 12 m. from Eaux Chaudes. Baths built 1848; Waters up to 97° F., sulphurous.

EXCURSIONS.—Val de Gabas and Plateau of Bious Artigues, magnificent view of Pic du Midi d'Ossau (9696 ft. high), 4 hours. Grotto des Eaux Chaudes, 45 min. Fine walk from Gabas up Col de Pertat towards Salent, in Spain. Traces of graphite have been noticed.

Elbœuf. — *Stat.*— Pop. 25,700.— HOTEL:— GRAND HOTEL. A seat of the cloth trade, in dept. Seine Inférieure, on the Seine, 12 m. from Rouen. The factory of M. Legrix is shown. St. John's Church has good stained glass. Rail, p. 26 & 31.

Emilion (Saint). — *Stat.* — Pop. 3060. — HOTEL DUSSAUT—A wine town, in dept. Gironde, in a ravine of the Dordogne, containing immense quarries, under the vineyards; a ruined Castle; the hermitage of St. Emilion; and a *Church* of the 14th century. From Bordeaux 15½ m. by rail; p. 36.

Enghien.—*Stat.*—HOTELS:—HOTEL DE QUATRE PAVILLONS; HOTEL DE LA PAIX; DES BAINS.

In dept. Seine, 7 m. north of Paris, in the valley of Montmorency, having a bathing house, and a *Lake* surrounded by plantations and villas. Notice the Château de Luxembourg, built in the reign of Louis XIV.; the *Hermitage*, and Mont-Louis, in which Rousseau lived. St. Gratien, the seat of Princess Matilda.

CONVEYANCES:—Rail, see pp. 12, 18, 23.

Epernay.—*Stat.*—Pop. 12,900.—HOTELS:— DE L'EUROPE; SIRENE. Buffet at the Station.

A wine town in Champagne, dept. Marne, 14 m. from Reims; on the river Marne, on the site of *Aquæ Perennes*.

CONVEYANCES — Rail, see page 64, 70, 71.

Epinal. See **Plombieres.** From Epinal it is 12 m. to **Mirecourt** (p. 66), where lace is made.

Etampes.—*Stat.*—Pop. 8250.—HOTELS:—H. DU GRAND COURRIER; DU GRAND MONARQUE.

In dept. Seine-et-Oise, 35 m. from Paris; having a Cathedral and Churches worth notice, with an Hôtel de Ville and old Castle.

CONVEYANCES. — Railway, see page 24.

Etaples.—See Route 24, in Special Edition.

Etretat.—Pop. 1,500.—HOTEL HAUVILLE, on the shore, near the Baths and the Casino.

A bathing place, in Seine Inférieure, in a gap of the Channel cliffs, 15*m.* (by dil.) from Havre, 9 m. from Les Ifs (p. 24), 11m. from Fécamp. The neighbourhood, now studded with villas and chalets, was brought into notice by the novels of Alphonse Karr, and the paintings of Le Poittevin. It is celebrated for its oysters.

ENGLISH CHURCH SERVICE in summer, supplied by the Colonial and Continental Church Society.

Eu.—*Stat.*—Pop. 4420—HOTEL DU CYGNE.

A small town in Seine Inférieure, 21 m. from Dieppe, 2½ m. from Tréport, with a high picturesque Church. At the *Château d' Eu*, a fine seat, (now dismantled) in a large forest, belonging to the Orleans family, Queen Victoria was received by Louis Philippe in 1843 and '45. Rail. pp. 21, 22.

Evian-les-Bains —Pop. 2240.—HOTELS— DE FRANCE; DES BAINS; DU NORD.

In Haute Savoie, 25 m. from Geneva, in a cool spot on the Lake. 1200 feet high, near Amphion, opposite Lausanne; noted for its alkaline waters, which are useful in gout, and diseases of the liver, kidneys, and stomach. It has a bath house and tall church spire. Fine panorama from Dent d'Oche, 8010 ft. high (7 hours). Steamer, p. 332.

Evreux.—*Stat.*—Pop. 13,350.—HOTELS:— DU GRAND CERF; DU MONTON.

Chief town of dept. Eure, 67 miles from Paris, among orchards and gardens, on an island formed by the Iton. St. Taurin's Church, a very ancient specimen of the Byzantine style; Bishop's Palace of the 15th century. It has many old houses; a half Norman Cathedral, with stained windows, carved work, etc.; old Belfry; remains at St. Sauveur Abbey; public Library; Museum of Antiquities from Old Evereux, the Roman *Eburovices*; Botanic gardens. It gives name to the family of D'Evreux, or Devereux.

CONVEYANCES.—Rail, see pages 26 and 28.

Falaise.—*Stat.*—Pop. 8,600.—HOTEL DE NORMANDIE; HOTEL DE FRANCE; DU GRAND CERF.

A Norman town, in dept. Calvados, 24 m. from Coulibœuf (p. 27) on a wooded cliff (*falaise*) over the Ante; the birthplace of *William the Conqueror*, 1027; his mother being Arlette, the tanner's daughter. Roujet's fine equestrian *statue*

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of William, surrounded by Rollo and five other Dukes of Normandy, stands below the old *Castle*, in which he was born. Part is used as a College; the Keep and Talbot Tower remain. Here also are Trinity and another church; Fontaine d'Arlette; with tanneries and cotton mills, towards Guibray, where a two weeks' Fair is held in August.

Fecamp.—*Stat.*—Pop. 12,500.—HOTELS:—HOTEL DES BAINS and HOTEL D'ANGLETERRE, on the beach: HOTEL DU CHARIOT D'OR.

A bathing place in dept. Seine Inférieure, 25 m. from Havre, much frequented; noted for its oysters. High water at full and change 10½ hr.; rise 18 to 24 ft. The Abbey *Church* is all that remains of a Benedictine Priory. Thousands of Pilgrims resort here on 15th June to obtain water, at a spring where a certain relic was discovered, which yields a good income to the owner.

ENGLISH CHURCH SERVICE in summer (Colonial and Continental Church Society.)

BRITISH VICE CONSUL.—J. E. Leger, Esq.

CONVEYANCES:—Railway, see page 24.

Foix.—*Stat.*—Pop 6,170. HOTELS:—ROUSSE; LACOSTE.

Chief place of dept. l'Ariege, 51 m. from Toulouse, and a mediæval town, at the junction of the Large with the Ariège, in a beautiful valley under the Pyrenees. Here are Gaston de Foix's *Castle* of Les Tours (now a prison), with its three towers, built 1362; St. Volusiens Abbey Church; college and library, and old stone bridge. Iron is worked at Rancie, etc. Several pedestrian routes through the mountains. Rail, pp. 40. 44.

Fontainebleau.—*Stat.* Pop. 10,669—HOTELS. DE FRANCE ET D'ANGLETERRE; DE LONDRES; DE L'AIGLE NOIR.

In dept. Seine et Marne, 37 m. from Paris, in a great Forest; with a *Château*, in which Pius VII was a prisoner, and Napoleon signed his Abdication. 1814. It was a favourite seat of Josephine's Here are 14 pictures in fresco, the work of Rossi (Maitre Roux), a Florentine, and his scholars; and a Chinese Museum. The Artillery School of Metz was moved hither after 1870-1. For full description of the Palace and picturesque Forest see *Bradshaw's Handbook to France*, and also *Bradshaw's Guide through Paris* and its environs. A military band plays in the Gardens.

ENGLISH CHURCH SERVICE in Rue de la Paroisse (Colonial and Continental Church Society.)

CONVEYANCES:—Railway, see pages 48 and 58.

Fougères.—*Stat.*—Pop. 11,200.—HOTEL St. JACQUES, near the Diligence Office. Omnibus to the train. A well built old town, in dept. Ille-et-Vilaine, 23 m. from Vitré, on the Nançon, with two churches, and a ruined castle. Good views, and some Druid remains in the neighbouring forest.

CONVEYANCES.—Rail. to Vitré, through beautiful country, see page 29. Diligence to Avranches.

Gédre, in dept. Hautes Pyrénées, 6 m. from St. Sauveur (p. 31). INN Palasset; good quarters for artists and botanists.

It stands in a basin 3460 feet above sea; within a short distance of the following—the Cirque (or Oule) d'Héas, a natural amphitheatre, 3 m. round; the peak of Marboré, 1,300 feet high; the Cirque of Gavarnie (small *Inn* here) 4,860 feet high, with a waterfall of 1300 feet down; the Brèche de Poland; and Mont Perdu, 11,000 feet), the second peak in the Pyrenees.

Givet.—*Stat.*—Pop. 6,400.—H. DU MONT D'HAUR.

A fortress, dept. Ardennes, 38 m. from Mézières, on the Meuse, near the Belgian frontier. It has barracks, a military hospital, and a citadel on the height of Charlemont; with a port, and factories for white lead, tobacco-pipes, and sealing-wax.

CONVEYANCES:—Railway, see pp. 15, 16, 71, 96, 109.

Granville.—*Stat.*—Pop. 17,200.—HOTELS:—DU NORD; DES TROIS COURONNES.

A small port in dept. Manche, 16 m. from Avranches, facing the Channel Islands; with a stone pier, under the granite cliffs. Sea-bathing, and a trade in eggs. The tide sometimes rises 40 ft. Rail., p. 26, 30. Steamer to Jersey in 3 hours. Dil.—To St. Lo (38 m).

Grenoble—*Stat.*—Pop. (1872) 45,430. HOTELS: GRAND HOTEL DE L'EUROPE—First class hotel, entirely refurnished. HOTEL MONNET.

HOTEL DES TROIS DAUPHINS; DES ALPES.

CABS.—1 horse, the course 1 fr.; the hour 1½ fr. Omnibus from Station 25 c.

The fortified capital of dept. Isère and of Dauphiny, 81 m. from Lyons, among the hills; having good quays, and several bridges, both in iron and stone, but many dirty narrow ill-paved streets. The Isère divides it into two parts, near the promenades of L'Ile Verte, and the Cours Randon, the gardens of Hotel Lesdiguières, and the esplanade. The view (by permission) from the Citadel, called the Bastille, deserves notice. The *Cathedral* founded by Charlemagne, has a Roman tower, and an elegant "ciborium." At St. André, is the tomb of *Bayard*, whose statue is in the adjoining square. The crypt of St. Laurent is of the 5th cent. There are interesting rooms in the Gothic Palace of Justice, (the former place of the Dauphins), on Place St. André.

The new Prefecture, telegraph office, Library, and Museum of pictures and antiquities, with a bronze statue of Nap. I. on horseback, are on Place d'Armes, near the Zoological Garden. It was the first large town which received Napoleon on his return from Elba in 1815. In the Botanical Garden is the museum of fossils and stuffed animals. The Library contains 80,000 vols., many early editions, and 1200 MSS. Grenoble has a University, and a school of artillery; besides an Association Alimentaire, which gives a good cheap dinner to subscribers at about 7d. a head. Manufactures are gloves, cotton articles, and liqueurs. Post-Office, on Place St. Claire.

EXCURSIONS—To Bourg d'Oisans and Briançon; Grands Chartreuse, Le Pont de Claix, Pont-en-Royans, and Romans. Also—1. The Grand Aiguille (3593 feet), and Convent of Chalais (3064 feet), one day; splendid panorama. 2 Moncherotte (6254 feet), above Val Grésivandan, 10 to 12 hrs. walking. 3. St. Eynard, 7 to 8 hrs.; or to La Galérie (3937 feet). 4. Mont Rachet, 5 to 6 hrs. on foot. To Château de Lesdiguières, & La Salette.

CONVEYANCES.—Railway, see pp. 51, 53, 59.

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Ham (dept. Somme).—*Stat.*—Pop. 2900.—HOTELS:—HOTEL DE FRANCE; H. DE LA GARE.

On the Somme, 36 m. from Amiens; having a Citadel or State prison; built 1470, by Comte de St. Pol, who was put to death by Louis XI. Its keep is 100 feet high, 100 feet wide, and 36 ft. thick. Louis Napoleon escaped from here 1846.

CONVEYANCES:—Railway, see page 21.

Havre (Le) or **Havre-de-Grace.**—*Stat.*—Pop. (1876) 92,070.—HOTELS:—

HOTEL DE L'EUROPE, Rue de Paris; highly recommended; good rooms, excellent cuisine. Mr. Genin, proprietor.

GRAND HOTEL ET BAINS FRASCATI.—Good situation, close to the harbour's mouth; large garden, where band plays; hydropathic establishment. Mr. J. Descleves, manager.

GRAND HOTEL DE NORMANDIE, 106, Rue de Paris and 71, Rue de l'Hôpital. Mr. Duclos, proprietor.

HOTEL D'ANGLETERRE; Rue de Paris, 124 & 126 well situated, opposite the square of the Town hall.

GRAND HOTEL RICHELIEU, 96, Rue de Paris; and 2, Place Richelieu. See Advt.

DE BORDEAUX; DE L'AMIRAUTE; RICHELIEU.

HOTEL DU LOUVRE.

GRAND HOTEL DE LA BANQUE.

RESTAURANTS.—Café Felix, Place de l'Hôtel de Ville; Tortoni, Place Louis XVI.

OMNIBUSES from Pier to rail. A Tramway through the town, every ten minutes; 30c. Packages 20 c.; large boxes, 40 c. Clearing baggage at *Custom House*, 12 sous each package. Commissioner, for clearing luggage, 2 fr.

MONEY CHANGER.—M. Chevallier, reasonable.

CLUBS.—Cercle du Commerce. Cercle de l'Harmonie, and Cercle de l'Union, where strangers are admitted for 1 month on presentation by a member

Le Havre, (i.e. the Harbour) on the low alluvial mouth of the Seine, in dept. Seine Inférieure, 142 m. from Paris, 105 sea m. from Southampton; consists of two unequal parts, divided by its outer Port and Basins; which with the eight wet and four graving Docks of the port, accommodate 2000 vessels. The largest dock, the Bassin de l'Eure (built 1845-56) covers 50 acres, out of a total of about 170 acres. Contiguous to it are immense warehouses. There are two road steads, separated by the l'Eclat sandbank. Great works are in progress for improving the mouth of the Harbour, and increasing the dock space. Two Lighthouses, 50 feet high, with electric lights, seen 20 miles, stand on Cap de la Hêve, two miles from Havre, and are connected by telegraph with Francis I.'s Tower, built 1516. It has more trade than any other French port, except Marseilles, It receives seven-tenths of the cotton imported into France. In 1878, 3,230 vessels (omitting coasters) of 1,886,100 tons, entered the Port; of which, 1,286 of 729,700 tons and 24,300 men were British (excluding Steamers from Southampton). In 1874, 2571 vessels. Lat. of N. Jetty 49° 29′ N., long. 0° 6′ E. High water at full and change 9¼ h.; rise 18 to 22 feet. There are several sugar and rice works, engine factories, &c.

This important, thriving commercial city contains two Theatres, an Exchange, and Chamber of Commerce; Notre Dame, St. Vincent de Paul, and other Churches; a Hydrographical School, Lyceum, &c. The handsome *Hotel de Ville*, surrounded by beautiful public Gardens, resembles the Tuileries in its style of architecture. Notice also, the Palais de Justice; the large Aquarium on Boulevard de Strasbourg; the Museum, with its extensive Library, and David's statues of B. St. Pierre and C. Dalavigne, both natives; fruit, fish, flower, and meat markets; Government tobacco factory; a fine barrack on the Quai; and the splendid view from the Côte d'Ingouville at the back of the town, which is studded with handsome villas. New Forts here, and at Tourneville. Sir S. Smith was captured off Havre in 1796.

At **Ste. Adresse**, which joins Havre, many English residents and numbers of Summer visitors live. The Dowager ex-Queen of Spain had a large villa on the sea-shore. (HOTEL—Des Phares; small, but comfortable.) Excursions to Harfleur, Montivilliers; the Castles of Esprémenil, Orches, and Tancarville; and the Roman Amphitheatre at Lillebonne.

H. B. M.'s. CONSUL: Fred. Bernal, Esq. VICE-C. AND LLOYD'S AGENT—J. Rowell, Esq.—AMERICAN CONSUL: Col. Bridgland.

MEDICAL.—Dr. Tarral

ENGLISH CHURCH SERVICE:—At Holy Trinity opened 1875, in Rue Mexico, near the Palais de Justice. Service, Sunday, 11 a.m., 7.30 p.m., (4 in winter); 8 a.m. on Fridays and Saints' days; Holy Communion, 1st and 3rd Sundays.

AMERICAN CHURCH, Rue de la Paix; on Sundays, by Rev. M. Rogers, English Baptist Minister.

Railway, see pages 24, 32. Steamers to Honfleur, &c.; to England, Holland, the Baltic, the Mediterranean, America.—See Steam Packet List.

Honfleur.—*Stat.*—Pop. 9,950.—HOTELS:—CHEVAL BLANC; DES ARMES DE FRANCE; PAIX.

MAISON DU MONT JOLI (Pension de Famille) Mme. Raymond Pognon, propr. See Advt.

On the Channel, in dept. Calvados, 6m. from Havre, across the Seine's mouth. The Port has two piers and three basins: principal Church, Sainte Catherine. Great trade in eggs and poultry to England. N. Dame Chapel, on the *Côte de Grace*, a wooded height, commanding a fine view of sea.

H. B. M.'s VICE-CONSUL and AMERICAN C. AGENT.—J. Wagner, Esq.

ENGLISH CHURCH SERVICE, twice every Sunday at the English Church; Chaplain, Rev. J. Gale, M.A., appointed by Col. and Cont. Ch. &c.

CONVEYANCE.—Railway, see page 26. Steamers to Havre, &c., and Southampton.

Hyeres.—(dept. Var).—*Stat.*—Pop. 13,000.

HOTEL ET PENSION DE L'ERMITAGE. Well situated in the Pine Forest. See Advt.

DES AMBASSADEURS, first-class hotel, well situated, and very moderate prices.

GRAND HOTEL DES ILES D'OR.—Magnificent first-class hotel, beautifully situated, with a splendid garden. E. Weber, Proprietor. See Advertisement

GRAND HOTEL D'ORIENT.—First class establishment, beautifully situated. The proprietor, Mr. Cauvin, has resided in England.

HOTEL DES ETRANGERS.

Hesperides Hotel and Pension; very good; English house. W. Martin, Proprietor.

Du Parc; des Iles d'Hyeres; des Iles d'Or. Many furnished apartments.

Hyères, 13 m. from Toulon, 2 hrs. from Marseilles, 18 hrs. from Paris, is the most accessible, as well as one of the warmest of the winter stations in the south of France. It is on the mainland, 3 m. from the Mediterranean. The view over the sea and islands from the town (which is beautifully situated on the south slope of a hill, 650 feet high) is very extensive. The east end is perfectly sheltered from the mistral. Every accommodation required by invalids during the winter months is now to be found here: excellent hotels and boarding houses, apartments, and detached furnished villas, mostly surrounded by pleasant gardens planted with orange, olive, vine, and palm trees. Carriages and saddle horses by the day or single drive; capital donkeys. Shops for the sale of English comforts. Provisions are in general cheap and abundant. There is a Reading-Room, with a lawn tennis ground, and two circulating libraries. A Philharmonic Society, composed of residents and visitors gives concerts in winter.

The climate is warm, dry, and equable; not exciting, but preferable for delicate persons. Snow is rare; rain falls only on about 40 days in the year, mostly at night time.

Principal buildings: Hotel de Ville, formerly a Knight Templar house. Churches of St. Paul and St. Louis. French Reformed and English Churches. Theatre. Principal squares, etc.—Place des Palmiers where palms grow—a fine point of view; Place Massillon (the market) with a pillar to Massillon, the preacher, born here; Place de la République; Place de la Rade. Boulevard des Iles d'Or (or d'Hyères), and its terraces of oleanders and palms; Boul. du Casino (or de l'Avénir), a fine promenade lined with palms. Bands play in the public gardens at Place des Palmiers, the Orient and Denis gardens, and the Rigier gardens (of the Acclimatisation Soc.) The gardens of Messrs. Huber and Nardy are open to visitors.

Walks, etc.—To the healthy pine forests of Costabelle and the eucalyptus plantations, where many villas have been built. The Roman harbour of *Pomponiana*, and the pretty village of Carqueranne. Montagne des Oiseaux (964 feet), and view from the Pilgrimage Church. By rail to La Plage with its villas and pines, and pigeon-shooting ground; and to Les Salines, for the *Islands of Hyères* the ancient *Stoecades*. L'Ile de Titan with a lighthouse, 246 ft. high (lat. 43° 2′ N., long. 6° 31′ E.) is the largest; L'Ile de Porteros, 2½ mls. long, is the most hilly; Porquerolles has a fort. Rabbit-shooting.

English Church Service (C.C.C.Soc.), at Christ Church, in winter; chaplain, Rev. P. Singer, M.A.

Medical.—Dr. Griffith. A council of French Physicians may be consulted gratuitously.

English Bank (Capt. Corbett), and Agency, Mr. E. Sweeney, who is also House and Estate Agent. House and General Agency (references gratis), Mr. Fouchier, office of *Echos d'Hyères*.

Conveyances—Rail to La Pauline, Hyères, and Salins d'Hyères, see page 56. For direct services between England and the Riviera, apply at 2, Avenue de la Gare, office of *L'Avenir d'Hyères*.

Issoire.—*Stat.*—Pop. 6,160.—Hotel de la Poste. In Auvergne, dept. Puy de Dôme, 22 m. from Clermont Ferrand; possessing a fine Byzantine church; with rich capitals, massive towers, apsed chapels, and crypt.

Conveyances.—Railway, see page 60.

Langres.—*Stat.*—Pop. 7,940.—Hotels:—De l'Europe; De Paris; De la Poste.

An ancient town, sous-préfecture, and fortress, in dept. Haute Marne, 24 m. from Chaumont; on the side of a hill over the Marne, 1457 feet above sea. It is the principal seat of the fine cutlery trade of France, and has a Cathedral of the 12th century; Hotel de Ville, containing a library of 30,000 volumes: and a Museum.

Conveyances.—Rail, see page 68.

Laon.—*Stat.*—Pop. 10,090.—Hotels:—La Hure; De l'Ecu; De la Banniere.

A fortified place and chief town of dept. Aisne, 87 m. from Paris on a hill in a fertile wine country; with fine views from the old ramparts. The *Cathedral* of Notre Dame, rising above the town, is an excellent specimen of early pointed; with five towers, deep portals, and several ornamental side chapels. At St. Martin are two fine towers. Laon has a very rich Art Museum and collection of antiquities. Napoleon was defeated under the walls by Blucher and the Prussians, in 1814. On 9th Sept., 1870, it capitulated to the Germans. After they had entered the citadel, an explosion killed 350 French and Germans. Stockings and hats are manufactured.

Conveyances—Railway, see pages 15, 16, & 66.

La Rochelle.—*Stat.*—Pop. 19,000. Hotels: De France; Du Commerce; Des Etrangers.

Capital of dept. Charente Inférieure, 90 miles from Poitiers, and a port, on the Bay of Biscay. Vessels of 500 tons can enter the harbour, which contains two docks surrounded by houses and quays, planted with trees. The fortifications were planned by Vauban. The streets are well built, and most of the houses have covered porticos. Notice the Hotel de Ville, in the renaissance style; the Cathedral; tower of the Church of St. Sauveur (lat. 46° 9′ N., long. 1° 9′ W.); a Museum of pictures, with a library of 20,000 volumes; and the Gothic Porte de l'Horloge. The principal article of commerce is brandy. High water at full & change 3½ h.; rise 13 to 17 ft.

H. B. M's Vice Consul.—Major Sadler.

American Consul.—T. P. Smith, Esq.

Conveyances.—Railway, see pages 38 and 47.

Laval.—*Stat.*—Pop. 28,150—Hotels:—De Paris; De France; De l'Ouest.

In dept. Mayenne, in Brittany, 56 m. from Le Mans. It has several buildings, including the churches, of Notre Dame des Cordeliers and de la Trinité, and a Museum of Celtic and Roman antiquities. The old *Castle* is worth seeing. Seven miles distant is the Port du Salut, and the convent of the Trappistes. The Mayenne is crossed by a viaduct 664 feet long, on nine arches.

Conveyances.—Rail, see pages 27, 28 and 33.

Le Crotoy.—See page 366.

Le Mans.—*Stat.*—Pop. (1872) 18,981.

HOTELS:—DE LA BOULE D'OR; DE FRANCE; DU MAINE.

Buffet at the station, near the town.

Chief town of dept. Sarthe, on the Sarthe. 10 m. from Rennes, 131 m. from Paris. St. Julien's 12th cent. Cathedral contains the tomb of Cœur de Lion's queen; Notre Dame de la Couture, Notre Dame du Pré, and St. Pavin are of the 11th century. Hotel de Ville, with a Museum and Library of 30,000 vols.; Theatre; and the house of Scarron, the satirist. Henry II., the first Plantagenet, was born here. Trade in clover-seed and poultry. At *Alonne*, 2½ m., are the ruins of *Cenomania*. Two large dolmens and a menhir at Connerré.

CONVEYANCES.—Rail., see pp. 28, 30, 31, 28, 61.

Libourne.—*Stat.*—Pop. 14,960.—HOTEL DE FRANCE; DES PRINCES.

On the Dordogne, in dept. Gironde, 26 m. from Bordeaux; one of the free towns founded by Edw. I. Excursion by rail to **St. Emilion**, up the valley of the Dordogne—noted for its claret. and one of the oldest towns in France. **Castillon** lies twelve miles S.E. of St. Emilion; and is 3 m. from the Château of Michel de Montaigne, the birthplace of *Montaigne*, the essayist. His house still exists there; and the room in which his library was kept has inscribed upon the roof several Greek and Latin sentences.

CONVEYANCES.—Railway, see pp. 35, 36, 47.

Lille.—*Stat.*—Pop. (1876) 162,775.—HOTELS:—HOTEL DE L'EUROPE—the best in the town.

GRAND HOTEL DE LILLE.—New first-class hotel, beautifully situated. Messrs. Meessemacker & Co., propr. See Advt.

PARIS; FLANDRE; FRANCE; CHEMIN DE FER DU NORD; HOTEL DE LA GARE.

NOTICE.—Passengers should see to their luggage here, and in cases of doubt Mr. Noblée, the interpreter, may be appealed to with confidence.

Chief town of dep. Nord, (formerly of French Flanders), called *Ryssel* in Flemish; and a large commercial town, 66 m. from Calais, 155 m. from Paris, on the navigable river Deûle. The Citadel and works, reckoned Vauban's *chef d'œuvre*, were captured by Marlborough 1708. Part was pulled down, the town enlarged, and a new quarter built, and the fortifications have been extended. Among the best streets are Rues Esquermoise and Royale. The houses are mostly well built, except in the quarter of the cotton-spinners, of whom there are 7000 to 8000. Other manufactures, tobacco, beet-root sugar, oil, lace, linen, &c.

OBJECTS OF NOTICE.—St. Sauveur Church; a good Bourse, built 1652; Museum of Paintings, (by Rubens, Van Eyck, etc.) and Drawings, (1500, by M. Angelo, etc., left by Wicar, a Native,) Library of 40,000 vols., at the *Palais de Rihours*, or Hôtel de Ville, built 1430. The handsome Gothic church of St. Maurice; Botanical Garden; Triumphal Arch, dedicated to Louis XIV.; and the Column in memory of the siege of 1792.

ENGLISH CHURCH SERVICE (C.C.C Soc.), Sunday, at Christ Church; Rev. A. Stanley, LL.D., Chaplain; for this Church and **Armentieres.**

AMERICAN C. AGENT.—C. Grégoire, Esq.

CONV.—Rail, see pp. 12, 13, 14, 16, 17, 60, 89.

Limoges.—*Stat.*—Pop. (1876,) 69,014.—HOTELS; DE LA BOULE D'OR; RICHELIEU; DU PRINCE; AIGLE D'ARGENT; CITE.

An old town on the site of a Celtic and Roman city, almost burnt down in 1864; 250 miles from Paris, on the Vienne, in dept. of Haute Vienne, of which it is the capital. Here are St. Etienne Cathedral, said to have been built by the English, with some good stained glass; Prefecture; Hotel de Ville; modern Palais de Justice; Museum of antiquities and nat. hist; Statue of Marshal Jourdain; Churches of St. Pierre, St. Michel; new public garden. Much porcelain made from earth found at St. Yrierix, 14 m. distant.

CONVEYANCES.—Railway, see pages 39, 40, 47. About 77 m. from Limoges, via Brive, is **Tulle**, where the soft Tulle lace is made.

Lisieux.—*Stat.*—Pop. 12,903.—HOTELS:—HOTEL DE NORMANDIE.—Well situated first class hôtel. D'ESPAGNE.

In Normandy, dept. Calvados, 32 m. from Caen. Lisieux possesses two good churches—the *Cathedral*, a Gothic edifice of great beauty, having a noble façade; and St. Jacques. Mestill Guillaume Château is 3 miles off.

CONVEYANCES.—Railway, see pages 26, 72.

Lorient or L'Orient—*Stat.* Pop. (1876) 35,165. HOTEL DE FRANCE; DE BRETAGNE

A port, 22 miles from Auray, 116 miles from Nantes, and seat of a maritime prefect, in dept. Morbihan, on the Bay of Biscay and the River Blavet; founded 1666, in Louis XIV's reign by the French E. I. Comp. Here are a Naval Yard, building slips, etc., a watch-tower 180 ft. high, and the Bisson pillar. ENG. V. CONSUL, L. Miner, Esq. Bathing at *Port Louis* (5 m.), near the Fort, where Napoleon III. was a prisoner, 1836. Sardine fishing here. Rail. pp. 30, 40.

Lourdes.—*Sta.*—Pop. 4,700.—HOTELS:—B. BELLEVUE, very comfortable & well situated hotel, moderate charges. DU NORD; GRAND H. DE LA GROTTE; DE ROME; RICHLIEU; DE PARIS; DES PYRENEES.

In dept. Hautes Pyrénées, 13m. from Pierrefitte (pp. 44, 45), 24 m. from Pau, on the Gave de Pau; having a picturesque Castle (now a State prison), once held by the English; and a new pilgrim Church, built over a cave, in which they say the Virgin appeared, 1858.

Louviers.—*Stat.*—Pop. 11,000.—HOTEL: DU MOUTON.

A prettily situated town, in dept. Eure, on the Eure, 16 m. from Evreux, near Rouen. The *Cathedral* is a rich flamboyant specimen. Woollens are made. It was taken by Ed. III & Hy. V.

CONVEYANCES.—Railway, see pages 24, 28, 31.

Luchon. See **Bagneres de Luchon.**

Luz.—HOTELS:—DES PYRENEES; DU MIDI. DE L'UNIVERS. Pop. 1,640.

In the valley of Gave de Pau, in dept. Hautes Pyrenées, 4 mile from the baths of St. Sauveur. The museum contains Pyrenean curiosities; fee, 50c. Luz is a pretty village, with a quaint *Church*, which served also as a fortress in the hands of the Knights Templars, and has a "Porte de Cagots," one of the relics of that degraded r

Excursion to the Grande Chaos and *Gavarnie*, on horseback, ten hours. See St. Sauveur. Crêpe de Barège manufactured here.

English Church Service. Chaplain appointed by the Colonial and Continental Church Society.

Conveyances.—Omnibus daily to Pierrefitte.

Lyons or **Lyon**—*Stat.*—Pop. (1876) 342,851, —(*with Map in Special Edition.*)—Hotels:—

Grand Hotel Collet et Continental, first-class, moderate charges in every respect. Highly recommended.

Grand Hotel de Lyon, a first class hotel for families and gentlemen, and charges moderate. Deservedly recommended.

Grand Hotel du Globe, 21, Rue Gasparin, near the Place Belle Cour. See Advt.

Grand Hotel d'Angleterre et des Deux Mondes. Place Napoleon. Mr. C. Paturel, propr

Hotel de Bordeaux et du Parc, the nearest to the Station of Perrache. Excellent Restaurant.

Hotel de l'Univers, at the side of the Railway Station of Perrache. Proprietor, Mr. Dufour.

De France, Rue de l'Arbre Sec; Hotel Beauquis, Place Bellecour; Du Nord, Rue Lafont, &c.

Grand Hotel Belle Cour.

Hotel des Negociants; Bayard; St. Michel; Hotel de l'Europe.

Cafés Restaurants.—Café Cosati, corner of Rue de Lyon; Maison Dorée, Place Bellecour Moderni; du XVIIIe Siécle.

Omnibuses from the Stations to the town, 50 c., with baggage, according to the weight and number of trunks. Cabs 1 fr. 50 c. the course or drive; or 2 frs. the first hour, and 1fr. 50 c. per hour beyond.

The first manufacturing city of France, and chief town of dept. Rhône, well placed at the junction of two great rivers, the Saône and Rhône, 326 m. S.E. of Paris, 224 N.W. of Marseilles. The Rhône is crossed by 8 bridges; the Saône by 9.

Among many public Squares, is that of *Bellecour*, adorned with limes and an equestrian statue of Louis XIV. The fine *Library* consists of nearly 150,000 vols. (open from 10 to 3), and 2400 MSS. Scientific and benevolent institutions are numerous. At the School of St. Pierre, instruction in different branches of art is given gratis to 200 students. The "cours" lasts five years; the students must be natives of France; Lyons gives 20,000 fr. and the government 20,000. A botanical garden, museum, hall of sculpture, &c., are attached. The Ecole du Commerce, in Rue de la Charité is an excellent practical Institution, to which many English boys are sent.

The city contains 10,000 establishments for the manufacture of silk, employing 70,000 looms, supporting 140,000 persons, and producing goods worth 12 million £ More than half of the silk exports of France are manufactured in this district. Its factories consume yearly 2,000,000 lbs. weight of raw silk. Bourse, at the Palais du Commerce. Ascend the height of Fourvières, for the view from the Observatory or Notre Dame.

Other Objects of Notice—The Cathedral; the Church of St. Jean (12th century), with ancient stained glass, a bell weighing 20,000 lbs., and an astronomical clock of 1598: the Church d'Ainay, in the Byzantine style, has old granite pilasters and fine paintings of Flandrin; Hotel de Ville, of 15 cent.; the *Museum* of paintings, including Perugino, Champaigne, Rubens, Cuyp, Teniers, etc., in the Palace des Beaux Arts; which contains archæological and other collections. Church of St Irenée, with its crypt, and bones of the martyrs; St. Nizier; St. Paul's, founded 549; St. Polycarp. Hôtel Dieu, founded by Childebert. Palais de Justice, on the Quai. Statues of Suchet and S. Bonaventure, and of Nap. I. in the Place Perrache. Parc de la Tête d'Or, with Zoological gardens.

The "Grand Theatre" in Place de la Comedie a new and handsome Theatre de Bellecour, in Rue de la Républicque.

English Church Service, at Holy Trinity church, Quai de l'Est, on the Rhône; 11 a.m. and 3.30 p.m. on Sundays. Chaplain, Rev. D. Simpson, M.A. 45, Rue Malesherbes; nom. by C. C. C. Soc.

English Chemist, M. Barnend, 5, Rue de Lyon.

British Vice Consul.—C. Haden, Esq., No. 1, Quai St. Clair.—American Con.—B. Peirotto, Esq

Post-office, Place de la Charité, corner of Place Louis le Grand or Bellecour; Bureau Annexe, 2, Palais St. Pierre. There are 39 branch post-offices. Poste Restante, open from 7 a.m. to 8 p.m. Shut Sundays and Fête-days at 4 p.m.

Steamers.—Up the Saône to Chalons, &c., and down the Rhone. From Lyons to Avignon down the Rhône the voyage takes 12 hours, but from Avignon to Lyons 2 days, as the boat remains all night at Valence, half way. In winter they are often stopped for want of water.

Conveyances.—Rail, see pp. 48, 50, 53, 55, 56, 58, 59, 60, 61, 62.

Macon.—*Stat.*—Pop. 18,400.—Hotels:—

Hotel de l'Europe.—Well situated first-class hotel, recommended to families and single travellers. See Advt.

Hotel des Champs Elysees, not far from the Railway Station: kept by Buchalet.—Good.

Hotel des Etrangers, at the entrance of the drive leading to the Station, good, well situated.

Hotel du Sauvage.

Buffet at the Station, ½ mile from the town.

Mâcon in dept. Saône-et-Loire, is 275 m. from Paris; on the Saône, across which the raft to Culoz is carried; and is the birthplace of Lamartine. Mâcon has a fine promenade, and a trade in wine; new Cathedral; old Towers of St. Vincent; Wine Vaults of M. Guillard, fils (red wine). Thorins and Moulin-à-Vent are good red wines; Fleury, Brouilly, and Pouilly are white. View of Mont Blanc from the bridge.

Passengers from Paris to Geneva, or Chambery and the Mont Cenis, proceed by this line to Amberieu, where the main line from Lyons is joined.

Conveyances.—Railway, see pages 48, 54, 61.

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Steamers between Chalons & Lyons, call at Mâcon.

Mantes.—*Stat.*—Pop. 5,700.—See Route 25 Special Edition.

At *Rosny*, 3 m. distant, on the Seine, is the old *Château* of Sully, Hen. IVth's famous minister, who was born here 1560, and was wounded at **Ivry**, 22 m. distant, at the battle in which Henry defeated the League 1590. It became the seat of the Duchess of Berri 1818.

CONVEYANCES.—Railway, see pages 24 and 26

Marseilles or **Marseille.** — *Stat.* — Pop. (1876) 318,870— (*with Map in Special Edition*)

GRAND HOTEL NOAILLES (Rue Noailles) Cannebière Prolongée.—A large and first-rate Hotel combining superior accommodation with a beautiful *Lift*, in communication with each floor. Strongly recommended. List of Prices in every Apartment. See advt.

GRAND HOTEL DU LOUVRE ET DE LA PAIX.—A very fine hotel affording extensive accommodation.

GRAND HOTEL DE MARSEILLE,—Good and well-situated, having a view of the celebrated Allées of Meilhan, the Port, and Cannebière. Lift in communication with the floors.

GRAND HOTEL BEAUVAU. See Advertisement

VICTORIA ET DES BAINS DE MER AU PRADO, beautiful situation in one of the best parts of the town. Moderate charges. See Advt.

GRAND HOTEL DE GENEVE, No. 1, Rue des Templiers in the centre of the town. D. Maille, proprietor.—See Advt.

HOTEL DE PARIS.—Second-class hotel, well situated near the Station. Good accommodation. Moderate charges.

LUXEMBOURG, 25, Rue St. Ferreol; ORLEANS, 19, Rue Vacon; ITALIE, 7, Quai de la Fraternité.

MAISON DORÉE, First class Café Restaurant, 5, Rue Noailles, Cannebière prolongée. A. Peyrard, Proprietor.

CAFÉS:—De France, De Marseilles, Mille Colonnes, Café Glacier.

CAFÉS CHANTANTS:—Alcazar, in Cours Belzunce; Folies Marseillaises in Rue Noailles.

A good *Buffet* at the Station.

GENERAL POST-OFFICE, 53, Rue Grignan.

The chief town of dept. Bouches-du-Rhône, 537 miles from Paris, 218 miles from Lyons; first port of the Mediterranean, and the head Packet Station of Messageries maritimes, for Italy, Spain, and the East; with a wonderfully good natural harbour, large enough for 2,000 vessels of all classes. Lat. of Fort St. John light 43° 18′ N., long 5° 22′ E. Mean temp. 43° (Jan.) to 67° (July).

The city was founded as *Massilia*, about 600 B.C., by a colony of Phocæans; and is composed of an old and a new town—the old town on the site of the Greek city on rising ground north of the harbour, with narrow ill-ventilated streets; the new town, with handsome houses and regular streets, south and east of the port, and separated from the old town by a street 3 m. long; which extends from Porte d'Aix and the triumphal Arch, past the Cours, the statue of good Bishop Belzunce, the fine *Prado*, to the Château des Fleurs. At right angles to this street is Rue Cannebière, the favourite promenade. Wide thoroughfares are opening in all directions, parallel to, and of the same breadth as the Cannebière. A new street, *Rue de la République*, intersects the oldest parts of the city. The splendid ranges of warehouses near the Bassin du Lazaret, were built of iron and stone, at a cost of a million sterling. In front are the Basins and Docks of the new port, protected by a great Breakwater, 1½ m. long. Some pictures may be seen at the Quarantine office (Consigne).

OBJECTS OF NOTICE.—The Exchange or Bourse, built 1860, a large and handsome edifice. The new Cathedral, a magnificent Byzantine structure, in progress. Notre Dame de la Garde, with its image of the Virgin at a fine point of view. Hotel de Ville, with sculptures by Puget. Palais de Justice. Château, which the municipality built for Napoleon III. 1864, overlooking the old harbour. The Zoological Gardens, and the Museum of Antiquities at Château Borelly, at the end of the Prado are recent additions—the latter has bas-reliefs, inscriptions etc.; open Sund. and Thurs. Town Museum (Musée de la Ville) of Pictures (Perugino, etc..) and Nat. Hist. at the end of Rue Longchamp; one of the finest buildings here, and open daily to strangers. Crystal Palace and Concert Hall in Rue du Théâtre. Notice, also, the Public Library; the Grand Théâtre and Théâtre du Gymnase; the Square and Fountain of the Obelisk; fountain in Plaine St. Michel; forts of St. Jean and St. Nicholas; also the remarkable *Château d' If*, at the entrance of the Port—boats there, 2 to 3 francs the hour. There are about 50 soap factories; 30 oil mills; candle factories; and steam-engine works (7000 men); besides lead works, and numerous sugar refineries. Fez caps are made here. The neighbouring hills are covered with villas. "Chemin de la Corniche," between the town and sea, is a fine drive.

H. B. M's CONSUL.—E. W. Mark, Esq., Rue Dragon, 92. AMERICAN CONSUL.—F. Pottor, Esq.

ENGLISH CHURCH, 100, Rue Sylvabelle; Consular Chaplain, Rev. D. S. Govett, M.A., 22, Boulevard Gazzino; Sunday, 10.30 and 3. Evening Service 7.30, at the Sailors' Club (as below). Holy Communion every Sunday Morning.

SAILORS' CLUB and READING ROOM, No. 99, Rue de la Republique; supported by subscription.

CONVEYANCES.—Railways, see pages 43, 48, 50, 55—60, 63, 76, and 257. CABS:—From Station to town, 1½ fr.; a drive, 1½ fr.; or 2½ fr. by the hour. Omnibus to hotel ½ fr. to 1½ fr. For Messageries and other Steamers, see Alph. List. Embark in small boats for the steamers to Nice. London by way of Paris may be reached in 24 hours. From Marseilles to Toulon and Nice, the line passes **La Ciotat**—*Stat.*—(23 m.), where the Messageries Comp., have their repairing Dock and works, employing 2,500 men, with a good pier harbour protected by a breakwater and fort.

Meaux.—*Stat.*—Pop. 11,200.—HOTELS — GRIGNON; TROIS ROIS.

A well-built sous-préf. in dept. Seine-et-Marne, 28 m. from Paris, in a beautiful country, on

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the Marne, which is crossed by a bridge to the suburb of the Marché. Fine Gothic Cathedral of St. Etienne, 332 feet long, with its high tower; the Hotel de Ville; St. Nicholas Church; and a General Hospital. Monument to Bossuet, the "Eagle of Meaux." Brie cheese is made here. Near Lagny (12 m. from Meaux, 28 m. from Paris) is Menier's chocolate factory of **Noisel-sur-Marne**, employing 500 persons. Rail, see p. 67.

Menton (*Ital.* **Mentone.**) In dept. Alpes Maritimes.—*Stat.*—Pop. 6000.—HOTELS:—

GRAND HOTEL NATIONAL.—First-class hotel in every respect. Schirrer-Reber, propr. See advt.

CLERICY'S HOTEL DES ANGLAIS, beautifully situated and favourably known.

HOTEL DES ILES BRITANNIQUE, fine and healthy situation, commanding a magnificent view.

HOTEL DE BELLE VUE, beautifully situated and favourably known. Vast Garden.

GRAND HOTEL DE MENTONE.—First class hotel in the centre of the town. E. Bertsch, proprietor.

HOTEL WESTMINSTER.—Newly built. Kept by Mallea Calletti.

HOTEL ET PENSION DU MIDI.—Promenade du Midi, commands a splendid view of the sea.

HOTEL ET PENSION D'ANGLETERRE.

GRAND HOTEL ET PENSION DU PARC.—Avenue de la Gare. L. Deponsier, Proprietor.

H. & PENSION DE LONDRES.—This establishment is situated full south, and commands a beautiful view of the sea. See Advt.

GRAND HOTEL.—Large and beautiful hotel, situated full south, with splendid gardens. See Ad.

HOTEL DU PAVILLON and PRINCE OF WALES. HOTEL D'ORIENT. HOTEL DE ITALIE.

GRAND HOTEL VICTORIA.

On the Cornice road, 24 m. from Nice, between two small bays; and one of the best winter residences on the Mediterranean. It is well sheltered; and has innumerable walks and rides, among beautiful scenery and mountains, 4,000 to 4,500 feet high.

BRITISH VICE CONSUL.—F. Palmaro, Esq.

AMERICAN CONSULAR AGENT.—Ch.B. Platt, Esq.

MEDICAL.—Dr. J. Henry Bennet, late of 60, Grosvenor Street, London; author of "Winter and Spring on the Shores and Islands of the Mediterranean;" 5th edition, 1874 (with 8 Panoramic Maps; and "On the Treatment of Pulmonary Consumption."—3rd edition, 1878. See Dr. Lee's "Notices of Mentone & San Remo."

Dr. P. W. Marriott; Dr. Edward I. Sparks.

ENGLISH CHEMIST, Joseph Gras, 27, Rue St. Michel. See Advertisement. Recommended.

ENGLISH CHURCH.—At East Bay, *Christ Church* (C. C. C. Soc.); Chap., Rev M. Brock, M.A. At West Bay, *St. John's* (S.P.G.) Rev. Can. Sidebotham

FREE CHURCH OF SCOTLAND.—Divine service on Sunday, at 11 and 5, at Mr. Dudgeon's Hall, from Nov. to May. Prayer Meeting on Tuesdays.

CONVEYANCES.—Railway, see page 55.

Modane.—*Stat.*—HOTELS:—INTERNATIONALE; DU LION D'OR. Buffet here.

In dept. Haute Savoie, near Mont Cenis Tunnel, at the bottom of the Pass, 4 hrs. from Chambéry.

Luggage entering Italy whether registered or not is searched here; and the Traveller should look after it, or it will be forwarded by later train to Turin and delay him for 24 hrs. Rail, p. 54, 250.

Monaco—*Stat.*—Pop. 8000.—HOTELS:—

HOTEL DES ANGLAIS.—First class hotel, situated on the south side of the new public Ga. dens.

GRAND HOTEL DE PARIS, nearest the Casino; HOTEL BEAU RIVAGE. HOTEL DES BAINS, and many others.

An independent Principality of 6 square miles, in a lovely part of the Mediterranean, 10 miles from Nice, 5 miles from Mentone; consisting of four parts, viz., Monaco proper, the old town and seat of government, with the Castle and Palace, (open Tuesdays and Saturdays), of the reigning sovereign, Prince Charles; the Condamine, on the shore, where the Sea Baths are; and Monte Carlo and Moulins, on the East Bay. Monaco proper is isolated and exposed; but the other three quarters enjoy a fine climate and thorough protection from noxious winds during winter, and have attracted many English invalids who have built or bought Villas. Here are a splendid Concert Hall, where excellent concerts are given twice a day, and Public Reading Rooms, with all the English & foreign papers; admission free to both. Also a Cathedral where miracle plays are acted on Good Friday; and a public Gaming Table (Casino), to which access is obtained by Ticket; but none under 21 are admitted. Pigeon matches, theatre, and regatta in Winter. Markets good and reasonable. Villas and apartments by the Season or Month. Abundance of beautiful sheltered walks, rides and drives.

MEDICAL.—Dr. Coulon. Dr. Pickering M.C.P. (by Govt. permission), formerly of Arcachon; Maison Sauvaigo, Monte Carlo. Dr. Kunsmann, Physician to the Prince of Monaco; Speaks English, etc.

ENGLISH CHEMIST.—Mr. Muratore Condamine.

DENTIST.—Mr. R. Ash Condamine. Rail. p 55.

Moissac.—*Stat.*—Pop. 9,040.—HOTELS:—

DU LUXEMBOURG; DU NORD. An ancient town in dept. Tarn-et-Garonne, with a remarkable Church.—Rail. see page 43.

Monnetier, in French Savoy, See **Geneva.**

Mont Blanc.—See Route 20, Special Edition.

Mont Cenis.—See Special Edition.

Mont St. Michel (HOTEL ST. MICHEL; and LION D'OR). On the sands, near Moidrey. *Stat.* (p. 29), 12 m. from Avranches; see p. 366. It has a restored Castle and Church, on a striking granite peak, like St. Michael's Mount, Cornwall

Mont Dore-les-Bains. See **Clermont-Ferrand** (Puy-de-Dôme), page 366.

GD. H. DU MONT DORE, splendid situation, commanding beautiful views. See Advt.

Montauban.—*Stat.*—Pop. 25,620.—HOTELS: DE L'EUROPE; DU MIDI. Buffet at Station.

Chief town of dept. Tarn-et-Garonne, 3 j m. from Toulouse, on the Tarn. Notice the Cathedral (it has "Louis XIII. and the Virgin," by Ingres, a native); the Hôtel de Ville, containing the Library and Picture Gallery (works by Ingres);

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the Prefecture, with its four turrets; the bishop's palace; and the Protestant theological college. At the Promenade is a view of the plain to the Pyrenées. Trade in woollen serges (*cadis de Montauban.*)

Conveyances:—Railway, see pages 41 and 43.

Montereau.—See Route 27, Special Edition.

Montpellier.—*Stat.*—Pop. (1876) 55,260.—Hotels:—Nevet; Du Midi.

Post Office—Boulevard St. Guillem; Telegraph Office—Boulev. du Jeu de Paume and Rue Castillon.

A very ancient city, the capital of dept. Hérault, 320 m. from Paris, 115 m. west of Marseilles; once celebrated for the salubrity of its air, and much visited by invalids; but the north east wind (Bise) in spring is very trying to delicate lungs. Its famous School of medicine has an anatomical theatre large enough for 2000 persons. Musée Fabre contains a collection of paintings (Greuze, Poussin, Reynolds, several Dutch masters) and statuary; with a library of 15,000 vols., and the Bernard pictures, given in 1873. Notice the Cathedral with four towers; Tour des Pins, in the old fortifications, near the aqueduct in Place du Peyroux, which brings water from St. Clement fountain; Palais de Justice; Jardin des Plantes.

Rail. see pp. 46, 57, 58, 70.

Moulins-sur-Allier.—*Stat.*—Pop. 19,900. Hotels—de Paris; de Lion d'Or; du Dauphin; de l'Allier.

A cheerful town, chief place of dep. Allier; 253 m. from Paris. Notre Dame *Cathedral* (11th 11th cent.), has a high choir, and an exquisitely gilded roof; old painting of the Virgin, and two detached shutters, with portraits of Pierre II., Duc de Bourbon, and his wife. In the chapel of the Lycée, is the monument of the Duc de Montmorency, executed at Toulouse, 1632, for conspiracy against Louis XIII. and Richelieu. His wife became lady abbess of a nunnery here.

Excursion up the Allier, through the Limagne, to Clermont, and the volcanic district of Auvergne.

Conveyances:—Railway, see pp. 42, 53, 58, 61.

Nancy.—*Stat.*—Pop. (1876) 66,305, much increased by immigration from Alsace.—Hotels: Hotel de Lorraine.—Rue Stanislas, and Place Dombasle. The proprietor speaks English.

De Paris; Europe; France; d'Angleterre.

Chief town of dept. Meurthe, and old cap. of the Duke of Lorraine, on the site of *Nancelum*, on the Meurthe, 220 m. from Paris; divided into old and new towns; the latter the larger and more handsome of the two. The fine *Gates* are like triumphal arches. It was annexed to France 1670, and was the residence of Stanislas, last king of Poland, till his death 1766. The Hôtel de Ville and Museum of paintings, Bishop's Palace, Theatre, etc., are in Place Stanislas; with his statue, and some of the best buildings in the town.

The Palais de Justice, is in Place de la Carrière; near the Ducal Palace (under restoration since the fire 1871), and Palais du Gouvernement or Préfecture, facing the large Vepinière promenade. Library of 50,000 vols. at the old University. Notice, the Cathedral in the Grecian style (1742); St. Epvre, (new); St. Sebastien; Cordeliers, with the Ducal tombs; and Bon Secours (mon. to wife of Stanislas) commemorating the defeat of Charles the Bold, who was killed at the siege of 1477. The Burgundy Cross, marks the spot; his tapestry is at the Palais de Justice. Statues of Duke René, Gen. Drouot, and Thiers, "liberator of the country." Claude Lorraine was a native. Manufactures of embroidery, cotton, preserves, & fruits. It was the head-quarters of Manteuffel, 1871.

Railway, see pages 63, 6, 70, 1, 3, 4, 8, and 72.

Nantes.—*Stat.*—Pop. (1876) 122,250. Hotels: De France; De Bretagne; Du Commerce et des Colonies; de Paris; de l'Europe.

Restaurants:—Grand Restaurant; Rocher de Cancale; Martin; good cookery. Baths at the Hotel de France; à la Petite Hollande.

Omnibuses from the Station to the hotels, 60c.; within the town, 15c. Voiture, 4-wheels, during the day, 1fr. 50c. the course; two-wheels, 1fr.

A fine old town of Brittany, chief place of dept. Loire Inférieure, on the Loire, 256 m. W. of Paris (238 m., via Le Mans). One of the bridges over the Loire across the islands, is (with the roads between) almost a league in length. It was formerly the residence of the Dukes of Bretagne, who built a strong *Castle* on the river, which still exists. There are 20 squares. St. Pierre *Cathedral* (lat. 47° 13′ N, long. 1° 33′ W) contains the tombs of Francis II. and other Dukes. Notice the new gothic churches of St. Nicholas, St. Clément, and Notre Dame de la Paalletté; the Prefecture; Bourse; Theatre; Library of 50,000 vols; the Jardin des Plantes; a statue of Cambronne in the E. of the town; a handsome Palais de Justice; Museum of nat. history; and a *Picture Gallery* (open Tu., Th., and Sat., to strangers, 12 to 4,—catalogue, 1 fr. 25 c.) at which are 1000 paintings and 300 works in sculpture.

Much salt is made in the territory of Nantes, both at the bay of Bourgneuf and in the salt marshes of Guerande (a curious mediæval town) and Croisic. A great manufacture of preserved provisions is carried on here, chiefly sardines. Large vessels can come no higher than Paimbœuf, 30 miles from Nantes; but its fine quays are crowded with small craft. It is the great port of export for brandy; it has some building yards for steam-vessels, large naval storehouses, an extensive government tobacco factory, several sugar works, and manufactures of cotton goods, glass, &c. Here Henry IV. promulgated the famous Edict, in 1598, in favour of the Protestants, which was revoked by Louis XIV. in 1685. Above 30,000 persons were massacred at the "Novades" of 1793, by the infamous Carrier.

H. B. M.'s Consul,——American Con.—F. Olcott, Esq.

Divine Service on Sunday, 11-30 a.m., by the Chap., Rev. Wm. James, B.D., at the Consulate.

Conveyances.—Rail. see pp. 33, 37, 39, 70, 47, 72.

To **St. Nazaire** (Hotel Bély; H. Des Messageries), the port of Nantes at the Loire's mouth, opposite Paimbœuf, 39 m.; Eng. V. Consul, H. Sutton, Esq. Transatlantic Steamers from here

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To **Sables d'Olonne** (Hotel de France; H. de l'Océan), a bathing place on the Bay of Biscay, 67m. (151 m. from Tours); V.-Consul, T. Lelièvre, Esq.

Nevers —*Stat.*—Pop. 21,000. Hotels:- De France, good situation; de l'Europe, moderate. Chief town of dept. Nièvre, 66 m. from Moulins, 155 m. from Paris, and the seat of very old pottery and china works. On the Loire which is here crossed by the viadnct of the Paris and Lyons (Bourbonnais) line. The Nièvre joins the Loire here. Objects deserving most attention are the old Church of St. Etienne, of the 11th century, in the Romano-Byzantine style; Chateau Ducal, now the Hotel de Ville, and Palais de Justice, of the 15th century, in the flamboyant style. Cathedral of St Cyr, of the 13th to 15th centuries, standing on the top of the hill, is of the Romanesque style, with a beautiful doorway in the inside, leading to a curious spiral staircase. An old gateway (Porte du Croux) in the town wall bears a bas-relief of 1593. Another gate, Porte de Paris, was erected 1746, as a triumphal arch for Maréchal Saxe. 12 miles from Nevers is **Pougues les Eaux**, a thermal establishment, the waters of which resemble those of Spa, Selters, &c. There are a bath house and two hotels.

Conveyances.—Railway, see pages 53, 56 & 58.

Nice (*Ital.* Nizza.)—Pop. (1876) 53,400.

Kraft's Hotel de Nice, kept by M. C. Kraft (Bernerhof Suisse), very good situation, excellent accommodation.

Hotel des Anglais, first-class hotel, facing the sea. Address the Secretary, Mediterranean Hotel Company, 53, Coleman Street, London, E.C., or the Hotel, Nice.

Chauvin's Great Hotel, is open all the year. Highly recommended in every respect to English families and single gentlemen.

Hotel d' Angleterre. First-class hotel, beautifully situated on the "Jardin Public." Highly recommended.

Hotel de la Mediterranee.—Promenade des Anglais, Vicenzo Palmieri, proprietor (also proprietor of the Grand Hotel Palmieri, San Remo.)

Hotel de la Grande Bretagne (Limited Co.)—First-class Establishment, combining comfort with moderate charges. Mr. J. Lavit, manager.

Grand Hotel. Hotel de France.

Hotel de Rome. Hotel et Pension Suisse.

Windsor Hotel (Quartier Carabacel), surrounded with a beautiful garden.

Grand Hotel des Iles Britanniques.

Hotel et Pension du Midi, opposite the Railway Station, (see Advert).

Grand H. du Paradis. H. Fischer. H. du Louvre.

Hotel Julien, corner of Boulevard Dubouchage et Avenue Beaulieu (Carabacel).

Grand Hotel de la Paix. Hotel Bristol.

Hotel du Pavillon et Pension Croix de Marbre, 29, Promenade des Anglais. See Advt.

Hotel du Parc Villa d'Aquaviva.

Raissan's Hotel et Pension.

Pension Anglaise, Marine Villa, on the Promenade des Anglais (see Advt.) Hotel du Steirmel.

Hotel et Pension d'Albion, late Hotel Steimel, recently enlarged. Boulevard du Bouchage.

Hotel et Pension du Midi, opposite the Railway Station. See advt.

Villa Arson, 15 min. from Station. See Advt.

Grand Hotel des Ambassadeurs, Avenue de la Gare. Proprietor, J. Buzzi, First class family Hotel, beautifully situated.

Prices are increasing here. At first-class hotels bedrooms are 8 to 10 francs a day; Sitting-rooms, 10 to 30 fr.; table d'hôte, 5 fr. Apartments let for six months only. Single apartments, from 400 to 500 frs.; for a small family, from 1000 to 1500 frs. Pensions, 7 to 15 fr. per day.

Chief town of dept. Alpes Maritimes, and a port, on the R. Paillon, 140 m. from Marseilles, at the foot of Mont Albano; having a fortified Castle, with an old town, dark and dirty, and a new town. There are many private hotels with a grille in front. Statue of K. Carlo Felice on the shore in the Ponchettes road; of Masséna (a native) in Rue Masséna. In Rue St. Francois de Paul, is a house once inhabited by Bonaparte. A broad walk called *Promenade des Anglais*, in a line with Quai du Midi, and the handsome new iron 'Pont Napoleon,' is above a mile long, in front of numerous villas, pensions, and hotels. Garibaldi, a native, born 1807. Lat. of lazarette, 43° 44′ N., long. 7° 17′ E. Mean temp. 46° (Jan.) to 76° (July).

The town is celebrated for a pure and healthy air, due to its situation in respect of the neighbouring hills, which are off shoots from the Maritime Alps. It is the equable temperature which attracts residents in winter. There are no fogs here. See Dr. Edwin Lee's *Nice and its Climate*. Strangers will do well to consult a medical man before taking apartments for invalids. The environs of Carabacel and Cimiés are generally preferred; another good spot is Vesulle valley. Fish and fruit are cheap; excellent figs, grapes, and peaches. Villa Gastaud, near Nice, is noted for roses. The public gardens are full of exotics.

H. B. M's. Vice Consul —

American Consul —W. Vesey, Esq.

Medical.—Dr. Gurney. Dr. H. E. Crosby.

English Chemists.—Mr. Leoncini, Place St. Etienne; and Mr. Daniel, Quai Massena.

Distillery of Flowers and Perfumery.—Visitors may inspect Messrs. Warrick's model manufactory, on the Avenue du Prince Imperial.

English Church, Rue de France—Chaplain Rev. Canon Childers, M.A. Service at 11 a.m. and 3 p.m., on Sundays; and at 11 a.m. on Wednesdays. Chapel of Ease at *Carabacel*; Rev. J. L. Hulbert, M.A. Service at 11 a.m. and 3 p.m. *St. Michael's*, Rue St. Michel; Chaplain, Rev. F. E. Warren, B.D. Daily celebration at 8.15 a.m. On Sundays, Matins at 11; evensong at 3.30. St. Margaret's Church is in progress.

Scotch Church (Eglise Ecossaise), 14, Rue St. Etienne. Service, Sundays 11 a.m., and 3 p.m.; Wednesdays, 11 a.m. (during the season. Minister, Rev. A. Burn-Murdock, B.A., residence at the Church.

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AMERICAN EPISCOPAL CHURCH.—No. 1, Rue Chauvin. Rector: Rev. J. Cornell.

EDUCATION.—Anglo-American College, see Advt. For terms apply to the principal.

THE GALIGNANI LIBRARY, in connection with the well known Paris establishment, is at 15, Qual Masséna, where visitors will meet with every requirement. Reading-room, circulating Library all the popular English & American publications, Subscriptions and Advertisments received for *Galignani's Messenger*. Visitors can register their names at this office and obtain every information. Depôt for Bradshaw's *Guides*.

HOUSE AND GENERAL AGENT, and Depôt for Bradshaw's *Guides*, Mr. Charles Jougla. House Agent, who has published good maps of Nice and its environs; he publishes also the "List of Strangers."

WINE MERCHANT.—John Hodgson, No. 1, Rue du Pont Neuf a L'Entresol. Wines and spirits kept in bond for families at Cannes, Mentone, &c.

Donkeys are few and dear. Two-horse street calashes per hour, 2 fr. 50 c. to 3 fr.; course in the town or vicinity, 1½ fr. One-horse Cittadine, 2 places, by the course, 75 cents; the hour, 1 fr. 25 cts. Carriage and pair, 800 to 1000 frs. a month.

BOATS 2 frs. the first hour. Steamers to Genoa and Marseilles.

English Service (S.P.G.) at **St. Martin Lantosque**, 20 m. north of Nice, under Col di Tenda; a fine summer resort, 3,000 ft. above sea. Hotel, pensions, church; mules and donkeys; with chamois-hunting, and glaciers 15,000 feet high.

CONVEYANCES:—Railway, see page 55.

Nismes or **Nimes.**—*Stat.*—Pop. (1876) 63,605.

GRAND HOTEL DU LUXEMBOURG.—An excellent first class Hotel for families and gentlemen.

Capital of dep. Gard, the Roman *Nemausus*, 79 miles N. of Marseilles; with numerous monuments of antiquity, of which the Roman *Amphitheatre*, is the principal. The *Maison Carrée*, or the Square House, in Place des Arènes, is one of the finest Roman relics in France, and is used as a Museum (Delacroix's "Cromwell & Ch. I." is here). The town has a Cathedral; four Churches; two Protestant temples; a new Hospital; Palais de Justice; Library; and House of Détention in the citadel.

Notice, also, two Roman Gates, and remains of a Temple of Diana, in the Public Gardens, or Jardin de la Fontaine, where stands the statue of Rembeul the Poet (1864). The Tour Magne beyond, has a splendid view from the top. In Grande Place is a marble *Fountain* by Pradier, which cost 250,000 frs. The famous *Pont du Gard*, (part of a Roman aqueduct), is 15 mls. distant; 12 frs. for a cab. Diligence to Pont du Gard & Avignon.

CONVEYANCES:—Railway, see pages 55, 57, 60-1.

Noyon.—*Stat.*—Pop. 6,372.—H.—DU NORD. The Roman *Noviodunum*, on a hill near the Oise, in dept. Oise, 78 miles from Paris; having a fine 12th cent. *Cathedral* 355 feet long, with a good east window; and a handsome Town Hall. Here Hugh Capet was chosen King, 987; and Calvin (Cauvin) was born 1509. Rail. p. 16.

Oisans or **Oysans (Le Bourg d'.)** P. 2800.

HOTELS:—DE FRANCE; DE MILAN.

In dept. Isère, 30 m. from Grenoble, in a grand valley of Dauphiny 37½ m. long, and 8 m. wide; watered by the Romanche, presenting rich pastures, mountains, forests, lakes, and torrents. Cascade de la Pisse, 656 feet. A dish of bear here, is reckoned quite a delicacy. Fine excursion to St. Christophe and La Bérarde, in the direction of **Pointe des Ecrins**, 13,460 feet above sea. (See Briançon.)

Orange.—See Rte. 27, Special Ed. Rail. p. 50.

Orleans—*Stat.*—Pop. (1876) 53,160. HOTELS: ST. AIGNAN; DE LA BOULE D'OR; D'ORLEANS.

Capital of dept. Loiret, on the right bank of the Loire, 75 miles S.W. of Paris and 78 N.E. Tours. Many of the houses are built of wood, and the streets are very irregular. In 1428 it stood a memorable siege against the English which was raised by the celebrated Joan of Arc, called the *Maid of Orleans*, to whom there is a bronze equestrian statue.

Principal Buildings:—The fine *Cathedral* of Ste. Croix, its two towers, 268 feet high; Church of St. Aignan & crypt; Belfry Tower; the Hotel de Ville; public Library and Botanical gardens, court of Justice, mint, & theatre. The Museum, in the old Hotel de Ville, open Sundays & Thursdays from 1 till 4; (every day for foreigners,) has 523 paintings, 556 statues and curiosities. Houses of Joan d'Arc; Agnes Soreal, Francis I., and Diana of Poitiers. Faubourg Bourgogne is of a prodigious length, and that of St. Marceau, on the left side of the Loire, has a communication with the city by a bridge of nine arches. The rail. now crosses the Loire by a bridge of fifteen arches.

Near the city is a *Forest* containing 94,000 acres, planted with oak and other valuable trees. Here, 11th Oct., 1870, the army of the Loire was driven out by Gen. Von der Tann; who, in his turn, was attacked 9th November, at *Coulmiers*, by General D'Aurelle de Paladines, and obliged to evacuate the city. It was again taken 5th Dec., by Prince Frederick Charles.

CONVEYANCES.—Rail, see pp. 31, 34, 35, 40, 41, 62.

PARIS.—*(With Map in Special Edition.)* In dept. Seine, 270 m. from London, 213 m. from Brussels, 314 m. from Cologne. Rail. pp. 12, 14, 18, 22, 24, 27.

See BRADSHAW'S illustrated *Guide through Paris and its Environs*, 2s. 6d. cloth; which with the British and Continental *Guides Handbooks*, &c., are on sale at A. W. Galignani and Co.s, Rue de Rivoli, 224, and other booksellers. (See p. 384).

Population (1876) 1,988,806, slightly increasing Lat. of Observatory 48° 50′ N., long. 2° 21′ E. Mean temp. 35° (Jan.) to 66° (July).

Hotel accommodation in Paris. — The large Hotels du Louvre, the Grand Hotel, the Hotel Continental, and the newly-opened and first-rate Hotel de l'Athenée, extensive accommodations for persons who prefer to reside in such large Hotels. Families or commercial gentlemen who wish for quieter houses may select from the following list of Hotels:—

GRAND HOTEL, Boulevard des Capucines, 12, re-opened. New Managers have reduced the Tariffs.

H. DES DEUX MONDES ET D'ANGLETERRE, 22, Avenue de l'Opera, and 5, Rue Thérèse. See Advt.

GRAND HOTEL DU LOUVRE.—Reduced Tariff.

HOTEL DU RHIN, 4, Place Vendôme; excellent first-class hotel. Well situated.

HOTEL MERICE, 228, Rue de Rivoli; fine situation; conducted by H. Scheurich.

HOTEL DE WAGRAM, 208, Rue de Rivoli, overlooking the Tuileries Gardens. J. Boeck, proprietor.

GRAND HOTEL DE CASTILE, beautiful establishment, superintended by the proprietor himself. Two great entrances: Rue de Richelieu, 101, and Boulevard des Italiens, 5—Recommended.

HOTEL DE LILLET D'ALBION, 223, Rue St. Honoré, a well conducted good house.

GRAND HOTEL DE LA PLACE DU PALAIS ROYAL, 170, Rue de Rivoli, deservedly recommended for its comfort and good Table d'Hôte.

ST. JAMES'S HOTEL, 211, Rue Saint Honoré; excellent. The HOTEL BERGERE, Rue Bergere, belongs to the same proprietor.

HOTEL CONTINENTAL, 3, Rue Castiglione, overlooking the Tuileries Garden. 600 rooms. Great comfort. Moderate charges. See Advt.

HOTEL BRIGHTON.—First class family house facing the Garden of the Tuileries.

GRAND HOTEL MIRABEAU, 8, Rue de la Paix, the finest part of Paris: table d'hôte at 6 fr.

METROPOLITAN HOTEL, 8, Rue de Luxembourg, overlooking the "Jardins des Tuileries."

GRAND HOTEL DE L'ATHENEE, 15, Rue Scribe. Conducted with great care by Mr. Vautier, manager. Lift, 2 Bath Rooms on each floor.

GRAND HOTEL DE LONDRES, 5, Rue Castiglione, Well situated and well frequented.

GRAND HOTEL DE NORMANDIE, 256, Rue St. Honoré, good and moderate.

HOTEL DE LA GRANDE BRETAGNE, 14, Rue Caumartin, very quiet, recommended.

HOTEL BYRON 30 and 22, Rue Lafitte near the Boulevard des Italiens. Fine situation. See Advt.

HOTEL D'ESPAGNE ET DE HONGRIE.—Mr. Liot, proprietor, 4 and 6, Rue Taitbout (Boulevard des Italiens), near Tortoni. See Advt.

HOTEL VOUILLEMONT, 15, Rue Boissy d'Anglas, near the Madeleine; good situation, and quiet.

HOTEL DE RIVOLI, 202, Rue de Rivoli, J. Stolle, proprietor; very good, charges moderate.

HOTEL D'ALBE, 71 and 73, Avenue de l'Alma, Champs Elysées. Kept by Messrs. Henry de la Blanchetais and Co.

HOTEL MEYERBEER, at the Rond point of the Champs Elysées, facing the Palais de l'Industrie, Entirely newly furnished. See Advt.

HOTEL BELLE VUE, 30, Avenue de l'Opera, and Rue d'Antin, 8, comfortable, & reasonable prices.

H. DU PAVILLON DE ROHAN, 172, Rue de Rivoli, facing the Louvre and the Avenue du Grand Opera.

HOTEL CASTIGLIONE, Rue Castiglione, kept by Mrs. and Mr. Vitet.—See advertisement.

HOTEL BUCKINGHAM, 32, Rue Pasquier (ex Rue de la Madeleine). The proprietor speaks English.

HOTEL BEDFORD, 17 and 19, Rue de l'Arcade, near the Madeleine, excellent in every respect.

HOTEL DU DANUBE, 11, Rue Richepance; the best situation in Paris. See advertisement.

FAMILY HOTEL, 6, Rue Castiglione, near the Tuileries Gardens.

LONDON AND NEW YORK HOTEL, conveniently situated, near the Madeleine and Champs Elysées.

HOTEL DU PRINCE ALBERT, 3, Rue St. Hyacinthe, St. Honoré, near the Tuileries; recommended.

HOTEL DE LONDRES, 8, Rue St. Hyacinthe, St. Honoré, near the Palais Royal and the Tuileries.

MULLER'S ROYAL BRITISH & AMERICAN HOTEL, 49, Rue Pasquier, close to Havre & Dieppe Stat.

STERR'S HOTEL, Rue de Provence, No. 55 very good English Establishment, moderate charges.

HOTEL DU PALAIS (Family Hotel), 28, Avenue cours la Reine, See advertisement.

HOTEL DE ST. PETERSBOURG, 33, Rue Caumartin, entirely refitted up by the new proprietor, M. Motte.

ENGLISH FAMILY BOARDING HOUSE, 2, Cité Retiro. Entrance Rue Boissy d'Anglas, and 30 Faubourg St. Honoré. See advertisement.

HOTEL VIOLET, Passage Violet, very quiet; recommended.

HOTEL DU CHEMIN DE FER DU NORD, Place du Chemin de fer du Nord, very good hotel for families and gentlemen. Piet, proprietor. HOTEL DE BRUXELLES, 33, Rue du Mail, near the Boulevards.

HOTEL BURGUNDY, 8, Rue Duphot, near the Madeleine. Mr. A. Becard, Proprietor.

HOTEL DE GIBRALTAR, 10, Rue St. Hyacinthe, Kept by Mr. Avenet, Proprietor. See Advt.

PENSION DE FAMILLE Rue Lauriston, 7, removed from 101, Avenue de Villers, near the Park Monceau. See Advt.

BOARDING HOUSE, or Private Hotel, 9, Rue Castiglione, Dominici, Proprietor.

HOTEL DE L'UNIVERS, 46, Rue de Chalons, second class hotel, opposite the Lyons Railway Station.

GRAND HOTEL ANGLO AMERICAIN, 113, Rue St. Lazare, opposite the St. Lazare Station.

HOTEL RASTADT, 44, Rue Neuve St. Augustin, near the Rue de la Paix and the Grand Opera

GRAND HOTEL DE NICE, Place de la Bourse, centre of commerce and public walks. See Advt.

HOTEL DU CANADA ET DE CHOISEUL, 28, Rue de Choiseul; three doors from the Boulevard des Italiens; moderate charges.

APARTMENTS AND ROOMS, 36, Rue du Colisée.

HOTEL DE CALAIS, 5, Rue Neuve des Capucines, a comfortable and reasonable house

GRAND HOTEL D'ORLEANS, 17, Rue Richelieu, near the Avenue de l'Opera and the Palais Royal.

HOTEL BINDA (formerly Prince Albert), 11, Rue de l'Echelle, recommended.

GRAND HOTEL JULES CESAR, Avenue Lacuée, corner of the Rue de Lyon, 20. See Advt.

GRAND HOTEL DU RHÔNE, 5, Rue Jean Jacques Rousseau. Mrs. Luquet, Proprietress.

GRAND HOTEL DE NAVARIN ET D'ANGLETERRE, 8, Rue de Navarin. Moderate terms.

HOTEL DES DEUX AMERIQUES, 29, Rue Richer, and 15, Rue Geoffroy-Marie. L. Taupignon, propr.

HOTEL COQUILLIERE, 21, Rue Coquillière, near Exchange, Post Office, Louvre, Palais Royal.

HOTEL DES ETATS UNIS, 16, Rue d'Antin, Avenue de l'Opera, finest & most central situation. See adv.

HOTEL DE CHOISEUL ET D'EGYPTE, 15, Rue Neuve St. Augustine, corner of the Avenue de

Opéra. See Advt. HOTEL D'ALEXANDRIE, 34, Rue Laffite, near the Boulevards des Italiens, very comfortable hotel. See Advt.

THE ENGLISH HOTEL, 24, Rue d'Amsterdam, very conveniently situated, moderate charges.

HOTEL RESTAURANT DE LA TERRASSE JOUFFROY, 10, Boulevard Montmartre, Ronceray, junr, proprietor. See Advt. HOTEL MALESHERBES, 26, Boulevard Malesherbes. See Advt.

HOTEL DE L'AMIRAUTE, 20, Rue Duphot (Boulevard de la Madeleine). See Advt.

HOTEL LIVERPOOL, 11, Rue Castiglione, Place Vendome. An excellent family hotel. See Advt.

HOTEL L'EMPIRE.—37, Rue Neuve, St. Augustine, corner of the Rue de la Paix. See advt.

CONSTANTINOPLE HOTEL, 7, Rue de Constantine, close to the Railway Station of St. Lazare, and Omnibus Office. See advt.

HOTEL DU GLOBE, 4, Rue Croix des Petit Champs.

BOARDING HOUSE.—Rue Lauriston, 7, Ch. Elysées.

HOTEL AND BOARDING HOUSE, 29, Rue Caumartin. Demailly, proprietor.

VILLA DORRE.—Family hotel, 5, Lord Byron, Champs Elysée, in the centre of fashionable walks Garnier-Knop, propr. See Advt.

GRAND HOTEL DU TELEGRAPH, 8, Rue de Strasbourg. See Advt.

HOTEL DE L'EUROPE, 4, Rue de Valois, asphalted street, opposite the splendid gardens of the Palais Royal. See Advt.

HOTEL DE LA TAMISE, 4, Rue d'Alger, corner of the Rue de Rivoli. See Advt.

SPRENT—SPRENT & PHIPPS. HOUSE, ESTATE, AND COMMISSION AGENTS, 240, Rue de Rivoli. Furnished Apartments of the best description and lowest possible prices. Information given gratis.

DINING ROOMS.—Establissements de Bouillon; painted chocolate and gold, and are found in every part of Paris; but mostly on the chief thoroughfares. The food is excellent. Some of the Restaurants and Cafés in the Palais Royal, are very cheap. You can get a Breakfast of 1 soup, 1 plate of meat, 1 of vegetables or fish, 1 desert and ½ bottle of wine, for 1 fr. 15 cts. to 2 frs.; and a Dinner of Soup, two kinds of meat, vegetables or fish, and a bottle of wine, for 3 frs.; but cheapness is the chief recommendation. There is a very good Bouillon in Avenue de l'Opéra.

DINER DU HOCHER, Passage Jouffroy, Boulevard Montmartre. Dinner with wine and ices, 3fr.

CREMERIES.—Cheap Cafés, where a good breakfast can be had for half a franc.

The "JARDIN ZOOLOGIQUE & D'ACCLIMATION," (Bois de Boulogne), is open every day. Collection of living animals See Advt.

THE GALIGNANI LIBRARY, 224, Rue de Rivoli. An extensive Literary establishment, English and American book store; English and French Circulating Library. The reading-room is supplied with all the leading Journals. A register for English and American Visitors is kept for inspection. The daily journal, *Galignani's Messenger*, is distinguished by great impartiality, giving full extracts and the leading articles from all the London Papers: the columns of American news are selected with great judgment, and the latest news from all parts of the world are given up to the moment of going to press. Under the head of "STRANGER'S DIARY" are found every day, the hours of admission to every place of interest in Paris. It is forwarded with great regularity to subscribers in all parts of the Continent, and more distant Countries. Cheap reprints of popular authors and English editions. The same advantages are to be found at the Nice branch of the Galignani Library, 15, Qual Massena.

PARIS is situated on the Seine, the river running from east to west; the circumference of the city is 15 English miles. Viewed from an eminence, the form of the city is nearly circular. It contains about 1,350 streets, 204 covered avenues, 30 boulevards, 99 public establishments, 58 barriers, 28 bridges, 38 quays. The city is divided into 20 parishes, each containing its church, and two or three chapels of ease. There are 2 islands formed in the Seine—Ile de la Cité and Ile St. Louis; and its sides are lined by thirty-three quays.

The most lively streets are the Boulevards, the Rue de la Paix, Rue St. Honoré, Vivienne, Richelieu, Neuve-des-Petits-Champs, Rivoli. The city is fortified with a strong wall, taking in all the town, as far as St. Denis and Mont Valerien. On passing the barrier, the luggage is examined. Commissioners (or porters) at every railway station or coach-office, convey the traveller and his luggage to any of the hotels, at a charge of 1 fr.

POST-OFFICE. The General Post-office is situated in the Rues Jean-Jacques Rousseau & Coq-Heron. There are also 16 auxiliary Bureaux d'Arrondissement, and 268 smaller offices, called Boites aux Lettres. Letters for England are in time at the boîtes till 8.30; at the bureaux d'arrondissement, till 5.45, and by additional payment up to 6.15; and at the General Post-office till 5, except on Sundays and holidays, when it closes at 3. Letters may be directed to a traveller, *Poste Restante*, Paris, or any other town where he intends to go. The *Poste Restante* is open daily from 8 a.m. to 7 p.m., Sundays excepted, when it closes at 5 p.m.

TELEGRAM to U. Kingdom 2½d. per word. To any part of France 5c. per word (not less than 20).

OMNIBUSES.—Fare are 30c. (8d.) inside, and 15c. (1½d.) outside, for any distance however great.

HACKNEY CARRIAGE, CAB, & CABRIOLET FARES.—These are regulated by the *course*, or by time, at the option of the traveller. A Course is any distance within Paris, long or short, *without* stoppage.

TARIFF FOR VOITURES DE PLACE, or VOITURES DE REMISE, when plying in the streets, within the city, as follows:—(N.B. The tariff here mentioned may possibly differ according to the Company to which the cab belongs. Every driver is bound to shew a *printed tariff*, before starting.) *From 6 o'clock a.m. in Summer, and 7 a.m. in winter, until 12.30 at night.* Carriages with two places, the course, 1fr. 50c.; the hour, 2fr. Carriages with 4 places, the course, 2 frances; the hour, 2fr. 50c. *From 12.30 midnight, until 6 a.m. in Summer, and 7 a.m. in Winter.* Carriages with 2 places, the course, 2fr. 25c.; the hour, 3fr. 50c. Carriages with 4 places, course 1fr. 70c.; the hour 2 fr. 25 c. TARIFF FOR VOITURES DE REMISE when hired at the stables. (*Remises.*) *From 6 a.m. in Summer, and 7 a.m. in Winter, until 12.30 at night,* Carriages

with 2 places, the course, 1fr. 80c.; the hour, 2fr. 25c. Carriages with 4 places, the course 2fr. 50c.; the hour, 2fr. 75c. *From 12.30 midnight, until 6 a.m. in Summer, and 7 a.m. in Winter.* Carriages with 2 or 4 places, the course, 3fr.; the hour, 3fr.

An extra person can be taken without extra charge; thus the 2-place carriage will take 3 persons, and the 4-place carriage will take 5 persons. Portmanteaux and packages carried outside are 25 cts. each, but not more than 3 are paid for. Going to a theatre or concert hall, you pay in advance.

In *hiring by Time*, the whole first hour is paid for; then you may pay 20 to 25c. for 5 minutes, 35 to 50c. for 10 min..50 to 75c. for 15 min., and so on, according to the printed scale. N.B.-By custom every cabman expects a gratuity or pour-boire; 15 to 20c. if by the course; 25c. by the hour.

Tram Rail.—From the Louvre, to Passy, Auteuil, St. Cloud, Versailles; from l'Etoile, etc.

Omnibuses carrying from 6 to 8 persons and any quantity of Baggage to any part of Paris, 5 frs. and 6 frs.; the latter for omnibuses from the Northern Railway Station to that of Lyons or Strassburg.

THEATRES.—New Opera House, a splendid pile, opened Jan. 1875; Théâtre Italien: Français; Opéra Comique: Athénée Lyrique; Odéon; Gymnase; Palais-Royal; Variétés; Vaudeville; Opéra Bouffe; Beaumarchais; Belleville; Parisien; Renaissance: Porte St. Martin; Ambigu-Comique; Château-D'Eau, and others. Prices, 1 fr. (*Amphithéatre*) to 9 fr. (*Fauteuils*). Seats booked at Theatre offices (open 11.0 a.m.), are cheaper than at the "*Bureaux de location*," on the Boulevards.

PLACES OF WORSHIP.—ENGLISH EPISCOPAL CHURCH 10, Avenue Marbœuf; minister, Rev. J. Aberigh-Mackay, M.A., B.D.; at 8, 11, and 4, Wednesday at 11. ENGLISH EMBASSY CHURCH (C. C. C. Soc.), Rue d'Aguesseau,——Chaplain; Assistant Chaplain, Rev. E. J. Symons. Sunday, 11.0, 3.30, and 7.30. Holy Communion 1st and 3rd Sunday morn.; other Sundays at 8.30 a.m. Morning Prayer, Wednesday, Friday, and holidays at 11; other days at 10.

WESLEYAN METHODIST CHURCH, 4, Rue Roquépine, adjoining 41, Boulevard Malesherbes, near the Madeleine: Sundays, at 11.30 a.m. and 7.30 p.m. Wednesdays, at 7.30 p.m. Rev. James Nicholson.

ENGLISH SERVICES.—Congregational Chapel, 23 Rue Royale, near the Madeleine, Sunday, 11.30 a.m. and 7.30 p.m. Thursdays, 7.30 p.m.

CHAPELLE EVANGELIQUE DE L'ETOILE, 45, Avenue de la Grande Armée, Sunday, 10 a.m. Friday, 7.30 p.m. Rev. T. Baron Hart, Minister.

FRENCH BAPTIST CHAPEL, 48, Rue de Lille; on Sunday at 12 a.m. and 8 p.m., Wednesday at 8 p.m.

AMERICAN CHAPEL, 21, Rue de Berri, (Champs Elysées) Service, 11.30 a.m. and 3.30 p.m.; Rev. E. W. Hitchcock, 44, Avenue Josephine.

AMERICAN EPISCOPAL CHURCH, Rue Bayard, Avenue Montaigne. Service at 11½ a.m. and 4 p.m. Rev. J. B. Morgan.

CHURCH OF SCOTLAND, Chapelle de l'Oratoire. Entrance by the garden, 162, Rue de Rivoli, opposite the Louvre. Service at 11 and 3. Rev. Chas. E. Paterson, B.D.; 6, Rue Perronet, Neuilly.

The principal church of the French Protestants—the Reformed Church of Paris—is at the corner of Rue St. Honoré and Rue de l'Oratoire St. Honoré; where lists of services can be had.

ENGLISH ROMAN CATHOLIC.—St. Joseph's Retreat (Passionist Fathers), 50, Avenue de la Reine-Hortense: Very Rev. F. Dionysius Egarton, Rector; Revs. FF. Francis Bamber, Angelo Kirby, Placid Wareing, Philip Byrne.

HERTFORD BRITISH HOSPITAL, foundod 1871, by Sir R. Wallace, Bt. The beautiful new Château-like building, Rue de Villiers, Levallois-Perratt, near Neuilly, was opened April, 1879, and can be seen by order on Wed., 2 to 4. Physicians.—Sir. J. Cormack & Hon. A. Herbert.

BRITISH SCHOOLS, under the Embassy patronage.

Miss Leigh's FREE READING ROOM and YOUNG WOMEN'S CHRISTIAN ASSOCIATION, 88, Faubourg, St. Honoré; for English girls employed in Paris. MISSION HOME for girls, 77, Avenue Wagram; with a Sanitarium and Crèche; Soup Kitchen for the poor (in winter) at No. 79. ENGLISH ORPHANAGE (the gift of Mr. Galignani, 1876), for poor English children; 35, Boulevard Bineau, Neuilly. Hon. Physician to both Homes, Dr. Bishop, 99, Rue de Mornay. *Christ Church*, near the Orphanage, with schools annexed; built 1868. Rev. Dr. Geikie.

BRITISH CHARITABLE FUND for assisting distressed British subjects, 235, Rue Faubourg St. Honoré, Monday and Thursday, at 2 p.m.

ENGLISH CLUB.—Corner of Chaussée d'Antin.

CHURCHES.—The Cathedral of **Notre Dame** is a noble pile of the 12th century. Its destruction was attempted by the Commune in May, 1871. It has two majestic towers, charge 20c., and three principal entrances, finely carved, from subjects out of the New Testament. The colossal Bell in the north tower, called Le Bourdon, weighing 329 ewt., is only rung on state occasions. Beautiful paintings and carvings in the choir; which is supported by 120 massive pillars, and the gallery by 297 pillars. Notice the marble floor, rich altar, statues of Louis XIII. and XIV., and a marble group of the Descent from the Cross.—The new Church of the *Madeleine*, situated on the place of the same name, opposite the Rue Royal. The first stone was laid in 1764, and it was finished by Louis Philippe. It is surrounded by 52 Corinthian pillars, ornamented by a splendid façade. This building was intended by Napoleon to represent the Temple of Fame. Notice the bas-relief over the portico, the rich gilding, paintings and statuary, and its three beautiful domes.—*Notre Dame de Lorette*, at the end of Rue Laffite, was completed in 1823, and is fitted up in the most costly manner with paintings by the best French artists.—*St. Etienne du Mont*, in the square of the same name, near the Pantheon, celebrated for its choir, pulpit, and the grave of the holy Genoveva.—*St. Eustache*, in the Rue Traînée, is one of the largest and most handsome in Paris.—*St. Germain des Prés*, has a monument to King Casimir of Poland, and the remains of Descartes and Boileau.—*St. Germain l'Auxerrois*, in the place of the same name, opposite the colonnade of the Louvre, is remarkable for its antique architecture.—The

Gothic Church of *St. Merri*, is in the Rue St. Martin; and *St. Roch*, in Rue St. Honoré, containing monuments of Crequi, Corneille and Le Nôtre, and a splendid pulpit.—*St. Sulpice*, in the place of the same name, has a beautiful portico baptismal fonts of colossal shells, and a beautiful pulpit.—**The Pantheon**, which is now restored to church purposes, and called *St. Geneviève*, may be classed among the most beautiful buildings in Paris.—The Synagogue of the Jews, in Rue Notre Dame de Nazareth, is a beautiful temple, resting on thirty Doric pillars. The modern church of *St. Clotilde* (Gothic), and the Basilica church of *St. Vincent-de-Paul* are both remarkable for their internal beauty and magnificent decorations. The *Chapelle Expiatoire*, is on the spot where the remains of Louis XVI. and Marie Antoinette were interred, after being guillotined.

FOUNTAINS AND WATERWORKS.—On the Place de la Concorde; also Fontaine Molière and Fontaine Cuvier. Artesian Well de Grenelle, made 1834 to 1841, is 1680 feet in depth.—The Water Filtering Establishment, 24, Quai des Celestins, is well worth seeing.

PALACES AND OTHER PUBLIC BUILDINGS.—The **Tuileries** in a magnificent garden adorned with statues, vases, and fountains; partly burnt by the Commune 1871. The restored Pavilions are occupied by the Prefect of the Seine and the Municipality.—The attempt to fire the *Louvre* was luckily frustrated; its splendid picture gallery reaches to the Tuileries. The colonnade, opposite the Church St. Germain l'Auxerrois, is worthy of notice.—The *Palace of the Luxembourg*, Rue de Vaugirard, now used by the Senate, has a beautiful garden. Notice the steps, the Hercules Saloon, the Salon de la Réunion and des Séances, with its amphitheatrical arrangement for members; Salle du Trône, the Library next to the Chapel, a saloon adorned with panel paintings by Rubens; a gallery of sculpture and paintings; the Observatory; and the statue of Marshal Ney, who was shot here 1815.—The *Palais Royal*, Rue St. Honoré, with its courts, galleries, arcades, and a garden planned by Cardinal Richelieu in 1629, was turned to mercantile uses by Philip Egalité, the father of Louis Philippe. Louis Philippe finished a part of the square which had been left incomplete. Part was burnt by the Commune, 1871, but restored in 1873.—The *Palais de Justice*, situated in the Place of the same name, containing an enormous Salle de Pas-Perdus, was also burnt but has been rebuilt. On the south side *La Sainte Chapelle*, a restored gothic building, erected by St. Louis, is quite a gem. Apply to the porter, behind the chapel. It was threatened by the Commune, but was fortunately saved.—The *Palais et Ecole des Beaux Arts*, in Rue des Petits Augustins, has a good museum of casts, copies of pictures, architectural models, with a library. In the court is a portico of the Château of Gaillon.—The *Hôtel des Invalides* between the suburb St. Germain and Le Gros Caillou, is open on Mondays, Tuesdays, Thursdays, and Fridays, 12 to 3. Under the beautiful dome of the church rest the remains of Napoleon, in a magnificent tomb. The Gate in Avenue Tourville, the Royal Court, Library, and Kitchens, are worth inspection.—*Palais Elysée*, the seat of the President of the Republic, is near Champs Elysées.—The *Palais Bourbon*, the seat of the President of the Assembly, is in Rue de l'Université.—The *Hôtel des Monnaies* (containing a rich collection of coins and medals), is on the Quai de Conti.—The *Hôtel de Ville* (Town Hall), is under restoration, it was burnt by the Commune May, 1871.

The Exchange (*La Bourse*), in the square of the same name, is a parallelogram, supported externally by 66 Corinthian columns. The saloon is handsomely decorated with cartoons.—The *Halle au Blé*, (grain market) in Rue de Viarmes, is a beautiful structure, in which there is a remarkable echo; and near which stands the Pillar built by Catharine de Medicis. The hall is 126 feet in diameter.—The *Halle aux Vins* (wine market) on Quai St. Bernard, covers a vast surface, and is portioned off into streets.

Some the buildings and gardens connected with the International Exhibition of 1878, remain standing in the *Champ de Mars*. The *Trocadéro*, with its conspicuous towers, or minarets, rises above the Jena Bridge, opposite. At the *Palais de l'Industrie*, a great rectangular pile, built 1855, in the Champs Elysées (where the Exhibition of 1855 was held), the *Salon*, or annual show of French pictures, takes place. There is a permanent Exhibition here.

MUSEUMS AND LIBRARIES.—The *National Library* in the Rue Richelieu, contains 800,000 volumes, 72,000 manuscripts, 5,000 portfolios of engravings, and a most complete collection of coins and medals.—The Library of the Arsenal, in the Rue de Sully, contains 170,000 vols., and 6,000 manuscripts.—The Library of St. Geneviève, in the square of the Pantheon, contains 110,000 vols. and 2,000 manuscripts, besides several other collections of rare books.—The Museum of the **Jardin des Plantes** has three entrances, one in the Rue du Jardin, the second in the Rue Cuvier, and the third opposite the Bridge of Austerlitz. The Museum contains mineralogical, botanical, and zoological specimens; with an anatomical collection.—The *Conservatoire des Arts et Metiers*, Rue St. Martin, contains mechanical and industrial models, &c.—The *Museum of the* **Louvre** is divided in the following manner: 1. Antiquities. 2. French Sculpture. 3. Drawings. 4. Paintings of the Italian, Flemish, and French Schools. 5. Spanish Paintings. 6. Greek, Roman, and Egyptian Antiquities, Vases, Statues, &c. 7. Models of Shipping, highly interesting.—Open every day, except Monday, from 10 a.m. to 10 p.m. A cheap Catalogue may be bought. The *Museum of the Luxembourg* contains a collection of paintings by modern artists; and the *Artillery Museum*, in Place St. Thomas d'Aquin, a fine collection of armour & accoutrements. Admission, same as the Louvre.—*Museum de l'Hotel de Cluny* and du Palais des Thermes, in the Rue de la Harpe, collections of rare mediæval productions. The

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former is open Weds., Thurs., & Frid., 12 till 4. *National Institute of France*, on the Quai Conti; and the *College of France* in Place Cambrai. The *Archives Nationales*. Order required from the Keeper. *Museum of Porcelain*, at Sèvres (South gate of Park of St. Cloud); daily, 12 to 4; workshops open on Mon., Thurs., and Sat., by order from the Minister of Fine Arts.

Bois de Boulogne.—On the west side of Paris, has an area of 1,980 acres, and is a great rendezvous on fête days, and at the races given by the French Jockey Club. It is well planted and laid out, and contains the Longchamp and other promenades, an Aquarium and waterfall a *Jardin d'Acclimatisation*, of 50 acres, for rearing the llama, alpaca, and other animals—(open daily, 1fr., Sunday 2fr.); and the Pré Catlan, now a model dairy farm. The Skating Club meets at the Cercle des Patineurs. **Bois de Vincennes**, on the east side, contains 2,190 acres, some falls and picture que islands; and the old feudal *Château de Vincennes*.

British Free Library.—Books lent *gratis*, on giving name and address, at the Wesleyan Church 4, Rue Roquepine, every morning at 10.30. Gifts of old books are thankfully received by the Secretary, Surgeon Ricketts, Royal Artillery.

Bible Society's Agent.—Mr. G. Monod, 58, Rue de Clichy. Av. Rapp, 4, Pl. du Theatre Francais.

Père la Chaise.—This celebrated Cemetery, at the end of the Rue de la Roquette, contains monuments to Abelard and Heloise, to La Fontaine, Molière, Talma, Kellermann, Davoust, and others.

Important. "*W.C.*" (cabinet d'aisance) at Boulevard Sebastopol, No. 119 (Passage du Ponceau); B. des Italiens, No. 18; Passage next Police Office. B. de Bonne Nouvelle; Passage Jouffroy, opposite the Variétés; Passage des Panoramas, next the Variétés: Palais Royal (one at each entrance) Avenue Victoria, 3, Rue Sufflot, left bank of the Seine; and at various other places. Usual charge 15c.

English Directory of First-Class Houses in Paris.

English and American Booksellers (where *Bradshaw's Guides and Hand-books* may be obtained).—Baudry, Jeancourt, & Co., 224, Rue de Rivoli. A. Nilson, 212, Rue de Rivoli. Hautecoeur and Richard, 72, Boulevard des Capucines. A. Hautecoeur, 172, Rue de Rivoli.

Apartments Furnished and Unfurnished, also Boarding Houses.—Persons visiting Paris are recommended to apply to Mr. John Arthur, 10, Rue Castiglione, Agent to the British Embassy, Wine Merchant, and Banker.

Furnished Apartments.—Families can in confidence, apply to Sprent-Sprent & Phipps. See advt.

Furnished Apartments.—Agent, Henri Largier, 32, Boulevard Malesherbes, formerly Rue de la Paix.

Furnished Apartments.—26, Rue du Colisée Champs Elysées.

Novelties in Silks and Fancy Articles, Au bon Marché, 135 and 137, Rue du Bac, corner of the Rue de Sevres. This establishment, now so beautifully enlarged that it is one of the curiosities of Paris, is celebrated for its excellent articles and moderate prices. N.B.—All goods that have ceased to please, will be exchanged or retaken.

Stays.—Improved Stays, for young Ladies and ladies of a delicate constitution, "Corsets-Ceintures." Stays for married Ladies, Belts and "Tournures." "Corsages" Mrs. Morel-Reday, successor to Mme Clemençon, 416, Rue St. Honoré between the Madeleine and Place de la Concorde.

Kramer Jeweller, 350, Rue St. Honoré, recommended as having an unrivalled stock of Jewellery, Diamonds, &c.

Travelling Bags, Ormolu Ornaments &c., M. W. Marx, 3, Rue des Archives, Agent for Messrs. Parkins & Gotto, of London.

Medical.—Sir John Cormack, M.D., Fellow of the Royal College of Physicians of London; Chevalier of the Legion of Honour; Physician to the Hertford British Hospital of Paris. Residence: 364, Rue Saint Honoré (nearly opposite the Rue Castiglione), at home from 1 to 3.

Dr. H. B. Gantillon, Accoucheur, M.C.P. of Savannah, U.S.; author of Treatise on Diseases of Women, Stomach diseases and Gout. From 2 till 3 o'clock; 12, Rue du Mon Thabor, (3rd house from Rue Castiglione.)

Dr. J. Chapman, M.D., M.R.C.P., London, M.R.C.S., Lond., late Asst. Physician to Metropp. Free Hospital; author of "Functional Diseases of Women," etc.; 212, Rue de Rivoli, (facing the Tuileries Garden). Consultation hours, 11 to 2.

Dr. Alex. Bogle, M.D. Paris; M.R.C.S. & L.M. Eng.; of H.M. Indian Army; 262, Rue St. Honoré.

Dr. C. F. Loughnan, M.D., M.R.C.S.I., L.M.; 38, Rue de Berri.

Passport Offices in Paris.—See pp. xlvii. & li.

Austria.—Rue Las Cases. *Belgium.*—153, Faubourg St. Honoré. *Denmark.*—37, Rue de l'Université. *Germany.*—73, Rue de Lille. *Great Britain.*—His Excellency Lord Lyons, 39, Rue du Faubourg St. Honoré; *Sec. of Legation*, F. O. Adams, Esq., C.B. *Greece.*—20, Rue Taitbout. *Holland.*—9, Rue Montaigne. *Italy.*—127, Rue St. Dominique. *Portugal.*—30, Avenue Friedland. *Russia.*—79, Rue de Grenelle. *Spain.*—25, Quai d'Orsay. *Sweden* and *Norway.*—22, Rue Rovigo. *Switzerland.*—3, Rue Blanche. *Turkey.*—17, Rue Lafitte. *United States.*—(His Excellency Hon. E. F. Noyes), 95, Rue de Chaillot; 10 to 3. Sec. of Legation, R. Hitt, Esq.

Consul and Registrar to H. B. M.'s Embassy, F. Atlee, Esq. Vice-Con.—H. Willoughby, Esq.

American Consul-General.—G. Walker, Esq. Vice-Consul, R. Hooper, Esq., 3, Rue Scribe.

Steam Packet Offices in Paris.—General Steam Navigation Company, 15, Rue de la Paix, Mr. F. Spiers, Agent.—Dieppe and Newhaven, Steam Packet Co., London and Brighton Co.'s Office, 10, Rue du Quatre Septembre, where Tickets for London &c., may be obtained. Calais and Dover Mail Packet, London, Chatham, and Dover Co.'s Office, 30 Boulevard des Italiens.—Calais and Dover, South Eastern Co.'s Office 4, Boulevard des Italiens.—Boulogne and Folkestone, ditto.—Havre and Southampton Steam Packet-office, 3, Place Vendôme, Mr. A. Bennett, Agent.—Mediterranean Packets, Messageries Maritimes, Rue Notre-Dame des Victoires.

Dr. J. W. Belvin, 41, Rue de Luxembourg.
Dr. Em. Vidal, 49, Rue de Luxembourg; Médecin de l'Hôpital St. Louis.

Surgeon Dentist.—Dr. Rosal Hartwick, 390, Rue St. Honoré, "For conscientiousness and unquestionable success he has no equal."—Lady H.

Surgeon Dent.—Dr. B. J. Bing, 11, Rue Caumartin.

Teacher of Languages.—(French and German) Professor Blüm, 23, Rue Laval.

Opticians.—For all descriptions of optical glasses and instruments, there is comparatively no choice, as those of M. Chevallier, 15, Place du Pont Neuf, are exported all over the world.

Opticians.—A. Chevalier, son and grandson of Messrs. C. & V. Chevalier. Oldest and most celebrated house, Palais Royal, 158, Galerie de Valois.

Fancy Crystal Glass.—The well-known house of L. Boutigny, 1, 3, 5, 7, 9, Passage des Princes and 58is Boulevard des Italiens, offers a constant exhibition of every kind of beautiful crystal glass, which all foreigners during their stay in Paris inspect as a curiosity.

Maison Dorsaz, founded 1814, Palais Royale, 24, Galerie Montpensier, by J. & P. Strupa, Ent.

Watches and Chronometers.—A. H. Rodanet 36, Rue Vivienne, Chronometer Makers to The French Navy, the Emperor of Brazil, and to the King of Portugal. Sole Agent for Watches of Patek Philippe & Co.; sold at the same price as in Geneva. Jewellery. Travelling Clocks.

Couriers.—Families travelling on the Continent can be provided with responsible Couriers and travelling Servants, by applying to Mr. S. J. Johnson, 16 Rue de Sèze, near the Madeleine.

Perfumer.—Guerlain, 15, Rue de la Paix. First-class old house of confidence.

English Boarding House.—Mrs. Cabarrus, 3, Cité du Retiro. See Advertisement.

Aubry, Copper and Tin Smith, Rue de la Visitation, and 9, Boulevard Malesherbes, see Advt.

Belle Jardinière. 2, Rue du Pont Neuf. Gentlemen and Children's clothing. See advt.

Routes from PARIS, to	Itineraries of the best and quickest Routes between PARIS and the principal cities in Europe, &c.	ORDINARY FARES. 1 class. £ s d	2 class. £ s. d.	TIME Exp. D. H. M.	Ord'y. D. H. M.
1 Alexandria ..... (Egypt)	a See Route from London via Paris, p. 1, No. 4, as per Rtes. to India, No. 98 Rte., *via* Marseilles, p. 48.....	19 5 0	12 3 6	...	6 0 0
" "	b *via* Brindisi, p. 264	21 1 3	16 9 6	...	5 0 0
2 Amsterdam ..... (Holland)	Rl. *via* Brussels, see Routes to, No. 10; Rl. thence via Malines, Antwerp, p.p. 88, 103	2 10 0	1 17 6	0 13 15	0 18 0
3 Antwerp ..... (Belgium)	Rl. *via* Brussels see Routes to, No. 10; Rail thence via Malines, p. 88	1 12 0	1 4 0	0 8 0	0 15 0
4 Bale ..... (Switzerland)	Rl. *via* Belfort and Delle, p.66.....	2 11 2	1 18 2	0 10 0	0 13 0
5 Bayonne ..... (France)	Rl. *via* Orleans, Tours, Poitiers and Bordeaux, pp. 34, 35; thence to Bayonne, p. 45	3 17 2	2 18 0	0 16 0	0 21 0
6 Berlin ..... (Prussia)	Rl. *via* Routes to Cologne, No. 14; thence as per Itinerary p. 423, No. 5 of Rte. to Berlin	5 0 9	3 13 8	0 24 0	0 34 0
7 Biarritz ..... (France)	Rl. *via* Bayonne, see No. 5; thence to Biarritz, p. 45 ...	3 18 2	2 18 8	0 17 0	0 21 30
8 Bordeaux ..... "	Rl. *via* Orleans, Tours, Poitiers and Bordeaux, pp.34-37	2 17 9	2 3 2	0 9 0	0 12 0
9 Boulogne ..... "	Rl. *via* Amiens and Abbeville, p. 19.....	1 5 0	0 18 9	0 5 0	0 7 15
10 Brussels ..... (Belgium)	a Rl. *via* Amiens, Arras, Douai, Valenciennes, Quievrain, Mons, Braine-le-Comte, &c., p. 14	1 11 9	1 3 10	0 9 15	0 12 0
" "	b Rl. *via* Creil, St. Quentin, Charleroi., p. 16; thence to Brussels, p. 91.....	1 8 6	1 1 4	0 6 30	0 12 0
11 Calais ..... (France)	a Rl. *via* Amiens, Abbeville, and Boulogne, p. 19.....	1 9 2	1 2 0	0 5 30	0 7 30
" "	b Rl. *via* Amiens, Arras, Bethune, and Hazebrouck, p.13	1 9 2	1 2 0	...	0 11 0
12 Chalons-s-Saone, "	Rl. *via* Dijon., p. 48	1 17 9	1 8 2	0 8 30	0 11 0
13 Chantilly ..... "	Rl. Direct., p. 23	0 4 0	0 3 0	0 0 40	0 1 30
14 Cologne ..... (Prussia)	a Rl. *via* Creil, St. Quentin, Charleroi, Namur, Liege, Verviers, Herbesthal, Aix-la-Chapelle, p. 16	2 7 6	1 15 6	0 12 0	0 17 0
" "	b Rl. *via* Brussels, see Rtes. to; thence as per Itinerary of Routes to Cologne, p. 423.....	2 10 6	1 17 8	0 15 0	0 22 0
15 Compiegne ..... (France)	Rl. *via* Creil, p. 16	0 8 2	0 6 2	0 1 30	0 2 0
16 Constantinople ..... (Turkey)	a Rl. *via* Vienna and Pesth, Verciorova, Bucharest, Giurgevo, Rastchuk, and Varna, thence to Constantinople.	17 9 0	12 13 6	5 0 0	5 0 0
" "	b Rl. to Marseilles, see No 32; thence by Str. Messageries Maritimes.....	18 5 0	13 18 0	9 0 0	9 0 0
17 Dieppe ..... (France)	Rl. *via* Rouen. p. 25	0 16 7	0 12 4	0 4 0	0 6 30
18 Dunkirk ..... "	Rl. *via* Amiens. Arras, and Hazebrouck, p. 13	1 10 0	1 2 6	0 7 0	0 8 0
19 Fontainbleau ..... "	Rl. pp. 48 and 56	0 5 9	0 4 4	0 1 15	0 2 0
20 Frankfurt-s-Main. (Ger.)	a Rl. *via* Strassburg, p. 64; Kehl, pp. 77, 183; Carlsruhe, p. 194; Heidelberg, p. 135; and Darmstadt, p. 137 ...	3 7 0	2 10 0	0 16 0	0 21 30
" "	b Rl. *via* Frorard, p. 64; Metz, p. 74; and Forbach, p. 79 thence to Neuenkirchen, p. 135; thence to Neustadt & Worms, p. 139; thence to Mayence & Frankfort p. 126	3 7 0	2 10 0	0 16 0	0 21 30
" "	c Rl. *via* Cologne, p. 16; Coblence & Bingerbrück, p. 122; Mayence and Frankfort, p. 126	3 7 0	2 10 0	0 16 0	0 21 30
21 Florence ..... (Italy)	See Route from London, p. 4, No. 74, Rte. b *via* Paris ...	6 1 0	4 7 0	0 36 0	2 15 0
22 Geneva ..... (Switzerland)	See Route from London p. 4, No. 80, Rte. a *via* Paris ...	3 1 7	2 6 2	0 12 0	0 21 0
23 Genoa ..... (Italy)	a See Route from London, p. 5, No. 81, c *via* Paris & Turin	4 15 0	3 10 0	0 27 0	1 20 30
" "	b Route *via* Nice and Ventimille, p. 53	6 3 10	4 12 3	0 36 0	2 11 0
24 Havre de Grace (France)	Rl. *via* Rouen, p. 25	1 2 9	0 16 10	0 4 30	0 5 30
25 Hyeres ..... "	Rl the Lyons, Marseilles, & Toulon, No. 32; Rl. thence to La Pastine for Hyeres, pp. 55, 56.....	4 13 6	3 10 3	0 23 15	0 35 15
26 Lille ..... (France)	Rl. *via* Amiens, Arras, Douai, p. 14	1 4 6	0 19 6	0 5 0	0 6 0
27 Lisbon ..... (Portugal)	See Route from London, p. 5; *via* Paris Route a.....	17 3 6	12 0 6	4 0 0	4 0 0
28 London ..... (England)	a Rl. to Calais; Str. to Dover; Rl. to London p.19.....	3 0 0	2 5 0	0 9 15	0 10 30

Itinerary of Routes from Paris—*continued.*		1 Class.		2 Class.		Exp. Ord'ry	
		£ s. d.		£ s. d.		D. E. M.	D. E. M.
28 London..... (England)	b Rl. to Calais, No. 11; Steamer direct to Irongate and St. Katherine's Wharf, London, p. 306						
,, ,,	c Rl. to Boulogne, p. 19; Str. to Folkestone, 307; Rl. to London Bridge Sta.	2 16 0		2 2 0		0 9 15	0 10 20
,, ,,	d Rl. to Boulogne, No. 9, Str. direct to Irongate and St. Katherine's Wharf, p. 307	1 7 6		1 3 0		...	...
,, ,,	e Rl. to Dieppe, No. 17, Str. to Newhaven, p. 310; Rl. via Brighton to London Bridge Station	1 13 0		1 4 0		...	0 16 0
,, ,,	f Rl. to Havre, No. 24; Str. to Southampton, p. 313; Rl. to Waterloo Station	1 13 0		1 4 0		0 19 0	0 24 20
,, ,,	g Rl. to Havre, No. 34; Str. direct to Irongate to St. Katherine's Wharf, London, p. 312, passage 20 to 24 hrs.	1 13 0		1 4 0		...	...
29 Lyons .....(France)	Rl. *via* Dijon, Chalons-sur Saône, p. 48	2 10 0		1 17 6		0 16 50	0 15 0
30 Madrid.....(Spain)	a Rail *via* Orleans to Toulouse, pp. 34 and 40; Toulouse to Narbonne and Portbou, p. 43; Portbou to Barcelona, p. 271; Barcelona to Saragossa, and thence to Madrid, p. 270	9 6 0		7 2 0		...	...
,, ,,	b Rl. to Bordeaux and Bayonne, see No. 5; Rl. to Irun, p. 45; thence by Rl. to Madrid, p. 268	7 7 6		5 10 6		0 17 0	0 18 0
,, ,,	d Rail to Marseilles, pp. 48, 50; thence per Lopez & Co.'s Steamer to Alicante	8 0 0		6 0 0		4 0 0	...
31 Malte .....(Island of)	Rl. to Marseilles, see No. 32, Str. thence to Malta, p. 320	11 16 7		7 16 7		2 16 30	5 10 0
32 Marseilles .....(France)	Rl. *via* Lyons and Lignon, pp. 48 and 50	4 5 0		3 3 9		0 16 30	0 27 30
33 Milan .....(Italy)	See Routes from London to, p. 6, No. 124, *via* Paris	4 3 7		3 9 0		0 26 0	0 43 30
34 Munich .....(Bavaria)	See Rte. No. 47, Rte. to Stuttgard; Rl. thence *via* Ulm and Augsburg, pp. 192, 194	4 16 9		3 12 6		0 24 25	0 27 0
35 Nantes .....(France)	Rl. *via* Orleans, Tours, p. 34, and Nantes, p. 39	2 1 7		1 13 6		0 9 15	0 16 0
36 Naples .....(Italy)	Rl. to Rome, see No. 42; thence to Naples p. 261	9 15 0		5 15 0		0 53 30	4 1 0
37 Nice .....(France)	See Rte. from London to p. 10, No. 251, Rte a, *via* Paris.	5 7 2		4 0 0		0 23 15	0 40 30
38 Orleans .....(France)	Rl. to, p. 34	0 11 11		0 8 9		0 2 10	0 4 0
39 Ostend as.....(Belgium)	Rl. *via* Amiens, Lille, and Mouscron, p. 14; thence *via* Ghent, p. 81, and Bruges, p. 79	1 14 9		1 6 0		...	...
40 Pau..... (The Pyrenees)	See Rte. from London to p. 10 No. 253, Rte. *via* Paris...	4 0 6		3 0 6		0 16 15	0 22 15
41 Reims .....(France)	Rl. to, pp. 64 and 67	0 17 0		0 12 8		0 3 30	0 4 0
42 Rome.....(Italy)	See Rtes. from London, p. 7, No. 144, Rte. a *via* France	7 6 0		5 4 0		0 53 30	0 84 0
43 Rouen .....(France)	Rl. to, p. 25	0 13 4		0 10 0		0 2 30	0 4 0
44 Strassburg..... ,,	Rl. to, *via* Nancy, p. 64	2 9 0		1 16 0		0 9 30	0 16 0
45 Stuttgard (Wurtemburg)	Rl. to Strassburg, p. 64; Rl. to Bruchsal and Stuttgart pp. 132, 135, and 192	3 10 7		2 13 0		0 16 25	0 20 45
46 St. Cloud.....(France)	Rl. to, p. 32	0 0 8		0 0 5		0 0 20	0 0 20
47 St. Germain ... ,,	Rl. to, p. 32	0 1 4		0 1 1		0 0 47	...
48 St. Petersburg..... ,,	Rl. to Berlin, Rte. 5; Rl. to Eydtkuhnen, p. 180, and St. Petersburg, p. 287	12 10 0		9 8 0		0 47 15	0 71 0
49 Tours..... ,,	Rl. to, *via* Orleans, p. 34 or p. 37	1 3 0		0 17 6		0 3 30	0 7 30
50 Turin .....(Italy)	See Rtes. from London, p. 7, No. 183, Rte. *via* Paris..	4 0 0		3 6 0		0 22 0	0 30 40
51 Vienna..... ,,	*Via* Munich, No. 54, Rte. to; thence *via* Simbach, p. 194	7 6 9		5 11 8		0 35 30	0 54 15
	THE PRINCIPAL WATERING PLACES.						
52 Aix-la-Chap. (Prussia)	See Rtes. to Cologne, No. 14	1 18 0		1 8 8		0 10 30	0 16 0
53 Aix .....(France)	See Rte. from London, p. 8, No. 195, Rte. *via* Paris.....	4 2 6		3 1 9		0 20 0	0 30 0
54 Aix-les-Bains...(Savoy)	See Rte. from London, p. 8, No. 196, Rte. *via* Paris.....	2 17 10		2 3 4		0 13 0	0 16 15
55 Baden-Baden Duchyof	Rl. to Strassburg p. 64, Kehlp. 132 & Baden Baden p. 134	2 17 8		2 3 6		0 13 40	0 17 50
56 Bagneres de Bigorree .....(Pyrenees)	See Rte. from London, p. 8, No. 208, Rte. *via* Paris.....	4 4 0		3 3 0		0 21 30	0 32 45
56* Bagnoles, Orne (Fra.)	Paris and Cherbourg Railway to Mezidon, thence Rail and Diligence, as in Route from London	1 7 0		1 1 6		1 0 0	...
57 Bareges..... ,,	Rl. *via* Bordeaux, Morceux, and Tarbes, or Dax and Pau, to Pierrefitte, p. 45, thence by dil. to Bareges	4 9 0		3 8 0		0 23 30	0 36 0
58 Carlsbad.....(Bohemia)	Rl. to Frankfort, see No. 20; thence as per Itinerary of Rtes., p. 459	5 19 6		4 10 0		0 33 30	0 46 30
59 Eaux Chaudes.....	See Rte. from London, p. 9, No. 237, Rte. *via* Paris	4 7 6		3 6 6		0 20 30	0 26 10
60 Ems .....(Mr. Coblentz)	a Rail *via* Cologne and Coblence, pp. 16 and 129	2 17 6		2 2 0		0 16 13	0 21 0
,, ,,	b Rail to Frouard, p. 64; Metz, *via* Pagny-s-Moselle, pp. 74 79; to Diedenhofen (Thionville), p. 74; Coblence, *via* Treves, p. 124; Ems, p. 129	...		...		...	...
61 Homburg.....(Rhine)	Rl to Frankfort, see No. 20; thence as per Itinerary, p. 459 of Rtes.; Rl. to Homburg, p. 135	3 8 6		2 9 2		0 19 10	0 25 30
62 Kissingen.....(Bavaria)	Rl. to Frankfort, see No. 20; thence as per Itinerary of Routes, p. 459; Rl. to Gmunden Sta., p. 147. Rl. to Kissingen, p. 197	4 12 0		3 8 8		0 22 8	0 34 0
63 Montpellier...(France)	Rl. to, *via* Lyons, p. 48, Avignon, Tarascon, p. 50, Nismes, and Montpellier, p. 57	4 2 6		3 2 0		0 19 46	0 27 50
64 Plombières ... ,,	Rl. to Nancy, p. 64, Epinal, and Plombières, pp. 66, 69	2 5 6		1 13 6		0 11 40	0 15 20
65 Schwalbach...(Nassau)	Rte. to Mayence, see No. 26; Rl. to Wiesbaden, p. 128. Dil. to Schwalbach	3 6 0		2 11 0		0 20 30	0 23 0
66 Spa .....(Belgium)	Rtes. to Brussels, see No 16; Rtes. thence as per Itinerary, p. 402, of Rtes. to Spa	2 0		1 10 6		0 16 40	0 19 15
67 St. Gervais .....(Savoy)	Rtes. to Geneva, *via* Dijon p. 46; Dil. thence *via* Sallenche to St. Gervais	4 0 0		3 1 0		0 21 0	0 23 0
68 St. Sauveur (Pyrenees)	Rail to Pierrefitte, p. 45; Dil. thence to St. Sauveur	4 7 0		3 5 10		0 22 45	0 25 15
69 Vichy.....(France)	Rl. to St. Germain des Fossés, and Vichy, p. 46	1 16 6		1 6 9		0 6 15	0 6 15
70 Wiesbaden	See Rtes. to Mayence, No. 20; Rl. to Wiesbaden	3 6 0		2 9 6		0 16 45	0 21 0

Paul.—*Stat.*—Pop. 30,000—Hotels:—

Grand Hotel Gassion.—This first-class hotel offers advantageous arrangements for families. See advt.

Grand Hotel Beau Sejour.—First-class hotel, splendidly situated.

Hotel De France, first-class hotel, kept by Messrs. Garderes.

Hotel de la Poste, situated Place Grammont, kept by Mr. Bordes.

De l'Europe; De la Dorade.

Maison Colbert, Rue Montpensier. First class Pension and Boarding house, kept by English Ladies. Highly recommended.

Maison Etchebest, Passage Plauté, 2. Boarding-house, established 19 years, and conducted by an English Lady. Warm comfortable house. Good Cooking.

Maison Sarda, 31, Rue Porte Neuve, English Boarding house arrangements, per week, month, or season. Mrs. Sarda is English.

Pension Barbet.—Rue Montpensier, 36, is recommended for its tranquil situation, see advt.

Restaurants:—Bernis; Du Commerce; Champagne, Place Royale; Gassion, under Hotel Gassion, with concert, daily.

Furnished apartments, from £20 to £600 for the season, 1st Oct. to 31st May. Post Office, Place de la Nouvelle Halle.

Maison Hattersley.—First-class family house for English and American visitors—highly recommended. Enquiries to be addressed to Mrs. Hattersley, 27, Rue Porte Neuve, Pau.

This former capital of Navarre, in dept. Basses Pyrénées, 143 m. from Bordeaux, stands on the Plateau Long, in view of the Pyrénées (40 m. distant) above the valleys of the Ossau and Gave, having a climate particularly favourable to diseases of the Chest—See Dr. Lee's "South of France." It is the birth-place of Henry IV. The streets are good and well kept; there are Colleges, a Halle or market, and an English Club in the beautiful Place Royale, opposite Raggi's statue of Hen. IV.

Principal objects—*Château* of Henry IV. embellished by Margaret d'Anjou; joined to the town by 3 bridges, and flanked by 5 towers. It contains the Donjon of Gaston Phœbus, 112 feet high; the Salles des Gardes, des Princes, and des Etats; which last has Bosio's statue of Henry IV. Here are Henry IV's. cradle, old furniture, and various relics. It was occupied by Abd-el-Kader, and by Queen Isabella of Spain. St. Martin's and St. Jacques are fine modern churches. The Parc is a good promenade. At the Museum is a collection of Pyrenean marbles, objects of natural history, &c., with a gallery of pictures, chiefly the gift of M. Lacaze. The Library contains 25,000 v

British Vice-Consul.—John Church, Esq., Passage Servies. American C. Agent.—M. Clay, Esq.

Dutch Consul.—Dr. de Voogt.

Bankers.—M. Merrillon, senior, Place Nouvelle Halle; the English Bank, 19, Rue Latapie—Musgrave, Clay, & Co. (late W. Taylor & Co.); John Church, 13, Rue Servies.

Church of England Services.—*Christ Church* Rue Servies; Rev. W. G. Sharpin, M.A. *Trinity Ch.* Rev. W. Tait, M.A. Rue des Temples, behind the Grand Hotel; Sundays at 11 and 3; Fridays at 11.30; Holy Communion first Sunday of month. *St. Andrew's*, Rue Jean Revell; Rev. F. Kent, M.A.; Sundays 8.30 a.m., 11 a.m., and 3.15 p.m. Week-days, daily, 10.30 a.m. and 5 p.m.

Scotch Church, 21, Rue Montpensier. Divine Service, Sunday, at 11 a.m. and 3 p.m., from October to June. Minister, Rev. George Brown (Free Church); Châlet Fairlie, Route de Bordeaux. A Russian Church and a Synagogue are here.

Medical.—Dr. I. Bagnall; Dr. Daran; Dr. De Voogt; Dr. E. Casenave de la Roche; Dr. Bautilte; Dr. Lahillone; Dr. Cassou; Dr. W. H. Bagnell Dr. Suyé and Henri Cornu, are Homœopathists.

English Chemist.—Mr. Jarvis, Rue Servies.

Photographers.—F. Calmel & Co., 5 Rue d'Espalungue, English spoken.

English Library.—M. Lafon, Rue Henri IV.

Good Fox Hunting three times a week; English Cricket Club; Golf and Polo Clubs; Lawn Tenni and a Skating rink. Promenade Concerts.

Excursions.—Up the fine Val d'Ossau, towards Eaux Bonnes and Eaux Chaudes, under Pic du Midi. By rail, to Coarraze Castle, Estelle and Betharram Convent, St. Pé convent, and Pierrefitte, for Cauterets. Rail, pages 44, 46.

Perigueux.—*Stat.*—Pop. 21,870.—Hotels: De France; Des Messageries.

The Roman *Vesuna*, and chief town of dept. Dordogne, on R. l'Isle, 246 m. from Paris. Notice St. Front's 10th cent. Cathedral and bell-tower; St. Etienne, an old church; Palais de Justice; Museum of antiquities; remains of a Roman amphitheatre & arch; *Tour de Vésonne*, a Roman work without door or window; Statues of Montaigne, Fenelon, and Marshal Bugeaud, on the fine public promenade; old House on Quay.

Conveyances:—Railway, see page 39.

Perpignan.—*Stat.*—Pop. 27,380 Hotel de l'Europe; du Nord.

The Roman *Flavium Eprusum*, and former capital of Roussillon, now chief town of dept. Pyrenées Orientales, 128 m. from Toulouse; on the plain of the Tet, near the Spanish frontier, here overlooked by a strong Citadel. It has curious Spanish-looking houses; a half Moorish Lonja or Exchange (now a Café); St. Jean's Gothic Cathedral of the 14th cent. near remains of 11th cent.; Museum of Nat. Hist., in the University. Statue of Arago, born at Estagel, 1786 Mt. Canigou (9140ft. high) is in view.

Conveyances:—Railway, see pages 43 and 60. The line to Gerona, etc., in Spain, is open.

Petites-Dalles (Les).—Grand Hotel des Bains. A bathing place in Normandy, in dept. Seine inférieure, in a fine wooded gap of the chalk cliffs. By rail to Fécamp (10m.) or Yvetôt, p. 24.

Pierrefonds les Bains.—Pop. 1500.

Hotels:—Des Ruines; Des Etrangers.

A pretty village, in dept. Oise, in the Forest of Compiègne, 8½ m. from that town (p. 16). Omnibuses 1fr. 25c. The fine *Castle* was restored during the Empire by Viollet le Duc, and contains an

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Armoury. Good sulphur Waters for drinking at the Bath-house;—See the *Etude Médicale* of Dr. Gigoux. Steamer, daily to Soissons.

Plombières (dept. Vosges).—*Stat.*(p. 69)—250 m. from Paris, near Allevillers.—Pop. 1500.

HOTELS:—DE L'OURS; GD. HOTEL; TETE D'OR.

In a ravine of the Aûtronne, among the Vosges hills; has 8 warm *Springs*, called Thermes Napoleon, Bain des Dames, Bain Romain, &c.; with a handsome gothic Church and many pleasant walks —the Parc, the Route de Luxeuil, Ferme Jacquet, &c. The Emperor here met Cavour, 1858, before the Italian war. At **Luxeuil** (*Stat.* p. 70), 12 m. distant (ancient *Luxovium*), are hot and cold Springs. **Epinal** (*Stat.* p. 66) on the Moselle, under the Vosges Mountains, has an old Castle, a Gothic Church, and Jardin Doublet promenade. Rail to **Remiremont & St. Maurice**, p. 63.

Poissy.—See Route 25, Special Edition.

Poitiers.—*Stat.*—Pop. (1876, 32,255—HOTELS: GRAND HOTEL DU PALAIS. First class hotel, recommended. V. CANAUX, proprietor.

DE L'EUROPE; DE FRANCE; DES TROIS PILIERS.

Capital of dept. Vienne, 61 m. from Tours, near the river Clain; an old town, with steep, winding, and ill paved streets. Its best square is the Place d'Armes. The Gothic *Cathedral* has lofty aisles. Other churches are St. Hilaire, of 10th-12th cent.; Notre Dame, in the Romanesque style; and Ste. Radogonde. Remains of a Roman temple still exist here, besides other Roman antiquities. The Palace of Justice, has a room much like Westminster Hall. Notice too, the Tower of St. Porchaire; Roman Baptistery of St. John; old house called La Prevôté; a Museum, with antiquities of the Age of Stone; public garden of Blossac; a fine Dolmen, known as the "Pierre Levée," one mile on the road to Bourges. The English held the town for 300 years. Four m. distant is the *Battle-field*, where the Black Prince defeated the French under John, who was taken prisoner there, 1356. Rail. see pp. 35, 38, 41, 42.

Puy (Le)—*Stat.*—Pop. 19,530—HOTELS:—

HOTEL DES AMBASSADEURS, good; DE L'EUROPE.

Capital of the department of the Haute Loire (formerly capital of that part of Languedoc called Le Velay), 349 miles south of Paris, 54 from St. Etienne, and 89 from Lyons. In the midst of this very curious town rise two immense volcanic peaks —*L'Aiguille* (Needle), on which is the chapel of St. Michael, and *Corneille*, crowned by a bronze statue of the Virgin and Child, made from guns taken at Sebastopol; 52 feet high. Inside is a spiral staircase, to the head of the statue. Some very steep streets lead up to the *Cathedral*, near remains of a Druidical dolmen, and a Roman temple. The *Orgues d'Espailly* is a mass of basaltic pillars, like organ pipes, about two miles west of the town. *Polignac*, a ruined castle of the Polignac family, is 3m. distant. The rail to St. Etienne passes a most picturesque gorge of volcanic rocks following the sinuosities of the Loire. **Vals**, about 40 m. S.E. or 10 m. from Privas (p. 51), has the Magdeleine, St. Jean, and other springs, like those of Vichy. CONVEYANCE:—Rail, see page 59.

Pyrenees Tour.—See page 11.

Quimper.—*Stat.*—Pop. 12,500. HOTELS:—DE L'EPEE; DE FRANCE.

The old walled capital of department Finistère, on the Odet, 63m. from Brest. It has a Cathedral, 322ft. by 152ft., with two new spires (by Viollet le Duc), and painted windows; and a Préfecture, under a good point of view. Shooting and trout fishing. Rail. pp. 30, 40.

Reims or **Rheims.**—*Stat.*—Pop. (1876) 81,330.—HOTELS:—

HOTEL LION D'OR, facing the cathedral, very good Hotel, recommended to English Travellers. English and German spoken. Mr. DIDIOT, Prop.

GRAND HOTEL. The only one of this name in the town, first class hotel, highly recommended.

HOTEL DU COMMERCE; DE LA MAISON ROUGE.

Ancient préfecture in dept. Marne, on the Neale, 99 m. from Paris; on the site of *Remi*, a chief town of Gallia Belgica. The magnificent Gothic *Cathedral* of Notre Dame, 350 ft. long, was begun 1212, and has a grand west front, three richly carved portals, wheel windows filled with stained glass, and a screen surmounted by two great towers. Here the kings of France were crowned. Its great bell weighs 23,000 lbs.; paintings of Tintoretto and Titian. The Archbishop's Palace adjoins it. The fine Abbey Church of *St. Remi* is in the Norman style. A Roman *Arch*, is said to be larger than any at Rome; at Mont d'Aréne was the Cirens. Good Hotel de Ville, with the Library of 30,000 vols. and Museum; public gardens, fountains and markets, spinning factories, and champagne vaults. Statues of Louis XV.; and Marshal Drouet d'Erlon, and the great Colbert, both natives.

AMERICAN CONSUL.—A. G. Gill, Esq.

WESLEYAN METHODIST CHAPEL, Rue des Moissons. English Service at 11 and 6 every Sunday.

CONVEYANCES.—Rail, p. 15, 16, 66, 67, 70, 71, 103.

Rennes.—*Stat.*—Pop. (1876) 57,180—HOTELS: HOTEL DE FRANCE, first class family hotel. English Newspapers. English spoken.

LEMOINE; GRAND HOTEL JULIEN; DU COMMERCE; PIRE. Buffet at the Station.

The old cap. of Brittany, now of dept. Ille-et-Vilaine, on Rs. Ille & Vilaine, 232 m. from Paris; contains good streets, squares, and promenades, the Mail, and the Thabor (statue of Duguesclin). Notice St. Peter's modern *Cathedral* in the Pantheon style, rebuilt 1787—1844; having two colossal Towers 320 ft. high. (built 1561—1700) and a theatre-like Choir; St. Germain; Ste. Melaine or Notre Dame (11th to 16th century), and Saint Sauveur (1780), with copies of paintings of Raphael, &c.; the Lyceum, having a collection of paintings, mineralogy, coins, sculpture; *Palais de Justice*, the old place of meeting for the States of Brittany, begun 1618, by Debrosses (paintings and carved work); Hotel de Ville, with a public Library of 45,000 vols., and old MSS.; Good Theatre; large Arsenal; old Porte de Mordelaise (16th century.) Excursions to Prévalaye Château, near Henry IV's Oak at St. Foix farm (noted for its butter); the Roche des Fées; and the Dolmen or Allée Couverte, at Essé. Rail, pages 28, 30.

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Riom. — *Stat.*— **Pop. 13,000.**—**Hotels:**—**De Paris**; **Du Palais**; **De Puy de Dôme.**

A picturesque sous-préf. of dep. Puy-de-Dôme, 14m. from Clermont Ferrand. Observe the curious church of St. Amable; Palais de Justice and Ste. Chapelle; monument to General Désaix; and Tour de l'Horloge. The houses at Riom 6 m. distant, (near Tournoël Chateau), are built of lava from the quarries of *Volvic*.

Conveyances.—Railway, see page 60.

Rive de Gier.—*Stat.*—Pop. 14,720. **Hotels.** **Hotel du Nord.**

A busy town, in dep. Rhône, 23m. from Lyons, on the Gier, at the centre of fifty coal mines, in the best coal field in France. Here are large factories of glass, machinery, railway carriages, &c., and an English steel factory.

Conveyances.—Railway, see page 56.

Rochefort. — *Stat.*— Pop. (1866) 30,155.

Hotels:—**du Grand Bacha**; **de la Rochelle.**

A naval port on the Charente, in the Bay of Biscay, in dept. Charente Inférieure, 68 m. from Poitiers, 369 miles from Paris. It dates from the 17th cent., and possesses Dockyards (closed to strangers), a Hôpital de la Marine, containing 1,300 beds, (lat. 45° 57′ N., long. 0° 58′ W.), library, and a museum of anatomy and natural history. There is deep water; five or six forts defend the anchorage. Outside towards Ré and Oléron, are the *Basque Roads*, where Napoleon I., after Waterloo, gave himself up to H. M. S. Bellerophon, and was taken to England.

Conveyances:—Railway, see pages 38, 47.

Steamer to Royan and Bordeaux. At 4 m. is **Tonnay-Charente**, a shipping port; pop. 2,870; Eng. Cons. Agent, G. Link, Esq.

Roubaix.—*Stat.*—Pop. (1872) 75,987.—**Hotels:** **Ferrailli**; **Du Commerce.**

A manufacturing town, in dept. Nord, 6 m. north of Lille, which has risen into great importance under the Commercial Treaty. It is the Bradford of France, noted especially for its wool-combing and fancy wool goods, tissues and yarns. At 2 miles distance is **Tourcoing** (3 m. from Mouscron, in Belgium), another seat of manufactures. —*Stat.*—Pop. 48,695; **Hotel du Cygne.** It has two old churches—St. Cristophe and St. Jacques.

English Church Service (C. C. C. Soc.)—Sunday, at 11, in the new French church: Chaplain, Rev. C. Faulkner. At **Croix-les-Roubaix** (1 m.) in the English church, at 9½ a.m. and at 6½ p.m.; and at **Amiens.** Rail., pp. 14, 80.

Rouen.—*Stat.*—Pop. (1876) 104,905. **Hotels:** **Hotel d'Angleterre**, on the Quay; a first-class house. Table d'hôte at 6 o'clock. 3fr. 50c.

Grand H. d'Albion (formerly Smith's Albion Hotel), on the Quay. Deserving our best recommendation. Table d'hôte at 6 o'clock.

G. H. du Nord; first-class hotel, well situated, Delahaye, propr. See adt.

Grand Hôtel de France.—Rue des Carmes. Good accommodation. Proprietor, Mr. Soulé.

Normandie; **Paris.**

Restaurant.—Julien's, 98, Rue Ganterie.

Cafe.—Thillard, near Hôtel d'Angleterre.

Apartments.—Mme. Marié, 1, Rue Basnages. N.B.—Apartments are mostly unfurnished.

Grocer.—A. Roullard 64, Rue Jeanne d'Arc.

Chemist, 27, same Rue. **Moneychangers**, in Rue Grand-Pont.

Omnibus to Hotels, 30c. without luggage. **Cab**, 1½ fr. the course; 2 fr. the hour; Luggage outside, 20c. each.

This fine mediæval city, the ancient *Rotomagus*, capital of Normandy, and chief town of dept. Seine Inférieure, standing among the hills of the Seine, 40 m. from Dieppe, 56 m. from Havre, 82 m. from Paris, is full of relics of antiquity which meet the eye at every turn, within the Boulevards; outside are modern streets, Paris fashion. Quays line the river, and 2 Bridges and a Viaduct connect the town with St. Sever on the south bank. The *Cathedral*, said to have been founded as early as 260, has a fine new iron spire, two towers, and tombs of Duke Rollo, Richard Cœur de Lion, and Cardinal Amboise. *St. Ouen* is a very beautiful Gothic church, 445 feet long (10 longer than the Cathedral). Notice also, St. Patrice, St. Godard, St. Gervais (very old), with their stained windows, etc., the carved front (like lace) of St. Maclou, and the cathedral-like church of St. Vincent.

Other Objects.—Gothic Salle de Justice. Hôtel de Ville, with a Picture gallery. New *Public Library* (110,000 vols. and 3,000 MSS.) and *Museum*—a rich collection of Antiquities, pottery, casts, natural history, etc. Joan of Arc and Belfry Towers; and Towers of the two old Castles, The Hotel Bourgtheroulde, H. St. Amand, and other old houses. Statues of P. Corneille, Boieldieu, and of Joan of Arc in the Market-place, Placq de la Pucelle. The Jardin des Plantes, Rue d'Elbœuf, is well worth seeing.

The great business here is cotton spinning, with the making of broad silks, hardware goods, earthenware, velvets, &c. Weavers of the department 150,000, of whom 4-5ths are in Rouen.

Excursions to Sotteville, Bon Secours and St. Chapels (for the views), Darnetal, Bois Guillaume, Rouille, Boscherville and its Abbey Church, Canteleu, and Château Gaillard.

H. B. M.'s Vice-Consul—W. P. Chapman, Esq. American C. Agent.—L. Guebert, Esc.

English Church Service at the new Church of *All Saints*, Le Lacroix, at 11 and 3.30; Chaplain, Rev. D. B. Smyth, M.A., (C. C. C. Soc.), 25, Rue Jeanne d'Arc. There is a heavy debt on the building; subscriptions received at the Vice-Consulate.

Conveyances:—Railway, see pages 21, 24, 25. Steamer in Summer to Honfleur and Havre, 6 to 7 hours; good scenery.

Royat.—See **Clermont Ferrand.**

Sables d'Olonne. See **Nantes.**

Salins (in dept. Jura.)—*Stat.*—Pop. 6,500.—Large salt works and saline mineral water, 5 m. from Mouchard. **Grand Hotel.**—

Conveyances.—Railway, see page 52.

Samer (dept. Pas de Calais)—*Stat.*—Pop. 3,000. —A healthy spot in a beautiful part of the river Lianne, on the line from Boulogne to St. Omer. Several English families live on the site of a ruined Abbey, of which there are remains. Hes-

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digneul junc., on the St. Omer branch (p. 18) connects with the Paris line.

St. Brieuc.—*Stat.*—Pop. HOTELS:—GRAND H. DE LA CROIX BLANCHE, H. DE FRANCE.

The ancient *Briocum*, in Brittany, dept. Cotes-du-Nord, 63 m. from Rennes, in a pretty part of the Gouet, with a port near the Channel. Notice a Cathedral of the 13th century; St. Michel's old Church; an old Hotel de Ville; and the Tour de Cesson, built 1395. A fine view in Boulevard Duguesclin, near the statue of this hero, who was born at Broons. At *Lanteff* is a round Church of the Knights Templars. At **Guingamp** (Hotel de France) a station 18 miles distant, on the Trieux, is a Gothic Church, with the handsome Fountain de Plomb, and the site of a Castle of the Penthièvres family. Rail, page 28.

St. Cloud.—*Stat.*—Pop 4,405.—CAFÉS.

In dept Seine-et-Oise, 5 m. from Paris. The *Palace* (still a ruin) was set fire to by the French when they held Mont Valérien, to prevent its occupation by the Germans. The Fountains play three or four times a year. Rail, p. 32.

St. Denis.—*Stat.*—Pop. 34,910.—CAFÉS.

A very old town in dept. Seine, 4 m. from Paris, celebrated for its *Abbey Church*, the burial place of the kings of France. During the Revolution more than fifty tombs were demolished, in consequence of the decree of 1793. Napoleon I. made considerable additions to the church, and was careful to repair the injuries it had received. He intended it should be the last resting-place for his own dynasty. He founded here an institution for the gratuitous education of relatives of members of the Legion of Honour, in which 500 pupils (girls) are educated. Napoleon III. did much to restore the church.

CONVEYANCES:—Railway, see pp. 18, 19, 22, & 23.

St. Etienne.—*Stat.*—Pop. (1876) 126,020.

DE L'EUROPE; NORD; FRANCE; POSTE.

Capital of department Loire, 35 miles S. of Lyons, on the small rivulet of Furens. Here are extensive coal and iron mines, and the greatest manufactures of ribbons, fire-arms and hardware in France; stones for grindstones are found in the neighbourhood. The Museum for machinery, ribbons, and arms, is well worth seeing. The first railway in France was opened here. **St. Galmier** (14 m.), is noted for a good effervescing table water. Pop. 3000. Hotel Gondras.

AMERICAN C. AGENT.—V. Guyot, Esq.

CONVEYANCES.—Rail., see pp. 41, 50, 56, & 59.

St. Germain-en-Laye or **St. Germain's.**—*Stat.*—Pop. 22,860—Good Hotels. Hotel and Restaurant du Pavillon, Louis XIV.

On a hill, overlooking the Seine, in dept. Seine-et-Oise, 13 miles from Paris. Francis I.'s Château, in which James II. was lodged till after his death, 1801, is now a Gallo-Roman *Museum* (open, 11 to 5). Fine view from the Terrace. 2623 yards long, 33 wide. The forest of 9,000 acres, contains a church with George IV.'s monument, to James II, the Château des Loges, Muette Pavilion, etc. Two Fairs in Aug. and Sept. Rail, see p. 32.

ENGLISH CHURCH SERVICE every Sunday.

St. Jean de Luz.—*Stat.*—Pop. 2,666.—HOTELS. DE LA POSTE; DE FRANCE.

A frontier town, in the Nivelle's mouth, in dept. Hautes Pyrénées, 14 m. from Bayonne; where Maria Theresa of Spain was married to Louis XIV. Bathing establishment frequented in the season. The walks and drives are beautiful; one to Mont de l'Arrhun, behind the picturesque village of Ascain, has a view of the Pyrenees.

ENGLISH CHURCH (C. C. C. Soc.)—Rev. H. Clarke, M.A.

CONVEYANCES:-Railway, see page 45.

St. Lo.—*Stat.*—Pop. 9,810—HOTEL DU CHEVAL BLANC; SOLEIL DU LEVANT.

An old town in Normandy and chief place of dep. Manche, 11 m. from Lison; containing a fine Cathedral, public buildings, church of St. Croix, and a Roman Altar. Rail, see p. 26. Dil. to Granville. Carriages, of M. Béleine, 3, Rue de la Gendarmerie.

St. Malo.—*Stat.*—Pop. 12,320—HOTELS:—DE FRANCE; DE L'UNIVERS; HOTEL FRANKLIN. HOTEL DE LA PAIX.

An old town, in the Rance's mouth; in dept. Ille-et-Vilaine, 51 m. from Rennes, facing Jersey, (3 hrs). The Gothic *Church* once a Cathedral, is in lat. 48° 39′ N. long. 2° 2′ W. At the Hotel de Ville are relics of Cartier, the navigator, and a native. Place Châteaubriand has a bronze statue of Chateaubriand; born 1768, in the Hotel de France, then the house of his family, and buried on an island near Solidor Fort. A Basin is under construction, at a cost of 5,000,000 fr. Good roadstead strongly defended; the spring tide rises 26 to 35 ft. Mean temp. 41° (Jan.) to 69° (July). Manufactures of tobacco, nets, etc. Cape Fréhel Light is 16 m.

H. B. M's. VICE-CONSUL.—Col. MacGregor.

CHURCH SERVICE—Rev. E. Davidson, chaplain.

CONVEYANCES.—Rail, see page 30. HOTEL OMNIBUSES attend the trains. Sailing boats, 2 to 3fr. an hour. Steamer up the Rance in Summer. Carriage from Dol to *Mont St. Michel*, 15fr. a day.

St. Martin Lantosque. See **Nice.**

St. Nazaire. See **Nantes.**

St. Omer.—*Stat.*—Pop. 22,000.—HOTEL:—HOTEL DE LA POSTE D'OR, Rue St. Bertin.

A fortified town in dept. Pas-de-Calais, 26 m. from Calais on the Aa; with good streets and 12 fountains. The *Cathedral* has recessed portals finely sculptured, and a marble altar. Hotel de Ville, in Place d'Armes. At Clairmarais are ruins of the Abbey at which Thomas à Becket took refuge from Henry II. ENGLISH CHURCH SERVICE, twice on Sundays. Chaplain, Rev. J. Wilkinson. Rail. p. 12, 18, and 19.

St. Quentin.—*Stat.*—Pop. (1876) 58,925.—HOTELS: DU CYGNE; D'ANGLETERRE; DE FRANCE.

The Roman *Augusta Veromanduorum*, on a hill over the Somme, in dept. Aisne, 95 m. from Paris; where Phil. II. routed the French, 1557. Observe the beautiful Gothic *Church*, above the town; its vault is 131 feet high, and its narrow windows (of which there are 110) are 43 ft. high. Hotel de Ville, in Grand Place, surrounded with a gallery

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adorned with whimsical sculptures. Picture Gallery, with portraits by Latour, etc. Canal Tunnel, 6210 yards long. Factories for shawls, muslins, table linen, &c.; cotton yarn, and coloured wool; foundries and sugar refineries.

CONVEYANCE:—Railways, see pp. 16, 31, 86.

St. Sauveur-les-Bains, in dept. Hautes Pyrénées 1 m. from LUZ, 8 m. from Pierrefitte (pp. 43, 45). HOTEL DES PRINCES; DE FRANCE.

Many furnished houses, donkeys, &c. Most of the guides live at Luz; notwithstanding the tariff, bargains must be struck. Two Thermal Establishments (the new one of 1858). Water sulphurous; temp. 70° to 94°. EXCURSIONS.—Pic de Bergons (6120 feet). 5 hours up and back, fine view. Plateau de la Houtalade. *Cirque de Gavarnie* (7 hours walk, 4,860 feet) formed by steep rocks 1,600 ft. high, 11,600 ft. round. Estazon to the east ward, 10,000 ft. high; south-east, Pic de Marboré 9930 ft. high; and le Cylindre 10,812 ft. To the south, Tours de Marboré, and a Cascade 1300 ft. high—the highest fall in Europe. Omnibus daily to Luz and Pierrefitte.

St. Servan.—Pop. 12,810.—HOTELS:—HOTEL UNION—Boarding-house.

A town of dep. Ille-et-Vilaine, resorted to by the English; situated upon the gulf of Avranches, and separated from St. Malo only by a narrow ferry; fare across, 10 cents. Omnibus, between the two towns, round the harbour; 30 cts.

ENG. CH. SERVICE (C. C. C. Soc.), twice on Sund., at the Fr. Ch.; Rev. W. Money, M. A., Chaplain.

CONVEYANCES.—Rail from St. Malo to Dol, &c. (see page 30). Steam to Channel Islands, and up the Rance to Dinan—a lovely trip.

St. Tropez.—Pop. 4,170—HOTELS:—DU COMMERCE; TROIS LUMIERES.

In dept. Var, 14 miles from Toulon, towards Nice; on the Gulf of St. Tropez, which is 4 leagues in length, with good boating and fishing, and a climate dry and warm in winter. Diligence every morning to Toulon, and to Le Luc station. See pages 55, 56.

St. Valery-sur-Somme.—*Stat.*—Pop. 3,700. HOTEL: DE FRANCE.

A small bathing place in the Channel, on the Somme from which the Conqueror sailed to England, 1066; 45 m. from Boulogne. Here are the Tour de Harold, and a Fisherman's Chapel; with an Eng. Chapel for summer Service, (C. C. C. Soc.)

CONVEYANCES:-Railway, see p. 18. Coach to Eu.

Saumur.—See Route 28, Special Edition.

Sedan.—*Stat.*—Pop. (1873) 15,540. HOTELS: DE L'EUROPE; DE LA CROIX D'OR.

FRENCH PROTESTANT CHURCH, Rue des Francs-Bourgeois, Rev. A. Goulden. Service at 10.30 a.m.

One of Vauban's fortified towns, and the birth-place of Marshal Macdonald, on the Meuse, in dept. Ardennes; 164 miles E.N.E. of Paris, 9 m. from Mézières, 7 m. from the Belgian frontier, 105 m. from Brussels, 30 m. from Metz. A statue of Turenne, born at Bazeilles, close by, stands in Place Turenne. Superfine woollens are made.

It is celebrated for the disastrous *Battle* of Thursday, 1st Sept., 1870, followed by a capitulation, signed 2nd Sept., at 11 a.m., which delivered up to the German forces, under King William of Prussia, the French army, led by Napoleon III. and Marshal MacMahon, numbering 86,000 men and officers (besides 14,000 wounded), with 550 guns, and 10,000 horses. The Emperor surrendered himself to the King at 2 p.m.; and was sent to Wilhelmshöhe the next day. Their interview took place at M. Amour's *Château de Bellevue*, at Frenois, 3 m. W., overlooking the battle-field—a house marked by two spires, and visited by the Prince of Wales and the King of Saxony, in 1871. Napoleon had a previous meeting at 8 a.m. with Bismarck at a weaver's cottage, called *Maison de Tisserand*, at Donchéry; near a hill from which the Crown Prince watched the great battle. The King's head-quarters were on Chevenge Hill, opposite Donchéry, near a village boundary stone. *Floing*, 1½ m. N.E. of Sedan, near the peninsula of Iges, was Marshal MacMahon's head-quarters. *Bazeilles*, 1½ mile S.E., was occupied by the Bavarian corps, and was burnt (before the capitulation), with its 600 houses and 2000 inhabitants. Francheval, 5 m. E., was occupied by the Saxons.

Other noticeable points, mostly to the E. and S.E., along the rail, or the Meuse, are Rémilly, 4 m.; Douzy, 4 m., on the R. Chières; Carignan, 10 m.; Beaumont, 11 m., in the Argonne Hills, where De Failly was defeated; Stonne, & Mouzon

MacMahon, who had marched from Chalons, hoping to be met by Bazaine from Metz, was wounded on 1st Sept. at Balan, near Bazeilles, and was obliged to give up the command to Gen. Wimpffen, who signed the capitulation.—Guide to the Battle-field, Mr. J. Thompson.

CONVEYANCES:—Railway, see pp. 15, 65, 71 & 75

Sens.—*Stat.*—Pop. 11,900—HOTELS:—HOTEL DE PARIS; DE L'ECU.

A town, on the Yonne, in dept. Yonne, 70 m. from Paris. The magnificent Norman *Cathedral* has an imposing façade and well proportioned nave In the sacristy they show the mitre and cope of Becket, who took refuge here, 1164. Notice a small Norman church near the bridge, and a Gothic building to the right of the cathedral.

CONVEYANCES:—Railway, see pages 48 and 62.

Sixt.—HOTEL DU FER A CHEVAL.

In French Savoy, 20 m. from Chamounix, in a delightful valley, fully described in Mr. H. Wills's "Eagle's Nest," the best guide to the locality. It is separated from Chamounix by the Aiguilles Rouges; from Champery and Canton Valais by the ridge of Dent du Midi, offering splendid passes, little frequented; and from the lake of Geneva by the Dent d'Oche chain. Among the waterfalls, pine forests and peaks, are the Gouffre des Tines, and the Nant Dant, a fall of 650 ft. from Mont Aubenè.

Soissons.—*Station.*—Population 11,100. HOTELS:—CROIX D'OR; DU LION ROUGE.

A fortified town, 65 miles from Paris, in dept. Aisne, on the river Aisne; the Roman *Suessio* and Merovingian cap. of Clovis, 486; where SS. Crispin and Crispinianus were martyred about 268. The Germans took it 1870, after four days bombardment. The splendid *Cathedral* possesses a fine interior. All that remains of the once noted Church of St. Jean is the imposing west front.

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About two miles off is the Abbey of St. Médard, now a Deaf and Dumb Asylum, including the tomb of Clotaire, and a church of the sixth cent.

CONVEYANCES.—Railway, see page 16.

Soulac-les-Bains. See **Bordeaux.**

Souvigny.—*Stat.*—Pop. 3,000.—In dept. Allier, 6m. from Moulins, remarkable for a beautiful Gothic abbey Church. Rail to Moulins, p. 42.

Tarascon.—See Route 27, Special Edition.

Tarbes.—*Stat.*—Pop. 15,000. HOTEL:—

DE LA PAIX, good; formerly a mansion belonging to the Duc de Grammont.

Chief place of dept. Hautes Pyrénées, on the Adour, 52m. from Auch; the head-quarters of the French Artillery; with a good trade in horses, and a government stud. Rail. see pp. 39, 44, 45, 46.

Thonon.—20 miles from Geneva. Pop. 5065.

HOTELS: DE L'EUROPE; DE LA BALANCE.

Chief town of Haute Savoie, at the widest part of the Lake of Geneva, near some old lake settlements. It has a church of 1529. Mineral waters of La Versoy. Steamers, see page 332.

Toul.—*Stat.*—Pop. 7,700. HOTELS:—

GRAND HOTEL.—Large and comfortable house, near the Railway Station.

DE METZ; DE LA CLOCHE; D'ANGLETERRE.

In dept. Meurthe, 14m. from Bar-le-Duc, on the Moselle; which capitulated to the Germans, 1870. The Gothic Cathedral of the 10th cent. has a portal built, 1496. See the old church of St. Gengoulph for the beauty of its cloisters.

CONVEYANCES.—Railway, see page 64.

Toulon.—*Stat.*—Pop. (1876) 70,510—HOTELS: VICTORIA; GRAND HOTEL; DE L'UNIVERS.

RESTAURANTS:—Café de Paris, Place d'Armes.

CAFES:—De la Marine, and de Paris, Place d'Armes; De l'Europe; De Commerce.

BATHS: — Germont, Rue Neuve, 14. POST-OFFICE:—Boulevard de Strasbourg, 48. Telegraph:—Rue Nationale, 25. Cabs:—1 fr. the course: 1 fr. 40 c. an hour. Luggage 20 c. each.

Toulon, 564 miles from Paris, and 30 from Marseilles, is an important naval station in dept. Var, in a beautiful bay of the Mediterranean. It is built at the foot of a ridge of hills, called Pharon or Faron, which shelter it from the north; and is surrounded with ramparts, ditches, and bastions, and defended by a fine Citadel, built by Vauban 1680, and 11 or 12 forts and batteries. One of them, La Malgue (where Abd-el-Kader was kept prisoner), has a particularly good view. In 1793, when held by Admi. Hood, Toulon was taken by the Republicans, young Bonaparte commanding the artillery.

The town is divided into two parts,—Old and New. The former is ill built, and full of unhealthy narrow streets; the latter contains the public structures erected by Louis XIV., and several squares or places—as Champ de Bataille, Puget, and S. Pierre. Public Buildings are the Townhall, by Puget; the Hotel de l'Intendance; St. Stephen's Cathedral, which has a good interior; the Civil and Naval Hospitals; a handsome Theatre; and a Jardin des Plantes, where palms grow out of doors. It has basins for 200 sail of the line, with inner and outer harbours, sheltered on all sides. Observatory in lat. 43° 7′ N., long. 5° 56′ E. No one should omit ascending the Tower of Mourillon. The extensive *Dockyard* (no open to foreigners, contains docks for ship-building, storehouses for timber, factories for canvas, cordage, anchors, &c. Basis to St. Mandrier and its naval hospital, La Seyne, and Tamaris. Within a short distance are La Valette, St. Marguerite, Cape Brun, La Garde Château, the fine Gorge of Ollioulles, and Hyères.

H. B. M's. VICE-CONSUL.—L. Jouve, Esq.

AMERICAN C. AGENT.—A. Reynaud, Esq.

SANITARIUM, at Mad. de Traer's; founded by some English residents, and furnished by subscription, for persons of limited income; at Claret one of the healthiest spots in the neighbourhood.

CHURCH OF ENG. SERVICE, (S. P. G.), at the Sanitarium; Sunday, 10.15 and 3.15; weekly Communion; Prayers on Saints' days and Holy days.

CONVEYANCES.—Railway. See pages 55-6, 247.

Toulouse.—*Stat.*—Pop. (1876) 131,600.—

HOTEL DU MIDI.—First-class hotel, on the Place du Capitole. See Advt.

GRAND HOTEL TIVOLLIER, newly and elegantly furnished hotel. See Advt.

HOTEL DE L'EUROPE, Place Lafayette; GRAND HOTEL SOUVILLE; DE PARIS; CHAMBARD; DES ETATS UNIS; CAPOUL; BOICHERE; SACARON.

CAFES: — Tivollier, Café Diran, Européen. Omnibus, 20 c. to 40c. CITADINES, 90c. the course. POSTE, Rue St. Ursule. TELEGRAPH, Rue St. Antoine.

Chief city of dept. Haute Garonne, on the Canal du Midi and the Garonne, 466 miles from Paris; the Roman *Tolosa*, which became a capital of the Visigoths, and was taken by the Saracens, 730. It is large and well-built, containing fine streets and squares: remains of old turreted walls; a St. Etienne Cathedral, and 10 Churches, the best of which are St. Sernan (or Saturnin), and the Jacobins, a government artillery school, and tobacco factory; an old University; Academy of Floral games, (so called from the Troubadours); a well-stocked Museum of Paintings, Antiquities, Natural History, &c.; Palais de Justice, large Theatre, and part of the ancient Capitol or Capoul at the Hotel de Ville. At the Cemetery on Montrave are graves of English who fell 10th April, 1814, the last fought *Battle* before the peace. Cheap fruit, vegetables, wines, orchards, and truffles, &c. Enormous damage was done here by the great floods of June 1875; many hundred houses and 3 bridges (including the suspension bridge) at St. Cyprien were swept away.

CONVEYANCES.—Railway see pages 39, 40, 42-5.

Tourcoing.—See **Roubaix.**

Tours.—*Stat.*—Pop. (1876) 48,235.—HOTELS: HOTEL DE L'UNIVERS, close to station; one of the best first-class hotels in France.

HOTEL DE LA BOULE D'OR, Rue Royale. Fine situation. Mr. E. Guillaume, prop. English spoken.

GRAND HOTEL DE BORDEAUX.—First-class hotel on the Boulevard, opposite the Station.

GRAND HOTEL DU FAISAN. Comfortable first-class hotel. English spoken.

The Roman Turones and cap. of dept. Indre-et-Loire, on the Loire, 71 m. from Orleans, 146 m. from

Paris. There is a handsome Bridge of 1850 feet, besides two suspension bridges; with St Gatien's very fine *Cathedral*, having a rich choir, stained windows, &c.; and St. Julien's Church. The large number of English who used to reside here, is diminished by the cost of living. Mame's is an important printing establishment. Notice the Palais de Justice; Museum; Library; Henry II. Castle; Tristan l'Hermite's and other old houses; statue of Descartes; and remains of the Abbeys of St. Martin-de-Tours (two towers) and Marmoutier.

Here Charles Martel stopped the Saracens in the decisive Battle of A.D. 732. It became the seat of part of the French Government September 12, 1870, when M. Crémieux and the Foreign Ambassadors moved from Paris. Gambetta arrived here on 9th September, having escaped from the capital in a balloon, and proceeded to raise the provinces. It surrendered to the Germans on December 21, after the Government had left for Bordeaux. Excursions to Plessis-les-Tours; to *Mettray*, an institution for reclaiming juvenile delinquents; and to *Verets* (near Chénonceau Castle), with Viollet-le-Duc's statue of Paul Courier, who was murdered here (1825).

CHURCH SERVICE, at the English Church; Chaplain, Rev. K. Kirby, appointed by Col. and Cont. Church Society. FRENCH PROTESTANT CHURCH, service on Sundays at 2 p.m.

COLLOQUIAL FRENCH, taught by Mr. l'Abbe Coussault, 20, Rue St. Pierre des Corps, see advt.

CONVEYANCE.—Rail.—pp. 34, 37, 38, 39, 42, 71.

Trevoux.—See Route 27, Special Edition.

Trouville-sur-Mer.—*Stat.*—Pop. 5,760. HOTELS:—DE PARIS; DE LA PLAGE; BELLE VUE; DU BRAS D'OR.

This is a fashionable bathing place, in dept. Calvados, in the R. Seine's mouth, on the small river Touques, 137 miles from Paris, and about 10 miles from Havre (opposite) with which daily communication is kept up by steamers. Trouville has been rapidly increasing in reputation for several years past, and is admirably adapted for sea-bathing; the shore being sand, without shingle, extending for miles on each side the town. Many of the villas are tasteful and elegant, and the scenery in the neighbourhood is very pretty and English. Chalet Cordier, on Hennequeville Hill, was formerly the summer residence of M. Thiers; Houlgate is that of Queen Isabella. Here Louis Philippe embarked, 1849, in his flight to England; and the Empress Eugénie in 1870. Visitors are cautioned against the exorbitant charges.

There are in the vicinity two other sea-bathing places, viz., **Villers-sur-Mer**; and **Houlgate** or **Beuzeval**; with excellent accommodation for visitors at both places. A third place of resort, **Cabourg**, is nearer to Caen, **Deauville**, is opposite Trouville, as above. Pop. 1,250. HOTELS:—Grand H. du Casino, de l'Europe, on the sea. It was founded by the late Duke de Morny, (whose statue is here) and Sir J. Olliffe, Physician to the British Embassy. It has a handsome Casino, and an Esplanade two miles long, with extensive sands. The Deauville Dead Society have constructed a good Church in which *English and French Protestant Services* are held twice every Sunday in summer. Chap. supplied by the Col. & Cont. Ch. Soc.; and also for Buezeval. Excursions to Criquebœuf, Côte de Grace, and Dives, where Will. the Conqueror embarked 1066. Mad. de Sévigné's house is here.

CONVEYANCES.—Railway, see page 26.

Steamer to Havre daily, see alphabetical list.

Troyes.—*Stat.*—Pop. (1876) 41,275. HOTELS DU MULET; DU COMMERCE: DES COURRIERS.

The Roman *Tricassae*, chief town of dept. Aube, in Champagne, on the Seine, 103 miles from Paris; the centre of Napoleon's operations 1814; with picturesque streets of wooden houses; and a Mall or walk along the ramparts. Chief edifices—A good 13th cent. Cathedral; Churches of St. Urban (founded by Pope Urban, a native), St. Madeleine, St. Pantaleon, and St. Jean, where our Henry V. married Princess Katherine, after the treaty of 1420. Hotel de Ville; Library of 100,000 vols., and Museum; statues of Pope Urban and Lafontaine. Cotton stockings made. Troy weight takes its name from this town.

CONVEYANCES.—Railway, see pp. 62, 68, 70, 75.

Uriage.—In dept. Isère, 7½ m. from Grenoble. —HOTELS: DU ROCHER; DU CERCLE; DES BAINS; DU NORD; DU MIDI.

RESTAURANTS:— ROBIN; MONNIER; CARTIER. Pop. 2234. In the vale of Sonnant, 1360 feet, above sea. Sodic and sulphurous water. Bathing Establishment, Douches, &c. Gallo-Roman remains, Aqueduct, Piscina, &c. Remarkable collection of Antiquities in the Château d'Uriage.—Excursions.—La Montagne des Quatre Seigneurs (3094 feet fine view); La Ferme du Marais, 36 5 feet, 1 hour 15 minutes; La Chartreuse de Prémol, (ruins), 3593 feet. Refreshments and if required shelter for the night, chez la garde. Ascent of Chamrousse (4 hours), panoramic view. The Cascade de l'Oursière, formed by the Dompenon from the Glacier of Belledonne. Rail. p. 51.

Valenciennes.—See Route 27, Special Edition.

Valenciennes.—*Stat.*—Pop. 28,000. HOTELS: DU COMMERCE; DES PRINCES; DU NORD DE BRUSSELS; VAUBAN.

Conveyances at the Station, a quarter of a mile distant from the town; there is a good Buffet here.

A fortified town in dept. Nord, 20 miles from Douia, on the Scheldt, at its confluence with the Rhondelle, by which it may be surrounded for three-fourths of its circumference by water, retained by means of sluices in the fortifications. The town is well built; the houses are generally of brick and white stone. The *Hotel de Ville*, in the Gothic style, is highly decorated; the handsome façade, surmounted by an attic, adorned with Cariatide figures, representing the four seasons. The Hospital and the Theatre are also remarkable. Many agreeable promenades will be found—the Cours Bourbon the Place-Verte, &c. From the Citadel the valley of the Scheldt is seen to advantage. Froissart, the historian of the 14th century, was born here.

The coal basin, Valenciennes, covers 145,000 acres, and furnishes three quarters of the coal

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obtained in France. It is also noted for its beet-root sugar, lace (now a coarse sort), fine cambric, linseed oil, cotton yarn, and hosiery.

Railway, see page 13, 14, 16, 17, 81 and 86.

Vals. See **Le Puy.**

Verdun —*Stat.*—Pop. 12,400.—HOTELS:—DE L'EUROPE; DES TROIS MAURES.

One of Vauban's fortified towns, in dept. Meuse, 42 m. from Metz, on the river Meuse, noted as a place for English prisoners in the Revolutionary war, which ended 1814. It surrendered to the Germans, 9th November, 1870, with 4000 prisoners and 160 guns.

CONVEYANCES.—Railway, see pages 67, 75.

Vernon.—See Route 25, Special Edition.

HOTEL DU LION D'OR.

CONVEYANCES.—Railway, see pages 24 and 31.

Versailles.—*Stat.*—Pop. (1876) 49,850.

HOTEL VATEL & GRAND H. DES RESERVOIRS.—Restaurants in Rue des Reservoirs. Charges are high at the Restaurants opposite the Station; better accommodation in the town.

Chief town of dept. Seine-et-Oise, 11 m. from Paris, by either side of the Seine. In the town are the Hôtel de Ville, large barracks near a statue of Gen. Hoche, roya stables, hospital, college. Louis XIV's *Palace*, with its noble galleries and saloons, extends 1400 feet, has 375 windows, and cost 40 millions sterling. It is now turned into a Historical Museum, or collection of paintings, representing the wars of France, from the earliest period to the present time. It was the head-quarters of the King of Prussia, 5th Feb., 1871; who was here proclaimed Gorman Emperor, 18th February, 1871. The National Assembly removed from Bordeaux to the Theatre here, after the insurrection of the Commune at Paris, March 18, 1870; and here the two Chambers continued to meet till 1880.

The *Palace* is filled with statuary. It takes 4 hours to wander through the apartments and gardens. The principal masters who have contributed to its adornment are Horace Vernet, Paul Delaroche, and Johannot. Here are the Cabinet of Natural history, the Opera Saloon the Chapel, the gardens and statues, fountains, and cascades, planned by Louis XIV., and the two Trianons. The Hall of the Jeu de Paume or Tennis Court, the scene of the first decided act of the great Revolution, is also interesting.—A Catalogue may be bought in the Palace; which opens every day, except Mondays, from 11 till 4. The Water Works play once or twice a month from May to October. The Park, is 20 miles round.

CHURCH OF ENGLAND (C. C. C. Soc.)—Service, in the Œil de Bœuf, at the Palace; while the church in Rue du Peintre Lebrun is rebuilding. On Sundays at 11 and 4. Holy Communion every Sunday; on the first and any fifth Sunday of a month, at 8 a.m.; on all others at the 11 o'clock service. Chaplain, Rev. R. Hemphill, M.A

CONVEYANCES.—Railway, see pages 28, 30, and 32. All baggage is examined at the Octroi. Tram Railway to Paris about every hour, via Sèvres and the Champs Elysées. The fare is high. The new Experimental Camp is at Satory.

Vichy.—*Stat.*—Pop. 5,750.—HOTELS:—

GRAND HOTEL, situated on the Park, facing the Casino and the New Music Kiosk. First-class.

GRAND HOTEL DES PRINCES, Favier-Naud, Proprietor; recommended; very well situated.

GRAND HOTEL MOMBRUN AND DU CASINO—first-class hotel, beautifully situated.—See Advt.

GRAND HOTEL DES AMBASSADEURS, first-rate hotel, well situated. Recommended.

GERMOT GRAND HOTEL DU PARC, opposite the baths and the park; comfortable and elegant.

GRAND HOTEL DE CHERBOURG, well situated, first-class Hotel. See Advertisement.

DE RICHELIEU; DU LOUVRE; DE LA PAIX.

The prices of the hotels in Vichy are from 12 to 20 frs. per day. Dinner at the table d'hôte and breakfast, at the second-rate hotels, 10 to 12 frs. per day. CABS, 1 horse 1½ fr. the course; 2½ fr. the hr.

Vichy is in the departments of the Allier. 250 miles south-east of Paris, upon the banks of the Allier, about 40 miles south of Moulins; in a beautiful valley enclosed in an amphitheatre of hills, covered with a profusion of fruit trees and vineyards. It is the most frequented watering-place in France, and contains nine Springs, which all belong to the Thermal Establishment, except the Puits Lardy, which are private property. There are 440 bathrooms and 56 douches. Temp. of waters up to 113° Fahr. They contain bicarbonate of soda; and are especially useful in diseases of the liver, stomach, and bladder. Roads in the vicinity are good, and fine views may be obtained. Strangers will find every convenience in the town; with a good supply of carriages, saddle horses, and donkeys. Good fishing in the Allier. Season from 15th of May, to 1st of October.

Vichy is divided into the old and the new towns, Vichy la Ville and Vichy les Bains. The old town is picturesque, with its broken walls and its ancient tower; and it is evident from the Roman road, "the Jews' town," and other remains of olden times, that Vichy la Ville was once much more populous than it is now, and possibly ranked one of the foremost of the *aquæ calidæ* of the Romans. A large number of English and Americans resort here in the season, and many remarkable cures of gout and rheumatism are reported.

The principal Hotels are around and near to the *Old Park*, at one end of which is the Thermal Establishment, and at the other the handsome new Casino. A band plays in a kiosk near the Casino.

RESORTS.—The Casino, Le Parc, Le Parc Anglais.

EXCURSIONS.—Cusset, 2½ miles; old town with houses of the 15th century, 3 miles; Montagne Verte, Restaurant, fine view: Côte Saine Amand (480 yards), fine view, 2½ miles; La Montagne Verte, beautiful views, 3½ miles; L'Ardoisiere, valley and river, 5 miles; Château Bourbon Busset, 8 miles; Forest of Montpensier, and Château Randau, 8½ miles; Châteldon, very picturesque, 12½ miles; Clermont, and the Puy de Dôme, fine mountain scenery, 25 miles by rail.

ENGLISH CHURCH SERVICE (Summer), at the "Temple Protestant," in Place du Marché. Chap.

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appointed by the Col. and Continental Church Soc.

CONVEYANCES:—Railway by St. Germain des Fosses to Paris, Orleans, Tours, Lyons, Geneva, &c. See page 58.

Vienne.—*Stat.*—Pop. 24,810.—HOTELS:—DU NORD; DE LA POSTE.

A sous-préf. of dep. Isère, 19 miles from Lyons; the Roman *Vienna*, a very early seat of Christianity in France, standing under the cliff of the Rhône, at the influx of the Gère, which supplies the motive power to a number of cloth mills, paper mills, and iron works. A suspension bridge to St. Colombe. The principal objects of attraction are the Museum, which was a temple dedicated to Augustus, and contains Roman inscriptions, marbles, fragments of columns, capitals, &c.; the ancient portico called the Arc de Triomphe, once part of the Forum; the cathedral of St. Maurice; the tower of St. André le Bas; and outside the town the *Aiguille*, a sort of Roman obelisk. From the Tour de Manconsell, Pontius Pilate who was banished here, is said to have thrown himself. A.D. 38. In the neighbourhood are lead mines, and Ampuis, where the Côte Rotie wine is produced. Mont Pilas, in view, is 4516 feet above sea.

CONVEYANCES.—Railway, see page 50. Steamers to Avignon and Lyons.

Vitré'.—*Stat.*—Pop. 8,900.—H. DES VOYAGEURS.

An old walled town in a picturesque part of dep. Ille-et-Vilaine, 21 m. from Laval, at the junction of the Fougères branch with the Western line. It has an ancient church, convent, and ruined castle of the Tremouille family. Savary, author of *Letters on Egypt*, was born here. Madame de Sévigné's seat is at *Rochers*, 1½ mile south.

CONVEYANCES:—Railway, see pages 28 and 29, to Fougères—the latter through fine scenery.

Viviers.—See Route 29, Special Edition.

BELGIUM.

For a more detailed description of Belgium and the Rhine, see BRADSHAW'S ILLUSTRATED HANDBOOK OF BELGIUM AND THE RHINE, with Plans of the Towns, and Panorama Map of the Rhine, the Sambre, Meuse, &c.—*Price Five Shillings.*

BELGIUM, a small kingdom situated between 49°27' and 51°31' north latitude, and 2°37' and 6°0 east longitude. Its greatest length from N.W. to S.E. is about 175 English miles, and its greatest breadth from N.E. to S.W. about 127 English miles. Its superficial area is about 7,279,448 English acres, or 11,375 square miles. In this it exceeds the kingdom of Saxony, which is only 5,780 sq. miles; and of Würtemberg which is 7,530 sq. miles. The general aspect of Belgium is level, indeed it contains no ridge that could be properly called a mountain. The southern portion, however, is picturesque and romantic, like a little Switzerland, but towards the north it sinks into a flat plain. The country in the northern provinces, along the rivers and estuaries is, like that of Holland, protected from inundation by dykes; and along the open sea by sand hills or downs, which vary in breadth from one to three miles, rise to a height of fifty or sixty feet, and are in most cases thickly covered with pine trees. The coast is filled with sand banks, which render the navigation very intricate.

In climate the Belgian provinces differ much: for whilst in Luxembourg the climate is temperate, in Liège it is somewhat hazy. In Namur the air is sharp and agreeable, and in Hainault the climate is mild and temperate. East and West Flanders enjoy a moist climate. The summer here is not too warm, and the winter not very cold. In fact Belgium deserves, in every respect, the flattering denomination of "JARDIN DE L'EUROPE," which it first received from its late King, Leopold I, and it has often been said and repeated, by the most eminent travellers, that no tour on the Continent can be considered complete, without a visit to this admired country, and a sojourn of a few days in Brussels, its beautiful capital.

Commerce, Trade—Productive industry has long characterised the Belgians, the principal productions of which are Brussels, Mechlin, Bruges, Ghent, and St. Trond lace, the cloths of Flanders, Brabant, and Hainault, the printed cottons of Ghent, Brussels, and other places, the bleaching establishments of Courtrai, which rival those of Haarlem, the carpets of Tournai, the papers of Liége, with its military arms and cutlery. The industry of the Flemings has within two hundred years converted a tract of land, once a sandy and barren heath, into a beautiful garden; and the produce of its wheat is often not less than sixteen to one, and oats ten to one; whilst scarcely in any part of Britain does wheat give more than eight to ten for one. East and West Flanders alone produce annually flax to the amount of £1,600,000. The coal mines of Hainault produce more than those of the whole of France; and the annual quantity raised in Belgium is 2,000,000 chaldrons. More than 150,000 tons of iron are annually founded. The cotton manufactures have improved steadily since 1830 and now represent a capital of £3,000,000 sterling. Principal exports are corn, bran, coal, oil, lace, woollen and cotton cloths, linen, canvas, arms, cutlery, and ironmongery. The Exports and Imports to and from England, (1877) were 12½ millions and 11½ millions respectively. Antwerp, the principal port, is a growing rival to Havre.

Population—(1878)—5,477,000, of two distinct stocks—the *Germanic* & the *Celtic*. To the former belong the proper Belgians or Netherlanders, who formerly spoke only the Flemish tongue, and a small number of German-Dutch—mostly in Limburg and Luxembourg. To the latter, the Walloons, who inhabit the southern portion of the country who spoke the French-Flemish or the Walloon—two dialects of the French language, which has now become the language of the country.

Government.—The Administrative divisions of Belgium consist of nine Provinces, subdivided into arrondissements, communes, and cantons. The States composing Belgium belonged to Austria, till 1795, when France annexed them to Holland. Upon the revolution of 1830, and the separation from Holland, Prince Leopold of Saxe-Coburg, uncle to Queen Victoria, became Leopold I, King of the Belgians in June 1831. He was succeeded in 1865 by his son Leopold II, the reigning king; who was born 1835, and has three daughters. A son died 1869; and the king's brother, the Count of Flanders, is the present heir apparent.

Revenue (1879).—£10¼ millions, nearly balanced by the Expenditure. **Debt** 52 millions.

Army—Peace establishment, 46,400 men, with 204 guns. Belgium has no Navy. Her mercantile marine numbers 48 vessels (45,000 tonnage), and 260 fishing boats.

Railways.—About 2,320 miles open (1878), mostly belonging to the State. The railway system was adopted 1834, and at present there is no town of any importance without railway communication. No free allowance of luggage. Children from 3 to 8, half-price. Return Tickets at a fare and a half are issued for a great many places, at all Stations to all classes; Express fare is 25 per cent. higher than the ordinary fare.

Electric Telegraph.—About 3250 miles now open (1878), in connexion with the Submarine Telegraph. Tariff, 50c. (5d.) for 10 words, and an additional fare of 10 centimes for each series of 5 words above the first ten, to any station in Belgium; to U. Kingdom 2d. a word. From any Station in Belgium to England: 80 centimes for a message of 5 words, and an additional fare of 15 centimes for each word above the first five.

Money.—100 centimes = 1 franc = 9½d. (exactly 9 2-5th d.) GOLD COINS.—Pieces of 20, 10, and 5 francs, worth respectively 16s.; 8s.; 4s. SILVER COINS.—Pieces of 5, 2, 1 franc and 50 centimes, worth respectively 4s.; 1s. 7d.; 9½d.; 4½d. BRONZE COINS.—Pieces of 1 and 2 centimes. NICKEL COINS.—Pieces of 20, 10, and 5 centimes. English Sovereigns are convertible into francs throughout Belgium, at the rate of exchange of the day. The Sovereign or Pound Sterling, is always worth its par value of 25 francs, and sometimes from 10 to 20 centimes more.—From *The Money, Weights, and Measures of all Nations*, by W. A. BROWNE, LL.D. London: Stanford.

Postage.—10c. and 5c. per Inland letter, under ½ oz; and 25c. to England, etc., in the Postal Union. Cards 10c. (foreign) and 5c.; Newspapers 5c. Money Orders, see p. xlvii.

Hotels.—The hotels are remarkable for cleanliness, the service is well attended to, and the charges no higher than in any other Capital on the Continent. Belgium not being a wine country, the wines are not so cheap as in France, and at the table d'hôte are paid for extra. A travelling Bath is a useful thing to bring with you, as in many places baths are very small or hardly known.

Churches.—Some of the best are found in small towns seldom visited. The following are given in their order of merit:—Tournai, Brussels (St. Gudule), Antwerp, Mons, Ypres, Malines, Liége (St. Paul), Lierre, Louvain (St. Pierre), Ghent (St. Bevon), Bruges, Hal, Herenthal, Alost, Tongres, Diest, Furnes, Dixmude, &c. NOTE.—Churches are nearly always closed from 12 to 3.

Town-Halls.—The most remarkable are:—Brussels, Louvain, Ypres, Ghent, Bruges, Oudenarde, Antwerp, Courtrai, and Mons.

Routes from London to Belgium, 1.—By South Eastern Railway from Cannon Street and Charing Cross Stations to Dover, at 7.40 morn. and 8.25 night. By London, Chatham, and Dover Railway from Victoria and Ludgate Hill Stations at 7.35 morn. and 8.15 night. Steamers leave Dover for **Calais** and trains leave **Calais** for **Brussels**, *viâ* **Lille**, and thence by the newly opened short line to **Tournai, Hal,** &c. **Brussels** at 6.5 morning and 4.55 evening at the South Station.—See page 82.

2.—By the above Trains from London to Dover, and thence by Mail Steamer for **Ostend**, 9.40 morn., and 10.20 night daily. Trains leave **Ostend** for **Brussels** at 3.50, 6.20, 6.25, 9.0, 11.55 a.m.; 3.0 and 6.4 p.m. See p. 80. For further particulars, see advertisement, pages 692 and 693.

3.—To **Antwerp** by the Great Eastern Railway from Liverpool Street Station, *viâ* Harwich, every Monday, Wednesday, and Friday. For particulars—see page inside the cover. **4.**—By Steam to **Ostend** every Sunday, and Wednesday, direct from St. Katherine's Wharf. See Alphabetical list. The "Swallow" and "Swift" are good new ships, and perform the passage in ten hours.

5.—By Steam to **Antwerp**, direct from Irongate and St. Katherine's Wharf, every Tuesday, Thursday, and Saturday. See list of Steamers. The General Steam Navigation Co's. steamers are superior first-class ships. The Belgian Company's ship "Baron Osy," is also a very fine vessel. They perform the passage in about 17 hours, and reach Antwerp on the day after leaving London, in ample time to enable the passengers to proceed, if they wish, by the first or second train to Brussels. But few persons do this, as the "glorious works of art" in Antwerp are objects of too much interest to be passed unvisited. Railway to Brussels, page 85. **6.**—By the Screw Steam Shipping Co's Steamers from off Irongate Wharf to **Dunkirk**, thence by Rail to any part of Belgium.

8.—Grimsby to Antwerp, by the Manchester, Sheffield, and Lincolnshire Railway Company's first-class Steamers, every Wednesday and Saturday. Average passage, 20 hours. See advertisement, page 703. **Hull to Antwerp**, by General Steam Navigation Co.'s Steamers; or Brownlow, Marsden & Co.'s Steamers.

Custom House Examination of Baggage takes place at the Seaports; and at Brussels and the frontier places.

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DESCRIPTIONS OF TOWNS, &c.

Alost, or Aalst.—*Stat.*—Pop. (1877) 21.110,
HOTELS: DE FLANDRE; DES TROIS ROIS.

On the river Dendre, 18 m. from Brussels; the chief town of the district of East Flanders, and said to owe its origin to a fortress built by the Goths in 411. It was formerly the capital of Imperial Flanders, and was burnt by a conflagration in 1360: in 1667 the celebrated Marshal Turenne took and dismantled it. The *Town Hall*, a fine Gothic edifice, built in 1210, was unfortunately burnt 1879. The collegiate church of St. Martin was built by the same architect as the cathedral of Amiens, and contains a fine picture by Rubens, representing the "Plague of Alost." Linen, soap, and thread-lace, are the chief manufactures. Great Hop Market. Railway, see pages 80, 84.

ANTWERP, or Anvers. in French.—*Stat.*—Pop. (1877) 155,820 —(*With Map in Special Edition.*) HOTELS:—HOTEL DE L'EUROPE, on the Place Verte, close to the Cathedral; exceedingly good in every respect, and charges reasonable.

HOTEL ST. ANTOINE—Well situated, first-class hotel; highly recommended to English and American travellers.

HOTEL DE HOLLANDE, good second-class hotel, moderate charges.

HOTEL DES FLANDRES.—A very good hotel, J. J. Lambert, prop. Great attention paid to visitors.

HOTEL DE LA PAIX, Rue des Menuisiers, in the centre of the town. Deservedly recommended for its good accommodation and moderate charges.

HOTEL DU COMMERCE.—Rue de la Bourse, close to the Exchange and the Place de Meir, second class hotel, recommended. HOTEL DE L'ETOILE. HOTEL DU DANEMARCK. HOTEL DU BIEN ETRE HOTEL DU GRAND LABOUREUR.

OMNIBUSES call at the hotels to convey passengers to and from the railway station.

CABS—for 1 to 4 persons, 1½ fr. the drive or for an hour. Cab stands in Place Verte and Place de Meir.

The Steam-Packet direct from London to Antwerp reaches the mouth of the Scheldt a few hours before or after midnight. Baggage is examined after passing Fort Lillo.

Capital of a province, and the first commercial town of Belgium, on the Scheldt, 60 m. from the sea, 77¼ from Brussels, 32 from Ghent, 150½ from Cologne, and 258¾ from Paris. It has magnificent Docks, constructed by Nap. I., large enough for 2000 ships. The trade of the port is on the increase; colonial produce, wool, guano, petroleum, tallow, wheat, etc., enter through it. The South Citadel has been moved to give more quay room; and a large new Citadel built.

Antwerp is improving every day, but the ancient, winding, narrow streets, like those of many of the towns in Belgium, are not laid out upon any plan, and have followed the natural caprices of a growing population. The quaint old houses, six or seven stories high, tapering up to a pinnacle, have their oriel fronts adorned with the tracery which characterises the buildings erected in Flanders by the Spaniards.

The city arms are Two Hands, in allusion to the name (*aan*, a hand, *werpen*, to throw), derived from a certain giant, Antigonus, who cut off the hands of those who would not pay toll, and threw them into the Scheldt; till he was conquered by another Giant Brabo, who gives name to Brabant. Statues of Bodnognatus (of Cæsar's time), Leopold I., Rubens, Teniers, Vandyck, Schoonbeke, Carnot, etc., are seen.

The churches are embellished by some of the best productions of *Rubens* and *Van Dyck*, and other great masters of painting, natives of the city. They are closed between 12 and 3; but this is the best time for seeing the pictures; a fee is charged, namely, 1 fr. for 1 person, and ½ a fr. for each additional person.

Cathedral of Notre Dame (open on Sunday and Thursday, Free; on other days, after 12, for 1 fr. Tickets at the Gardien's, near the south door.) The beautiful tapering Gothic *Spire*, 402 ft. (or 600 steps) high, is in lat. 51° 13′ N., long. 4° 24′ E. Entering, the first object of attraction is the celebrated painting—with engraved copies of which most people are familiar—viz., *The Descent from the Cross*—reputed to be the *chef d'œuvre* of Rubens.

On the other side is the "Elevation of the Cross," which Sir Joshua Reynolds describes as one of the best compositions painted by Rubens. The "Assumption of the Virgin," and "The Resurrection," are by the same master. "St. Francis," by Murillo. The pulpit is of carved wood.

In front of the west door of the cathedral is a remarkable work in iron, a Well by the celebrated Antwerp blacksmith, Quentin Matsys, who subsequently became a great painter; and in the Place Verte, is a fine statue of *Rubens*, born here 1577, while his father was a refugee at Siegen (which also claims him). He lived (1580 to 1600) at 54, Plain de Mer. His tercentenary was observed 1877, with great splendour.

The church of *St. Jacques* contains many precious and rare works in painting and sculpture. The tomb of Rubens (died 1640) is the principal object of attraction. The altar-piece is also by Rubens; the "Saviour Crucified" is by Van Dyck. The fine marble statue of the Virgin is by Duquesnoy.

St. Paul's Church contains a representation of Mount Calvary,—the Crucifixion—and the Ordeal of Purgatory. The rough manner in which these scenes are represented, forms a contrast to the other works of art in the church. The "Adoration of the Shepherds," is said—but not generally considered—to be the production of Rubens; others are "The Descent from the Cross," a magnificent altar piece—"The Works of Mercy,"—and last, though not least worthy of notice. "The Scourging of Christ," by Rubens.

The churches of St. Augustine and of the Jesuits also contain several good paintings and statues in wood. In St. Augustine's is Rubens's "Marriage of St. Catharine." St. Andrew's has a carved pulpit, by Verbruggen—the Calling of Andrew.

The collection of pictures at the *Museum* is

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open every day (*free*), 10 to 3. Quentin Matsys has several works of merit here—his "Descent from the Cross" one of the best; "The Dead Christ;" "The Virgin and Child;" "St. John;" "A Holy Family;" "Our Saviour on the Cross;" "Christ between the two Thieves." Rubens has the "Adoration of the Magi." The wall paintings are by De Keyser. Teniers, Van Dyck, Sneiders, and Jordaens, all celebrated Flemish painters, were born in Antwerp.

At the new Town-hall are carvings and paintings of the late Baron Leys; born 1814, in Rue Leys, in a handsome house, which contains some of his frescoes & other works. The Oudheden Museum, on the site of the Steen or Castle, has a good collection of mediæval antiquities. The old house in Marché de Vendredi, of the *Plantin-Moretus* family, printers from the time of Phil. II., now belongs to the town, with its thousands of MS. letters of scholars, portraits, books, paintings, &c.

The fine old Gothic Exchange, burnt 1859, is replaced by a new one by Schadde. The Zoological Gardens are well worth visiting.

H. B. M.'s Consul, E. A. Grattan, Esq.

American Consul.—J. Weaver, Esq.

English Church Service (C. C. C. Soc.) at the Eng. C., Rue des Tanneurs; Chap., Rev. R. Byron.

Post Office, in Place Verte.

Ship Brokers.—Messrs. B. Kennedy & Hunter, Agents of the General Steam Navigation Company.

Conveyances.—Railway see p. 80, 84-5, 94, 101, 103, 105, 111. Steamers to London (17 h.) by Gen. St. Nav. Comp. Steamers, or the Belgian Comp. "Baron Osy." To Rotterdam and to Hull. To London (via Harwich) by Gt. East. Co.'s Steamers. See Advt. inside cover, and Steamer List.

Ardennes—See **Rochefort.**

Arlon.—*Stat.*—Pop. 5,700. Hotel du Nord. Omnibus to Trains (p. 105). Cap. of Luxemburg, 17 m. from Luxemburg, 1250 ft. above sea.

Ath.—*Stat.*—Pop. 8,135.—Hotels: — Du Cygne; Du Paon. A fortified town, in Hainault, on the navigable R. Dendre. Tradein flax, hemp, and hops. Rail, pp. 82, 84, 88.

Audenarde.—*Stat.*—Hotels:—De la Pomme d'Or; Du Lion d'Or.—A picturesque town in W. Flanders, the same as **Oudenarde,** where Marlborough defeated the French, 7th July, 1708. Pop. 6,265. It has a fine Gothic Town-hall.

Conveyances:—Rail, see pp. 80, 88.

Blankenberghe.—A small but favourite bathing-place on the North Sea, in W. Flanders, 7 m. from Bruges; having a long "Digue" lined with houses, hotels, and villas.—Hotel:—Grand Hotel des Bains. Rail, pages 95, 101.

Eng. Ch. Service, in the season at 11 a.m and 2.30 p.m, at the Chapel in Rue d'Ouest, near the parish church. Holy Communion every alternate Sund. Chaplain, as at Bruges.

Braine-le-Comte.—*Stat.*—Pop. 6,220 In Hainault, 14 m. from Mons; built by Brennus, in the time of Julius Cæsar and half ruined by the Spaniards about 1677. It yields some of the finest flax in Belgium. At *Steenkerke*, Luxembourg defeated William III., in 1692.—Rail, see pages 14, 82, 86, 92, 101 and 102.

Bruges.—*Stat.*—Pop. (1877) 44,950. Hotels: Hotel de Flandre.—Anold-established house famous for its fine wines and good dinners.

Hotel du Commerce, a first-rate old-established house, enjoying an excellent reputation.

Hotel de l'Univers. Hotel de l'Ours d'Or.

Vigilantes—the course, 1 fr.; 1st hour, 1 fr. 50 c.; afterwards, 1 fr. Omnibuses at stat. or the Vrydags Market: fare to Hotels, 50c.

Bruges, the Flemish *Brügge* (or Bridges, of which there are fifty short ones) is the capital of W. Flanders, 55 miles from Brussels, 8 miles from the North Sea. It is 4½ miles in circuit. Here 6 canals meet, from Ghent, Ostend, Dunkirk, Sluys, Furnes, and Ypres, in the large Dock or Basin. Bruges, in the 15th and 16th centuries, was the great commercial capital of Northern Europe. Here Caxton lived, as a mercer, about 30 years (down to 1476), in the Domus Anglorum, of which he was governor 1463-9; and here, at Colard Mansion's press over the porch of St. Donatus, he brought out, about 1474, his black letter 'Recuyell of the Historyes of Troy," the first book printed in the English language. The Cathedral 330 ft. long, 90 ft. high, is a large Gothic brick building, rich in paintings, tombs, and banners of the Golden Fleece. The Gothic church of *Notre Dame* has a marble of the Virgin & Child, supposed to be by Michael Angelo, and, in the aisle south of the choir, the fine *Tombs* of Charles the Bold, the last Duke of Burgundy and his daughter, Mary. Among paintings notice the Virgin & Child, by Van Dyck; the "Adoration of the Shepherds," and the "Adoration of the Magi." The Pulpit is a highly finished carving in wood. Entrance 1 fr. when church is shut; 1 fr. to see tombs of Charles and Mary. The *Hospital of St. John*, close to Notre Dame, has pictures by Hans Memling; 50 c. entrance fee. At the Town Hall is the Chapel of St. Sang, a Gothic gem. St. Jacques is a Gothic brick church. The Jerusalem is a round church.

The *Belfrey* of Bruges 350 ft. high, at the Halles, has a celebrated chime of bells, 48 in number, played 4 times an hour by curious machinery, which can be inspected by paying a small fee. Lace-working is seen in almost every street. The Fish market is very curious. Bruges has the characteristics of a Dutch town, more than any other in Belgium. The Hôtel de Ville is a fine Gothic edifice of the 14th century; its Library (15,000 vols.) has valuable MSS. Museum or Academy has some fine paintings of Van Eyck and others. Van Eyck's statue stands near it; that of Memling, near the Palais de Justice (which has a good fire place). The Lion du Flandre was Ch. II's house.

Church of England.—At the chapel, Rue d'Ostende. Divine service on Sundays, at 11 a.m. and 2.30 p.m., in winter; at 11 and 7, in summer. On festivals at 11. Holy Communion at 11 on 1st Sunday; at 8.30 a.m. on 3rd Sunday. Chaplain, Rev. A. V. Hughes Hallett, M.A.

Excursions may be made to the three Flemish towns of Nieuport, Dixmude, and Furnes. The rail to Lille passes Thourout, near which is

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Wynendael, or *Wynendale Castle*, where General Webb defeated the French, 1708, for which Marlborough's favourite, Cadogan, got the credit.

For Through Route to the Rhine, see first Time Tables of Belgian Railway.—p. 90.

Conveyances.—Rail, see pp. 80, 94, 95, 98, 101.

BRUSSELS (*Fr.* **Bruxelles**).—*Stat.* Pop. (1877) 164,600, or 380,240, including the surrounding Communes.—(*Map in Special Edition.*)

Hotel de l'Europe, Place Royale, bears a very high character. Table d'hôte at 5 o'clock. Dinners at any hour.

Hotel de Flandre, in the Place Royale, has been considerably enlarged.

Hotel de Belle Vue, a large establishment kept by Mr. Dremel of Dresden.

Hotel Mengelle, 75, Rue Royale.—English and American Hotel. Recommended.

Hotel de Saxe, Rue Neuve, lower town, Mr. Karvand, proprietor. Recommended.

Grand H. de Brussels, 21, Boulevard Central, 220 sumptuously furnished rooms, replete with every comfort. Lift. Baths. C. Gavetto, manager.

Hotel de Suede, Rue de l'Evêque, First-class hotel, overlooking the new Boulevards.

Hotel de la Poste, 28, Rue Fossé aux Loups, near the Place de la Monnaie. See Advt.

Grande Hotel Britannique, well situated, Place du Trône, No. 3, near the King's palace, and the Boulevards. Castreuil, proprietor.

Hotel de l'Univers.—Kept by Mr. Schoeffler-Wiertz. Very good; situated in the centre of the town, near the North Railway Station.

Barber's Hotel de France, Rue Royale, corner of the Montagne du Parc. Well known first-class, superintended by the proprietor himself. See Adv.

Hotel de Hollande, Rue de la Putterie, situated in the heart of the city, between the Cathedral and the Grand Place, is quiet and comfortable.

Hotel Windsor, Rue de la Regence, upper town.

Hotel Wellington, 43, Rue Neuve, newly opened by the proprietor of the Callo's Hotel—Rue des Bouchers.

Grand Hotel Germany, 15, corner of Boulevard Botanique, and the Boulevard du Nord.

Hotel du Grand Miroir, 28, Rue de la Montagne, central for business and pleasure, near the theatres, and the Galeries St. Hubert.

Hotel de Vienne.

English Hotel.—Good second class for commercial travellers, 44, Rue de Brabant, opposite the North Station.

English Boarding House, kept by G. Janssens Jamagne, successors to Miss Adolphine Stievenar, No. 26, Rue de Vienne.

English Boarding House, 45, Avenue de la Toison d'Or: kept by B. De Boeck, proprietor.

English Boarding House, kept by Mrs. Bourecoud, 6, Rue Jourdan (Avenue Louise). See advt.

French and English Pension.—Mme. Gachet receives families by the year, month, or week, 10, Rue Caroly, (near the Rue du Trone). See Advt.

Boarding House, 22, Rue Belliard, (Quartier Leopold). Moderate terms.—See Advt.

Boarding House, 11, Rue de Marnix. Kept by an English Lady. See Advt.

Private Hotel, 33, Boulevard de l'Observatoire Sic Advt.

Horton's Prince of Wales Commercial Inn and Tavern, 8, Rue Villa Hermosa, near the Place Royale, first street to the right descending the Montagne de la Cour.

N.B.—Luggage registered from Cologne is examined here (not on the frontier), and should be asked for at the "Cologne" bureau.

Conveyances.—Vigilantes (1 horse Cabs), between 6 a.m. and 11 p.m., as follows. For the Course (any where within the town) 1 fr. for 1st half-hour; every quarter of an hour after 40 c. Per hour for 2 horse Fiacres, the charge is 2 fr. 1st half-hour; every quarter of an hour after, 50 c. more. Drive on the boulevards and to the Bois, 1 horse cab, 2 fr. per hour; 2 horse cab, 3 fr.

Tramways through the main thoroughfares and in the environs; fare 10 c. (1d.) between any two stations, in 2nd class; and 5 c. more for the whole distance, in 1st class. Omnibuses, about 2d.

British Minister.—His Excellency Sir John S. Lumley, K.C.B. Secy. of Legation, Sir H. P. Barron, Bart. Vice-Consul.—T. Maltby, Esq.

American Minister.—His Excellency, W. C. Goodloe, Esq. Am. Cons. Agent.-J. Wilson, Esq.

Brussels, the cap. of the kingdom and of N. Brabant, and the seat of Government, is 88 m. from Ostend, 27¼ from Antwerp, 35 from Ghent, 71½ from Liége, 149¾ from Cologne, & 213 from Paris.

Brussels is a favourite place of resort in summer (*en route* to and from the Rhine), and of residence in winter, with the English. Hotels very good, and more economical than private lodgings Mean temp. 34° (Jan.) to 65° (July).

Brussels has formed the subject of the warmest eulogiums from three of our modern poets, Byron, Scott, and Southey. The traveller who visits the upper or "west end" of the city, the Place Royale, the church of St. Jaques sur Candenberg, and the statue of the Crusader, Godfrey of Bouillon, thence to the Place des Palais, the King's Palace, the Palace of the Prince of Orange, the Park, the Rue Royale, the buildings in the Rue de la Loi, the view from the Place du Congrès, —will admit that the good points of this part of Brussels render it a very agreeable city.

The cities of Antwerp, Bruges, and Ghent, are objects of reverence to the antiquarian, historian, and the lover of the fine arts, but the capital of Belgium is "Paris in miniature." Here Parisian toilettes, ganteries, chaussures, and above all, the genuine lace of Mechlin and Brussels manufacture are to be had on advantageous terms, in the Montagne de la Cour, the Rue de la Madeleine and the beautiful Arcade of St. Hubert. Let the visitor proceed to the Grande Place, to admire the fine Gothic spire of the Hotel de Ville, and the various architectural designs of the surrounding buildings, together with the statues in bronze of Counts Egmont and de Hoorn, (removed *pro tem.*) opposite the "Maison du Roi." It was also in the front room, on the 1st floor of this beautiful monument, now under repair that Charles V. signed his abdication.

If the traveller next visits the *Cathedral* of Sainte Gudule, (1010) he is struck by the beauti-

ful painted glass in its Windows, particularly that of the St. Sacrament Chapel, which is deemed the most exquisitely painted window in Belgium. The carved Pulpit by Verbruggen, representing the expulsion of Adam and Eve from the garden of Eden, also an object of admiration.

The amateur of paintings will be pleased by paying a visit to the *Museum*, where, among other specimens of art, he may see "The Deluge," by Corriers; "Diana," by Annibal Carracci; "Holy Family," by Guido; "Song of the Angels," by Paul Veronese; "Christ bearing the Cross," by Rubens.

For Through Route from London to the Rhine, see first Time Tables of Belgian Railways,—pages 90-91. For Route to Sédan, Metz, and Strassburg, see page 106. A New Line has been opened from the Midi Station for Waterloo and Braine d'Alleud; the latter being best for pedestrians, as being nearer to the Lion Mount.

LIST OF OBJECTS OF INTEREST IN BRUSSELS.

1. The beautiful *Park*, and its fine Elms.—Concerts every evening. Here the International Exhibition of 1876 was held: consisting of Apparatus and Plans for Saving Life and Health.

2. The Avenue Louise, and the *Bois de la Cambre*.—Beautiful drives in a splendid wood.

3. Zoo. Gardens.—Concerts nearly every evening.

4. Botanical Gardens.—Rare Flowers & Plants.

5. Flower & Fruit Markets, Rue de la Madeleine.

6. The Cathedral of Ste. Gudule—see above.

7. Church of Nôtre Dame de la Chapelle—high Altar designed by Rubens.

8. Church of the Sablon, in which is a beautiful chapel of St. Ursula.—9. The new Exchange.

10. Fine Arts and Sciences.—The MUSEE, or Museum, Rue du Musée, open daily from 10 to 4, free. It contains rare specimens of OLD MASTERS of the Flemish, Italian, and Spanish schools, especially Rubens, Van Dyck, Cuyp, Douw, Teniers, Guido, Perugino, Velasquez, &c. It has also a good collection of objects of Natural History from the Indies. The same pile of buildings contains a Museum of Modern Inventions, or Palace of Industry, a permanent exhibition of the products of national manufactures; also, a Gallery of Natural history and Mineralogy, exceedingly well classified, and the celebrated Burgundian *Library* containing 200,000 vols. and 18,000 MSS. of surpassing interest, many of them exquisitely ornamented with minature paintings. Here also is the MUSEUM OF MODERN PAINTINGS & STATUARY, including specimens of Belgian modern Painters; and of beautiful Statuary. Here are the celebrated "Abdication of Charles V." by Gallait and the "Compromise of the Nobles," by De Biefve.

11. THE PALACE OF THE DUKE OF ARENBERG.—Strangers are admitted to see the Picture Gallery by applying to the Porter at the Lodge. The collection has many beautiful specimens of the Dutch and Flemish Master, Van de Veldo, Van Ostade, Gerard Douw, F. Mier, several portraits by Rubens and Van Dyck—the "Game of Bowls," a clear and sparkling picture by Teniers; but the gem is the face of a Child, by a very rare Master, Van der Meer of Delft.

12. THE WIERTZ GALLERY OR MUSEUM, situated on an eminence above the Zoological Gardens, open from 10 to 4 daily, admission free.—Contains some of the most extravagant and extraordinary productions of modern times; well worth visiting. Some of the principal are:—"Fight for the body of Patroclus," (No. 1.); "The Last Cannon," No. 57); "The Triumph of Christ" (No. 20.); "The Confidence," (No. 43.); "The Rose-bud," (No. 42.); "A second after Death," (No. 51.); "The Dog in his Corner," (No. 100.); "The Concierge," (No. 79); "The beautiful Rosine," (No. 35.); "The Precipitate Burial," (No. 24.), a fine picture.

13. PALAIS DE JUSTICE.

14. Celebrated PORTE DE HAL, an ancient town gate, once a Bastille on a small scale, now used as a Museum of ancient armour and weapons of warfare from the remotest periods. The altar screens taken from suppressed convents are most beautiful specimens of carved wood.

15. GALLERY ST. HUBERT, is a noble Arcade, fitted up with elegant shops, near the Grand Place.

16. THE SQUARES OF BRUSSELS.—PLACE ROYALE contains the Palace of the Count and Countess of Flanders; the principal Hotels, and a fine statue of Godfrey de Bouillon, the hero of Tasso's Jerusalem.

17. THE GRANDE PLACE, containing the *Hotel de Ville* with its beautiful spire, 364 feet high (Waterloo seen), in the centre of the most picturesque square in Belgium, and the Fraikin's Monument to Counts Egmont and de Hoorne; see above.

18 THE PLACE DES MARTYRS, in the centre of which is a statue of Liberty, over the tombs of the Belgian Patriots who fell fighting to regain their independence. September, 1830.

19. The Place du Luxembourg, in front of the Luxembourg Station, with a statue representing John Cockerill, of Birmingham, who founded in 1817, at Seraing, the establishment for the construction of machinery and steam engines, which is now the most important on the continent.

20. FOUNTAINS.—Two in the Park; one on the boulevard opposite the "Rue de Namur"—erected, 1866, in memory of a Burgomaster of the town, Mr. Ch. De Brouckere—one on the Place de Rouppe, erected, 1840, also in memory of a magistrate Mr. Rouppe; another in the Place du Sablon, erected by Lord Ailesbury; last and also least, though the most important, the diminutive far-famed "Mannikin Fountain," in the Ruede l'Etuve, behind the Town Hall.

21. The Geographical Establishment of Van de Maelen (Porte de Flandre) open every day 9 to 1 and 1 to 4, has many interesting collections, medals, vellums, specimens of industrial art, &c.

22. To LACKEN—King's Palace: and Cemetery. Lacken or Laeken, at the end of Allée Verte, (3 m. has in the Cemetery, monumental chapels dedicated to Leopold I's wife, Maria Louise, and to Malibran. In the latter is a group by Geefs, something like Murillo's Assumption. The Palace or *Château*, built 1782, was bought by Nap. I. for Josephine, and was lately the retreat of the King's Sister, the widow of Maximilian of Mexico. It stands in beautiful grounds.

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23. EXCURSIONS TO WATERLOO, by the beautiful Bois de la Cambre, private carriage through the wood, 25 francs. By the Four-horse Coaches daily (Sundays excepted). Fare there and back, 7 francs. By rail, (South Station), there and back, 2 francs 30 centimes. Waterloo is still a place of surpassing interest to most Englishmen; and Hougoumont especially deserves a visit; but we trust that the monuments of international conflict will soon give way before those of more peaceful competitions, with the growing aversion which all civilized nations have to war. Near the Haye Sainte is a monument to the Hanoverians and Colonel Gordon; and the spot is shown where Picton fell.

24. THE GARDEN OF THE ROYAL ZOOLOGICAL SOCIETY OF BRUSSELS is situated in one of the finest parts of the environs, near the Luxembourg Railway Station. Concerts every Sunday, Monday, Tuesday, and Thursday; and Fêtes during the Summer. Entrance 1 fr.; Children ½ fr.; entrance to the Aquarium ½ franc.

ENGLISH CHURCHES.—*Church of the Resurrection*, Rue de Stassart; Chaplain, Rev. J. C. Jenkins, M.A., 29, Rue St. Bernard. Holy Communion every Sunday and at Festivals at 8.30 a.m. Sunday—Prayers, Sermon, Holy Communion 11.0 a.m.; Litany 3.45 p.m. Prayers and Sermon 7.0 p.m. Daily Service 9.30 a.m.; Friday (extra) at 3.30 p.m.; [Travellers are requested to subscribe towards this new Church now erected for the sole use of the English and American community. Cheques and P.O. orders payable to the Hon. Treasurer, Church Building Fund, care of Messrs. Bigwood & Morgan, Bankers, 8, Rue Royale, Brussels.]

CHURCH IN THE RUE BELLIARD, Quartier Léopold Rev. A. K. Harlock, M.A., Chaplain. Morning Service, 12; afternoon, 4.0. Holy Communion on the 1st and 3rd Sundays of each month, and on all the great Festivals.

ENGLISH CHURCH, Porte de Namur (C.C.C. Soc.); Rev. W. Stephens, M.A., 171, Chaussée de Vleurgat. Sundays 10.15 a.m., and 3 p.m. Holy Communion, 2nd Sunday.

POST OFFICE, in Temple des Augustins, open from 8 till 8. Postage stamps throughout the Kingdom, half an oz. 10 centimes, prepayment optional. Belgium to United Kingdom, 25 centimes; to Holland, 20 c. Letters for England, twice daily by Ostend, posted at the chief office up to 4.15 p.m., and 4.35 a.m., and by Calais till 7.45 p.m.

The Mails are conveyed by the short sea routes viz Dover and Calais and Dover and Ostend, and the trains, on either side of the Channel, leave daily at fixed hours, performing the journey in about nine hours. Through tickets are issued and luggage can be registered through to Cannon Street and Charing Cross, Victoria and Ludgate Hill, and vice versa. Offices: Uytdorck and Son, 11, Montagne de la Cour; and Suttell, 81, Montagne de la Cour.—See advt., page 701.

Letters for England posted at the Chief Office, about 4.15 p.m., *viâ* Ostend, and before 7.45 p.m., *viâ* France. Are delivered in London by 9 in the morning, and by 12 the day after. TELEGRAM to the United Kingdom, 2d. per word.

PASSPORT OFFICES—France, Rue de l'Industrie, 44; Austria, Rue Montoyer, 79; English Embassy, 42, Rue du Trône. Prussian Embassy, Place de l'Industrie, 35. United States, Place du Trône (H. Britannique)

STEAM PACKET OFFICES.—Brussels to London. General Steam Navigation Company, 2, Place Royal, where Through Tickets can be taken for London direct, via Ostend or Antwerp—J. Bill, agent.—Brussels to London (*viâ* Harwich) Office 71, Montagne de la Cour.—Antwerp Company (Steamer, Baron Osy): 88, Montagne de la Cour. —Ostend and Dover mail Packet Office, 90, *bis* Montagne de la Cour.—See advt., page 718.

DAILY EXPRESS OFFICE—The Continental Agency for the daily conveyance of small parcels, samples, law papers, &c., Twice a day by the mails, sailing from Ostend, is 90, *bis* Montagne de la Cour.

THEATRES.—Théâtre Royal de la Monnaie.—Théâtre des Galeries Saint Hubert. Théâtre du Parc. Théâtre Molière. The Alcazar Royal, &c.

CONVEYANCES.—*Excursion to Waterloo*—See page 409.—Belgian Railways see pages 80 to 107.—Mail Steamers from Ostend to Dover every night at 8, and every morning at 10, see page 693. From Ostend to London direct, every Tuesday, Thursday, and Friday afternoon, according to the tide. From Antwerp to London every Tuesday and Friday at noon—See Alphabetical List. The Route to Bâle, via Namur, Luxemburg, Metz, and Strassburg—and the Route to Vienna, via Namur, Luxemburg, Metz, Strassburg, Munich, and Simbach, are the shortest cheapest, and quickest. See page 106.

ENGLISH DIRECTORY OF BRUSSELS.

Railway Termini.—The terminus of the Northern line (*Station du Nord*) communicating with Antwerp Ostend, Ghent, Bruges, Lille, Malines Louvain, Liege, Verviers, Aix-la-Chapelle, Cologne, and Luxembourg, is outside the Porte de Cologne. That of the Southern line for Mons Namur Valenciennes, and Paris, is designated the *Station du Midi*.

Professional Gentlemen recommended.

MEDICAL—Henry Collignon, M.D., 54, Rue de Stassart, Physician to the U. S. A. Legation, and to the British Charitable Fund. Accoucheur, (at home from twelve till half-past two o'clock in the afternoon). Recommended.

Mr. P. J. Thomson, M.R.C.S. England, L.R.C.P. London. At home from 8 to 10 a.m., and 2 to 4 p.m., 43, Rue de Namur.

Mr. Fred. Kelly, F. R. C. S., 2, Place Royale, Medical referee for the Standard Life Assurance Company, London.

Dr. Saulmann.

Solicitor.—T. J. Maltby (British Vice-Consul) No 11, Rue des Petits Carmes.

Bible Society's Agent.—Mr. W. H. Kirkpatrick, 5, Rue de la Pépinière.

Old English Bank.—Bigwood and Morgan, 8, Rue Royale, opposite the Park. Correspondents of all the principal English and American Banks. Circular Letters of Credit cashed and issued for all parts of the Continent. Purchases and Sales

effected in British and Foreign Stocks and Securities. Register held for English and Americans.

Suffel's English Exchange Office, 81, Montagne de la Cour, *two doors from the Place Royale*. Changes circular and bank notes, whether addressed to him or not, letters of credit, &c., cheques cashed at sight, on the London and County Bank, Coutts, Drummond, Scott, London and Westminster, Union Bank of London, and all banks in town or country.

Apartments and Houses.—Families can in full confidence apply to Mr. Suffell, 81, Montagne de la Cour; who is English, and established here 40 years. Mr. S. accepts no fees whatever for such services, but only solicits, in return, the patronage of his fellow-countrymen in all that relates to money changing, &c. Lists of prices of Apartments, Houses, Living, Education, &c., on application. Write post paid, enclosing English or foreign stamps for reply.

Mrs. Mathys, 42, Rue du Prince Royal (Ixelles) Lets well-furnished rooms, Saloons and Bed-rooms by the week, month, &c.

Scott Brothers, House Agents and Wine Merchants, 17, Rue des Petits Carmes.

Wines and Spirits.—W. & A. Gilbey's guaranteed Brands of Wines and Spirits, 2, Rue de Loxum, Brussels. See Advt.

Carved Oak Furniture.—Manufactory and Cabinet Maker, J. F. Vanginderdeuren, 6, Rue Steenport, (near Eglise de la Chapelle.) See advt.

Lace.—We recommend with all confidence the establishment of M. O. de Vergnies et Sœurs, 26, Rue des Paroissiens, near the Cathedral of St. Gudule; and advise ladies to postpone purchasing until they have seen the above stock. This house is the recipient of the Prize Medal by the Commissioners of the Great Exhibition, a Gold Medal by the Belgian Government, and the first medal at the Universal Exhibition at Paris.

Lace Manufactory.—Boval-De Beck, 74, rue Royale. We also recommend, with great confidence, the establishment of Mr. Boval, where strangers are admitted to visit the working rooms. See Advt.

Lace Manufactory.—Dames Marès & Walker, 15, Rue de la Chancellerie (near the Cathedral), one of the most ancient of Brussels. Visitors are invited to inspect the workrooms. See Advt.

Gloves.—A. Peeters, 5, Rue d'Or, opposite the ancient Palais de Justice. The only manufactory whose gloves were admitted at the "Exposition des Arts Industriels." Brussels, 1874.

Boots.—M. Candeil, Galleria St. Hubert.

Education.—

The Rev. J. C. Jenkins, M.A., chaplain of the Church of the Resurrection, and formerly scholar of Magd. Coll. Cambridge, has passed pupils (direct) for Eton and Winchester Foundation Scholarships, the army, navy, &c. First Prizes for French and German have been obtained by former pupils at Eton and Woolwich. Special preparation for the Mercantile Profession. Clergymen's sons received at reduced terms. Senior and junior departments. Terms commence September 15, January 15, and April 15. Address—29, Rue St. Bernard, Brussels.

Educational Establishment.—Preparation for the public schools, the Army, Navy, Civil Service, &c. Resident Masters. Terms moderate. For Prospectus, apply to Rev. A. K. Harlock, M.A., Chaplain, 60, Rue de la longue Haie, Avenue Louise.

Anglo Belgian Family Stores, 5, Rue des Petits Carmes (no subscriptions). See Advt.

Au Bon Marché.—Rue Neuve 87, 89, 91, and corner of the Rue de la Blanchisserie, Confections, Linen, Silks, Umbrella, Parasols, &c., &c. See Advt. Recommended.

Wine and Spirit Merchant.—L. Messiaen, 70, Rue de Namur, successor, formerly Maison Grandchamps-Coche. See Advt. Recommended.

Routes from Brussels to		Itineraries of the most Direct Routes from BRUSSELS to the following Towns.	ORD. FARES.		TIME.	
			1 Class.	2 Class.	Express.	Ordy.
		* Steward's fee included.	£ s. d.	£ s. d.	d. h. m.	d. h. m.
Aix-la-Chapelle	A	By Louvain, Liége, Verviers, Aix-la-Chapelle	0 11 6	0 8 6	0 4 20	0 6 15
	B	By Louvain, Landen, Hasselt, Maestricht, Aix	0 11 7	0 8 8	0 4 0	0 4 20
Antwerp		Malines, Antwerp	0 2 8	0 2 0	0 0 55	0 1 25
Bâle		By Namur, Luxemburg, Metz, Strassburg	2 14 1	1 18 9	0 18 0	0 21 0
Bruges		Alost, Ghent, Bruges	0 5 10	0 4 4	0 2 0	0 2 25
Calais		Lille, Hazebrouck, St. Omer, Calais	0 17 1	0 12 9	0 4 40	— —
Coblentz		By Rail to Namur, Luxemburg, Treves, and Steamer down the Moselle	1 12 0	0 15 8	0 17 0	— —
Cologne	A	By Louvain, Liége, Verviers, Aix-la-Chapelle, Cologne	0 18 9	0 13 8	0 6 15	0 7 40
	B	By Louvain, Landen, Hasselt, Maestricht, Aix-la-Chapelle, Cologne	1 1 0	0 15 4	0 6 15	0 7 45
Liége		By Louvain, Tirlemont, Liége	0 5 10	0 4 4	0 2 0	0 2 0
London	A	By Rail to Ostend—Steam to London	*1 1 1	0 19 8	0 13 0	— —
	B	By Rail to Antwerp—Steam to London	*1 7 0	0 18 3	— —	— —
	C	By Rail to Ostend—Steam to Dover—Rail to London	2 6 7	1 13 8	0 10 30	— —
	D	By Rail to Calais—Steam to Dover—Rail to London	2 10 8	1 17 6	0 10 0	— —
	E	Rail to Antwerp—Steam to Harwich—R. to London	1 9 7	0 17 9	0 16 0	— —
Ostend		By Alost, Ghent, Bruges, Ostend	0 7 0	0 5 3	0 2 30	0 3 10
Paris		By Braine, Jurbise, Mons, Hautmont, Paris	1 8 6	1 1 4	0 8 5	0 9 45
Rotterdam		By Malines, Antwerp, Roosendaal, Moerdyck	0 10 9	0 8 4	0 5 15	0 6 20
Spa		By Louvain, Liége, Verviers, Pepinster, Spa	0 6 5	0 4 4	0 2 30	0 4 20
Treves		By Rail via Namur, Arlon, Luxemburg and Treves	1 1 0	0 15 8	0 8 0	0 8 0
Verviers		By Louvain, Tirlemont, Liége, Verviers	0 7 8	0 5 3	0 2 45	0 4 0

Charleroi.—*Stat.*—Pop. 13,500.—*Buffet.*—Hotel De L'Univers; Hotel Dourin.

In Hainault, 45 m. from Brussels. The fortifications prevent Charleroi from becoming a flourishing town; but the surrounding neighbourhood has a population of 80,000. The Charleroi coal-field gives employment to 10,000 miners, and yields annually 3,000,000 tons of coal; nail making and a large glass trade are also carried on, with numerous and extensive iron works, which

derive their supplies of iron from the Sambre and Meuse district,—one of the most picturesque and interesting in Belgium. It extends about 4 m. south of Charleroi to the French Ardennes.

CONVEYANCES.—Railway to Namur, Liége, Braine-le-Comte, and Brussels, see page 106-7. To Cowin and Virieux, page 103. To St. Quentin, &c., page 16. To Erquelinnes, see pp. 16, 96, 101. At **Fleurus**, near Charleroi, the French obtained two victories in 1690 and 1794.

At 6 m. distance, on the Sambre, are the ruins of the *Abbaye d'Aine*, built in 656.

Chaudefontaine—*Stat.*—HOTEL DES BAINS. A beautiful village, 5 m. from Liége in that province, on the Vesdre, frequented for its warm mineral Springs, from 1st of May. Rail p. 90.

Comines.—*Stat.*—Pop. 3,500. A picturesque town, 9 m. from Courtrai; which gave birth to Philip de Comines, the historian, 1445. Rail pp. 13, 94, 96.

Courtrai, or **Courtray.**—*Stat.*—HOTEL DE LION D'OR.—Pop. (1877) 26,330. A lively town, the Flemish *Kortryk*, in W. Flanders, 54 m. from Brussels; having a TOWN HALL with a fine Gothic chimney-piece. Here the Flemings defeated Robert of Artois, at the Battle of the Spurs, 1302. Railway, pages 80, 82, 89, 94, 96, 98.

Diest.—*Stat.*—Pop. 8000. HOTEL-DU SAUVAGE. A fortress on the Demer, in N. Brabant, 36 m. from Antwerp, (p. 165) Trade in beer and spirits. Notice the old church of St. Su'pice and the cemetery. EXCURSIONS (3 to 4 m.), to Mont Aigu, with a curious Church containing rich treasures; and to Averboden convent of the 14th century. Rail. pp. 102, 106.

Dinant.—*Stat.*—Pop. 7,239—HOTELS:—HOTEL DE LA TÊTE D'OR, not very large but good and comfortable. HOTEL DES POSTES.

A romantically-situated town, in Namur province, 12 m. from NAMUR, on the Meuse; which was burnt or pillaged in 1467, 1554, and 1675. Behind the Gothic Church and Casino is a beautiful garden to the top of the cliff, open to travellers. View from the citadel. In the neighbourhood are La Petite Suisse, Ardenne, the Grotto of Han, the Château of King Leopold, the Roche à Bayard, &c. From the Grotto of Han to St. Hubert, in the Forest, seven hours' walk.

CONVEYANCES.—Rail to Namur and Brussels, pp. 16, 96.

Dixmude.—*Stat.*—HOTEL DE VILLE.—The Flem. *Dixmuyden*, in W. Flanders, 12 m. from Ypres, remarkable for its old colossal Church, 160 yards long. Rail, p. 98.

Enghien.—*Stat.*—Pop. 3,000.

A pretty town in Hainault, 18 m. from Ath, noted for the Castle of the Duke of Aremberg. Extensive manufactures of cloth; tan-yards and bleaching-grounds For Steenkerke, see *Braine-le Comte*. Rail, pp. 82, 92.

Eupival.—*Stat.*—On the Vesdre, possessing important factories, and is a suburb of Verviers. Rail, p. 90.

Furnes.—*Stat.*—H. ROSE.—In W. Flanders, 13 m. from Dunkirk. Here was an Abbey, from which a colony of monks founded, it is believed, the English abbey of Furness. The place is full of quaint architecture. Rail, p. 98.

Genappe.—*Stat.*—Pop. 1,800.

In S. Brabant, on the Dyle, about 19 m. from Brussels. Here the Prussians captured the carriage of Napoleon, 1815; and he himself was nearly taken prisoner in it on the night of the battle.—At *Baisy*, 1½ mile, Godfrey of Bouillon was born; and at about 6 m. distance, the celebrated Tilly, the opponent of Gustavus Adolphus, was born.

CONVEYANCES.—Rail to Brussels, p. 94.

GHENT, (*Fr.* **Gand**)—*Stat.*—Pop. (1877) 129,200—*(Map in Special Edition.)*

HOTELS.—*Hints.*—Travellers should proceed direct to the hotel they have selected in a Cab the Omnibuses charge as much, and make many stoppages. Tramways run through the town.

HOTEL ROYAL, Place d'Armes, in the centre of this town, and nearest to the railway station, a first-class Hotel—highly recommended to English travellers. Landlord, Mr. Marit.

HOTEL DE LA POSTE, Place d'Armes—This old established first-rate hotel is conducted by Mr. A. Van de Putte and is highly recommended.

HOTEL DE VIENNE, nearest hotel to the churches St. Bavon, St. Nichol, and St. Michael. A. Roszmann, proprietor.

DU COMTE D'EGMONT; D'ALLEMAGNE; DU DUC DE WELLINGTON; DE COURTRAI. Buffet at the Station, which is within the town.

Vigilantes—The course, 1 fr.; 1 hour, 1 fr. 50 c.

Cap. of E. Flanders, on the Scheldt and Lys, 35 m. from Brussels. The station of the direct railway to Antwerp is at the Antwerp Gate. This line runs through the Pays de Waes, the most densely populated district in Belgium; it passes Lokeren. *The Canal up to the town has 14 feet water.*

Here John of "Gaunt," the son of Edward III., and the father of Henry IV., was born 1340; his mother being Philippa of Hainault. The streets and public squares of the city are wide and spacious; it has more the appearance of a modern city than Bruges, and elegant equipages enliven its busy thoroughfares The *Town-hall* offers an exquisite specimen of florid Gothic architecture in the right wing and corner; the other side is not so good. A bust of Philip van Artevelde, the famous Captain General, is to be seen here. The oldest and one of the finest churches is that of St. Nicholas. Visit the site of the houses of Van Artevelde and Count Egmont, also the Gilded Dragon, brought by Van Artevelde from Bruges, now on the Belfry (386 ft.), which has the Roland Bell in it.

The *Cathedral* of St. Bavon is not remarkable for external beauty, but the interior presents a singular appearance, from its being lined with black marble, and from its having 24 Chapels containing ornaments and paintings of great value. It would occupy too much space to describe each oratory; but we would direct attention to the eleventh which is embellished by one of the most remarkable works of the early Flemish school. A painting, representing "The

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Adoration of the Lamb," by the brothers Van Eyck, is considered an extraordinary *chef d'œuvre*. It is part of a panel work, the other parts being at Berlin and Brussels. The colouring is as brilliant and a pure as the first day it left the hands of the painters. The 14th Chapel has an equally admired painting by Rubens; representing a religious ceremony—St. Bavon renouncing the military profession to become a monk. Sir Joshua Reynolds says of this painting, that "for composition, colouring, richness of effect, and all those qualities in which Rubens more particularly excelled, it claims a rank among his greatest and best works." The wood carvings of the pulpit and other carvings are very remarkable.

The pictures in the church of *St. Michael* have been shamefully treated by depredators and modern restorers. The beautiful Crucifixion, by Van Dyck, is so disfigured as not to be worth examination. The Museum of Ghent is by no means worthy of such a city; but the Botanical Gardens contain some choice exotics and rare plants.

The Town Library (70,000 volumes) is rich in valuable MSS., and has a folio Latin bible (of 1466 to 1470), the bible of Mayence, 1472, and other old books. The Palace of the University is remarkable; and the Academy of Paintings contains some good pictures.

Ghent is full of convents. A new *Béguinage* has been opened to replace the old one, which has been partly pulled down excepting the museum which contains one of the finest pictures in Belgium, by Raphael; the subject is the head of our Saviour. It is shewn by the inmates of the convent to any one who wishes to see it. The Theatre and public ball and concert rooms, close to the Hotel de la Poste, are worthy of a visit; as also the ruins of the Monastery of St. Bavon, near the Porte d'Anvers, about ten minutes' walk from the Church of St. Jaques. (1 franc for a party.) At the Casino, the English Volunteers were received at the International Tir of 1872. Notice the Marché au Vendredi and the Quai au Blé, with the quaint old Spanish houses.

CHURCH OF ENGLAND SERVICE.—Every Sunday, Summer: 11.0 a.m.; 7.0 p.m. Winter: 11.30 a.m., 6.30 p.m., at the Chapel, Rue Digue du Brabant, near the station; Rev F. W. Vernon. Holy Communion, Summer: Every alternate Sunday. Winter: First Sunday in the Month.

AMERICAN VICE-CONSUL.—D. Livison, Esq.

SHIP BROKER AND CUSTOM-HOUSE AGENT.—Mr. John H. Webb.

CONVEYANCES.—Railway, see pages 14, 80, 82, 84, 88, 92, 94, 95, 100, 101.

For Through Route from London to the Rhine, see pages 90 and 91.

Hal.—*Stat.*—Pop. 7,915.—HOTELS:—DES PAYS BAS; DUC DE BRABANT.

A pretty village, in S. Brabant, 9 m. from Brussels, on the Senne, and the Charleroi canal. The Church of St. Mary has a miracle-working image of the Virgin, of wood, 2 ft. high, and has gold plate given by Charles V., Maximilian I., Pope Julius II., &c.; with a beautiful high altar and brass font. Rail, pp. 82, 86, 92

Hasselt.—*Stat.*—Pop. 9,900.—HOTEL-DE LIMBOURG—The capital of Limburg, on the Demer, 29 m. from Antwerp, where the Belgians were defeated, 1831. It has two good Churches, with many pictures and sculpture. Here the line to Utrecht turns off. Rail, pp. 98, 105, and 108.

Herbesthal (Prussia).—*Stat.*—A short distance from this station the railway is carried on a bridge of seventeen arches, 120 feet high, over the Guile, through two tunnels, the second of which is 2,220 feet long, through a sand hill. It finally terminates at Aix-la-Chapelle, down an inclined plane, up which carriages are drawn by a stationary engine; in coming from Aix-la-Chapelle. For Through Route from London to the Rhine, see first Time Tables of Belgian Railways, pp. 90, 122.

Herenthals.—*Stat.*—Pop. 2,700.

HOTEL:—L'EMPEREUR.

In Antwerp province, on the Tilburg and Antwerp line, 12 m. from Lierre. At the Church is St. Crispin's Altar, a fine work (1470), remarkable for delicate execution. The lunatic colony of **Gheel** is 5 m. distant (by omnibus). Rail, pp. 80, 102, 105.

Jemmappes or **Gemmappe.**—Pop. 4,670—In Hainault, on the Maine, 3 m. from Mons; noted for the defeat, 1792, of the Austrians, by General Dumouries and the Duke de Chartres, afterwards Louis Philippe. Rail, pp. 84, 86, 88.

Landen.—*Stat.*—Pop. 700.

In the province of Huy (prov "We"), on the river Beck, 19 m. from Louvain; and is the birthplace of Pepin of Landen, founder of the race of Charlemagne. See *Tirlemont*. Railway, see pp. 86, 90, 97, 105. Branch from Landen to St. Trond.

LIEGE (Flem. *Luyk*; Ger. *Lüttich*).—*Stat.*—Pop. (1877) 118,140. HOTELS:—

HOTEL DE SUEDE, exceedingly good in every respect. Mr. Dalimier, Proprietor.

GRAND HOTEL CHARLEMAGNE, First-class hotel, beautifully situated, close to the Theatre and Palais de Justice. See Advt.

HOTEL DE DINANT, kept by Messrs. Sauvage, Brothers. Excellent second-class hotel. Moderate charges.

HOTEL D'ANGLETERRE; EUROPE; FRANCE; SCHILLER; DU GRAND CERF.

Good Buffet at the Station, ½ m. from the city; on the south bank of the Meuse, close to Quai d'Avroy. The railway crosses by the bridge of Val St. Benoit. POST-OFFICE, Rue de l'Université.

OMNIBUSES from station, half a franc, and a trifle for luggage. Vigilantes.—The course, 1 or 2 persons, 1 fr. For 1 hour, 1 fr. 50 c.; every half an hour more, 75c.

This thriving town, cap. of a province, and the Birmingham of Belgium, stands on a plain, girt by hills, at the junction of the Meuse (or Maes) and Ourthe, 71½ m. from Brussels, 34½ from Aix-la-Chapelle. Its history is connected with the repeated conflicts between the citizens and their Prince-bishops, and between the bishops and their allies, the Dukes of Burgundy; for an idea of which, see Scott's "Quentin Durward," where the place is so graphically described, that the

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details are correct even at the present day. It was nearly destroyed by its ferocious lord, Charles the Bold, 1468. The famous *Palace* of the Bishops is now a Law Court, adjoining the Government House. Among the Churches (mostly shut 12 to 2) are the Gothic *Cathedral* of St. Paul; St. Jacques; St. Croix; St. Barthelomew; and St. Julian, where Sir John Mandeville the traveller is buried. Other buildings are the Chapter house Convent; the University, founded 1819; a Museum, Theatre, Casino; and a Citadel. Statues of Charlemagne and Gretry the composer.

AMERICAN CONSUL.—R. Pearson, Esq.

CONVEYANCES.—Railway, see pages 16, 88, (through from London) 90, 92, 96, 107-9, 149. Rail to Marloie, for fishing in the Ourthe. Mondorff-les-Bains has an hotel for visitors to the Ardennes district. By rail to Verviers, through a picturesque portion of the line.

ENGLISH CHURCH SERVICE—Chaplaincy vacant.

Lierre, or **Lier.**—*Stat.*—HOTEL D'ANVERS.

A place for silk-making, 9 m. from Antwerp, in Antwerp prov., on the Tilburg line, where the Brussels line joins. The 15-16th cent. Church of St. Gommaire, or Gomer, contains stained windows, and good pictures by Rubens and others.—Rail, pp. 80, 84, 103.

Lokeren.—*Stat.*—Pop. 18,570.—HOTELS:—DES QUATRE SCHAUX; DE LA POSTE; DU MIROIR.

A manufacturing town, in the Waesland of E. Flanders, 10 m. from Ghent, on the Drume, by which it communicates with the Scheldt. The market-place deserves notice. The Church has an elevated tower, and a fine Pulpit, magnificently carved, representing a group of ten figures, "Jesus among the Doctors." One fine picture is "The Circumcision," by Veraeghen.

CONVEYANCES.—Railway, see pp. 84, 94, & 101.

Louvain—*Flem.* **Leuven**; *Germ.* *Löwen*—*Stat.*—Pop. (77) 24,440. HOTELS: HOTEL DE SCEDS, godd; DE LA COUR DE MONS; H. BOURRE.

The cap. of S. Brabant, on the Dyle, 27 m. from Brussels by the railroad, and 44 from Liége. The *Town-hall* is a splendid specimen of Gothic architecture, and contains a fine gallery of paintings, the greater part by the first masters of the Flemish school. Travellers should also pay a visit to the Church of St. Peter, and its celebrated chapel of "Martyrdom." The Church of St. Peter has several fine pictures; the one representing "Jesus giving the Keys to St. Peter," was taken by the French to Paris, and afterwards returned. The stalls in the choir of the Church of St. Gertrude are considered very beautiful. The University of Louvain consists of several Colleges and the building called the Halles: the Library of 70,000 vols. open every day, Saturday and Sundays excepted, 2 to 4 in winter, 2 to 5 in summer. Botanical garden. In the 14th century Louvain contained 140,000 inhabitants. The most important article of trade is beer. It also carries on considerable traffic in lace, corn, and hops. Here is Place de la Station is a statue (uncovered by the King, 1876) to Van De Weyer, the founder of the Belgian Monarchy; he was born here 1802, and died 1870, at Windsor. The Abbey of the "Parc" on the right.

BRITISH VICE-CONSUL.—E. D. Neuter, Esq.

CONVEYANCES.—Rail see pp. 88, 90, 99, 103, 142.

Malines or *Flem* **Mecheln.**—*Stat.*—Pop. (1877) 39,780.

HOTELS.—The HOTEL DE LA GRUE; HOTEL LA COURE. Good buffet at the Station.

A very picturesque town, 14 m. from Antwerp in the province of Antwerp, divided by the Dyle into two parts. The public square and the market-place are regularly built. The Cathedral has a tower 350 feet high, of massive Gothic construction, but unfinished. Other buildings of interest are the Arsenal, the town-house, a Franciscan monastery, and an asylum for 860 widows and elderly women. The town also contains many curious old buildings. It has manufactures of fine Brabant lace and linen, damask silk, and woollen stuffs, besides a thread lace, known and celebrated as the Mechlin lace.

WORKS OF ART IN THE CHURCHES AT MALINES.—The Church of St. Rumbold—in the chapel on the left there is a fine painting, "Christ crucified between the Two Thieves," by Van Dyck. The Church of Notre Dame contains a picture by Rubens, "The Miraculous Draught of Fishes." The Church of St. John possesses some of Rubens' finest paintings, viz., a beautiful altar-piece, consisting of a centre-piece, and 2 folding panels painted on both sides. The centre is the "Adoration of the Magi." One panel has the Baptism of Christ by John the Baptist, and the Decapitated body of John. The other panel has St. John in Patmos writing the Apocalypse, and St. John put in a Cauldron of boiling oil. The receipt is shown in the vestry, dated March 12, 1624, stating that Rubens painted these 8 paintings in 18 days, for 1800 florins.

ENGLISH CHURCH SERVICE—Chaplaincy vacant.

CONVEYANCES.—Railway, to Cologne, Ostend, Ghent, Brussels, pp. 84, 88, 100.—Travellers from GHENT or OSTEND change carriages here for Antwerp or Cologne.

The Guards will always promptly answer this question:—*Changez-on de compartiment pour Cologne?* i. e., Do we change train here for Cologne?

Mons. (Flem. *Bergen*)—*Stat*—Pop. (1877) 24,640. HOTELS:—DU SINGE D'OR; DE LA COURONNE; DE L'AIGLE NOIR; ROYAL.

The cap. of Hainault, 36 m. from Brussels, divided into two by the Trouille. It is surrounded by an earth-work and ditch, and was considerably strengthened in 1820. The Hotel de Ville is a fine old structure, richly ornamented with sculpture; and the old church of St. Elizabeth is said to have been erected on the site of a fortress erected by Julius Cæsar. It has suffered considerably at times from the ravages of war. The chief manufactures are woollen stuffs, linen, lace, and earthenware. The surrounding district abounds with coal-mines and extensive bleaching ground. One building worth notice is the Church of St. Waudru, built in the Gothic style, 1460—1550. It stands on the left-hand as we enter by the railway. Mons was taken 1691, by Louis XIV. It has a

communication with the Scheldt by the Canal de Condé, and also by railway, with Jurbise, Ath, Tournai, Lille, and Calais.

CONVEYANCES.—Railway, see pages 14, 16, 82, 84, 86-9, 94, 99, 102.

Branch rail to Paris, Charleroi, Namur, Cologne

Namur.—*Stat.*—Pop. (1877) 25,355.—HOTELS: HOTEL DE HOLLANDE.—Rue des Fossés. Newly re-opened, by the New Proprietor Michel Allard. See Advertisement, Omnibus to Trains.

HOTEL D'HARSCAMP.

The capital of the province of Namur, the ancient *Namurcum*, called *Naemen* in Flemish, *Namen* in Dutch; at the conflux of the Sambre and the Meuse, 35 m. from Liége; a well-built and improving city, with wide clean streets. The town is divided into two parts by the Rue de Fer and the Rue de l'Huge, leading to the Grande Place. It is defended by a Citadel, built by Coehorn, on the summit of a crag from which there is a magnificent panoramic view of the Valley of the Meuse. The Citadel is one of the strongest in Belgium. The Cathedral is a fine specimen of modern architecture, and worthy of attention. The chief curiosity of Namur is, however, the Church of *St. Loup*, formerly that of the Jesuits, with decorated vaults and porphyry and black marble pillars. Namur was taken by Louis XIV. in 1692, but was retaken 1695, by William III; it is noted for the many sieges which it has sustained. The population is chiefly employed in the cutlery business. Here are extensive manufactures of fire-arms, swords, knives, scissors, and other articles of iron, copper, and brass. Quantities of leather, paper, thread, and tobacco are also prepared here.

Namur is not only a beautiful town, but a starting place for many excursions.

CONVEYANCES.—Railway, see pages 16, 86, 92, 96, 101, and 106. Also change here for Cologne. The boats to Liége through the fine parts of the river have ceased running.

Nieuport.—*Stat.*—Pop. 3400.—HOTEL DU PELICAN. A bathing place on the North Sea, in W. Flanders, on the Yperlee, 10 m. from Ostend; surrounded with old ramparts. It has two old Churches and a Curhaus, opened, 1868. Rail. p. 98.

Nivelles or **Nyvel.**—*Stat.*—Pop. 8,830.

A place for the manufacture of Waterloo relics, in S. Brabant, 11 m from Genappe. In the church of St. Gertrude, are two fine modern pulpits, carved by Delvaux. On the tower, is a colossal statue, called Jean de Nivelles, which strikes the hours. Rail, pages 89, 93-4, 99.

Ostend or **Ostende**—*Stat.*—Pop. 17,340—(*With Map in Special Edition*).—HOTELS:—

HOTEL FONTAINE, conveniently situated near the sea & harbour; it has a splendid dining room.

GREAT OCEAN HOTEL.—First class hotel, facing the sea and the Baths.

MERTIAN'S HOTEL.—First-rate house, combining comfort with reasonable terms. Open all the year.

H. CERCLE DU PHARE AND RESTAURANT. Beautifully situated, facing the Digue and the sea. Recommended.

HOTEL ROYAL DE PRUSSE, See Advt.

LE KURSAAL. See Advt.

HOTEL DU GRAND CAFE, very well situated, on the Place d'Armes, opposite the Casino. Very clean, highly recommended.

GRAND HOTEL MARION.—Large first-class hotel, centrally situated. See Advt.

GRAND HOTEL DU LITTORAL. See Advt.

HOTEL DE RUSSIE. See Advt.

HOTEL DU LION D'OR.

THE SHIP HOTEL; HOTEL DE FRANCE; H. DU COMMERCE; H. D'ALLEMAGNE; H. DE GAND.

PENSION ANGLAISE, conducted by an English lady. Beautiful situation, close to the sea and the pier, 1, Place Jardin des Princes. See Advt.

Omnibuses attend the arrival of each train; fare to the Hotels, 50 centimes.

Ostend, in W. Flanders, 60 m. E. of Dover, 77 m. from Brussels, is a favourite watering-place during summer. The *Digue* walk along the shore, upon an elevated mole built parallel with the sea, serves as a barrier against the encroaching and formidable attacks of the sea, and it forms a most agreeable promenade, 1½ mile long. At one end is the King's new summer Palace. The new splendid Kursaal is open from June to October. Two excellent bands play every afternoon and evening. Dances every night. Great balls in the Casino. Varied fêtes. Theatre, races, great regattas, pigeon shooting. Very good "Restaurant" in the Kursaal.

Bathing machines are good, and the sands excellent. Ostend has lately been considerably enlarged and may be considered as an entirely new town, offering every pleasure and commodity that can be desired. Hotels, "Restaurants" "Cafés," furnished villas, apartments and first-class shops of all sorts. Steam to and from England daily. Lat. 51° 14′ N., long. 2° 56′ E. High water at full and change 12½ hrs.; rise 15 to 19 ft. Trade in butter, rabbits, oysters; cod & other fisheries.

Luggage of travellers arriving by the mails at Dover or Ostend is examined at any hour by day or night. N.B.—Luggage booked from London to Cologne by express train is carried on by express train, and no. by previous train from Ostend; if the traveller proceeds by an earlier train from Ostend, instead of by express, he will arrive sooner, but without his luggage.

H. M.'s VICE CONSUL.—Capt. Thollussen.

AMERICAN V. CONSUL.—A. VAN Iseghem, Esq.

CHURCH OF ENG. SERVICE (S. P. G.—Sundays at 11 a.m. and 3 p.m., in the new Church situated in the Rue Longue, built and given by the Belgian government. Chaplain, Rev. S. H. Fleming.

Brokers.—R. St. Amour & Son.—Agents of the General Steam Navigation Company.

CONVEYANCES.—Railway, see pp. 80, 95, 98, 106, 116, 142, & 154. Mail Steamers from Ostend to Dover, see page 328. To London direct, by the General Steam Nav. Co.'s Ships, see p. 328.

Ottignies.—*Stat.*—In S. Brabant, on the Dyle, 15 miles from Brussels, at the junction of the Charleroi and Louvain and the Manage and Wavre lines with that of the Luxembourg; a station for all three. Rail, p. 94, 99, 103, 106.

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Rochefort.—Pop 1300.—Hotels: Hotel de la Cloche d'Or; Hotel Bisor; De l'Etoile.

An old picturesque walled town, in Namur province, 3 miles from Jemelle Station (p. 106), surmounted by a ruined Castle, where Lafayette was made prisoner by the Austrians 1792. Stone is quarried.

Rochefort is in the heart of the **Ardennes** (a district between the Moselle and Sambre), and was formerly capital head-quarters for sportsmen and anglers. Excursions may be made in all directions: living, also, is very reasonable; but neither fishing nor shooting is to be had now, all having been taken up for some years past. "I might as *a favour* have got an occasional day's fishing and probably a day's shooting. Fish is scarce, nor is there much game."—*E. R. F.* The beautiful *Grotto of Han* is certainly well worth seeing; charge, 5frs. a head, besides something to the guide.

St. Denis Bovesse.—*Stat.*—In S. Brabant, 28 miles from Brussels, the highest altitude between Brussels and Namur, 640 ft. above the sea. Rich iron ore found in the neighbourhood, has made this insignificant station important for its traffic. Rail, p. 106.

St. Hubert.—Inn.—Hotel des Pays Bas.

In Luxemburg province, in the Ardennes, 5 m. from Poix (p. 105), in the Forest of St. Hubert. The *Abbey* is a Gothic building elaborately adorned. Its founder, St Hubert, the patron of sportsmen, was fond of the chase, which he abandoned, to devote himself to the service of the church.

St. Nicholas, or St. Nicolas.—*Stat.*—Pop. (1877), 25,440—Hotels: Quatre Sceaux; De l'Ancre.

A manufacturing town in E. Flanders, 11½ m. from Antwerp, in a rich agricultural district, having a flourishing trade in flax, shawls, linen cloths, and stuffs. Its clean, tidy streets, radiate from a large market place. There are 3 Churches, and a College for ladies. The principal Church, St. Nicholas, contains some excellent paintings, and a fine Christ in ivory. Notre Dame is a modern building, containing fine fresco painting of the seven sorrows of the Virgin.

This town is the Central Station of the Pays de Waes Rail, and has the Company's Workshops. Rail to Antwerp, see pp. 94 and 100.

St. Trond.—*Stat.*—Pop. 12,000.—Hotels:—

Grand H. du Commerce, in the centre of town.

A very ancient city, in the province of Limburg 15 m. W.N.W. of Maestricht, called after St. Trudon, who built a monastery here. At Burstem, near this, a battle was fought in 1417, between Charles the Bold and his rebel subjects at Liége. Rail, pp. 98 and 105.

Seraing.—*Stat.*—Pop. (1877) 24,565. In Liége province, on the Meuse, 3 m. from Liége; the centre of numerous factories, furnaces, rolling mills, and collieries, founded (1814) by an Englishman, John Cockerill, which employ 3000 men. A statue of Cockerill who was a working man's son, was set up in 1871, and is seen on the left of the station. Rail, pp. 16, 96.

Spa.—*Stat.*—Pop. 5,715.—Hotels:—

Hotel d'Orange—First-class hotel, beautifully situated, adjoining the Casino, deservedly recommended.

Hotel d'York. A very old and first-rate hotel, exceedingly well situated, and especially known for its comfort and good accommodation.

H. de Flandre, an old-established good house.

Hotel de l'Europe, oppo ite the cascade; kept by Mr. Henrard Richard. A very good house.

Grand Hotel des Bains,—See Advt.

Hotel Britannique. First-class h tel, very well situated.

Hotel des Pays Bas, a quiet well conducted house, and reasonable prices.

Hotel Brighton, Avenue du Marteau, near the Railway Station and the Park. See Advt.

Hotel de Portugal; Hotel du Midi.

Hotel de Belle Vue, Place Royal. First-class hotel, highly recommended.

Cafés Restaurant are very numerous—De Paris Casino; Rocher de Cancale. Saddle-horses, carriages, and pony-chaises. The ponies are sure-footed animals of Andalusian blood.

Carriage, 1 horse, 2 persons, a round of the Springs, 6 fr.

Spa, in the province of Liége, lies on the Wayai, under the Ardennes, 17 m. from Liége (via Pepinster), 17 m. from Aix-la-Chapelle, in a spot abounding with beautiful walks and drives. Height above sea, about 1000 ft., with a bracing and healthy climate, though a little chilly just after sunset. The season is from May to October. Its chalybeate (or iron) springs, which were known even to the Romans, attract visitors from all parts of the Continent and from America; in fact, Spa has given a general name to all sites for mineral waters.

The waters are full of carbonic acid gas, sparkling, cheering, easily digested, and containing carbonate of iron, soda, lime, and magnesia. Those most frequented are as follows: The Pouhon, used by Peter the Great 1717, whose tablet and certificate are here; Sauvenière and Groesbeck in a fine wood 1½ miles from the town, and 470 feet higher, near the Promenade d'Orleans, and the pillar to Louis Philippe's mother; Geronstère, in a beautiful wood, 2 miles distant, having a slight sulphur taste; Barisart, 1 mile, sparkling and refreshing, especially good in dyspepsia; Tonnelets, 1 m., in a boggy spot; and the two Prince of Condé springs, the favourite English springs, clear, agreeable, and easily digested. Tens of thousands of bottles of the Condé and the Pouhon are exported. The waters must be taken under medical direction, and may be drunk or bathed in. In the latter case, the waters being in their nature highly charged with gases, and heated by steam, the patient fancies himself bathing in "creaming champagne." Peat and medicated baths are also administered with good effect. Breakfast parties and pic-nics are often made to the more distant Spas.

Public Walks—Promenades de Sept Heures, d'Orleans, des Artistes, de Meyerbeer, de Ralkem

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(near the Allée du Marteau, or "Rotten Row"), and the Boulevard des Anglais, in the Wayai valley, all well planted and connected with each other. The band plays daily in the Promenade de Sept Heures, or in the Casino, a large building containing a splendid ball room, music, card, and conversation rooms; an elegant theatre, open three times a week. Balls, concerts, and fêtes champêtres are given at the Spa, the Redoute, near the Pouhon spring; at Vauxhall, towards the Géronstère spring; and at the Salle Levos, and other pretty gardens. A splendid Bath House was opened 1868, at a cost of £80,000; and in another part of the town there is a handsome swimming bath. Races and Steeple-chases in June and September, and Cricket in the season. Articles of painted and varnished ware are sold. Fishing and shooting may be had, and hunting at Viel Salm about an hour's distance by rail. Distant Excursions can be enjoyed to the Coo Fall, the Remouchamps, and Hoy Grottoes, and in the ravines and glens of the neighbouring hills, 2000 feet high; the plants and strata of which are described in the late Dr. Cutler's "Notes on Spa."

The Administration of the Town and the new Directors of the Casino use every means to give éclat to the Fêtes. Tax on visitors to the Casino, 1½ fr. a day, or 8 fr. the week.

There is a dispensary for the poor.

ENGLISH CHURCH SERVICE.—At the large English Church (S. P. G.): on Sundays and Holydays, 8.30 and 11.30 a.m., and 7.0 p.m. Daily morning prayer, 8.30 a.m. Rev. J. Harrison, M.A., Oxon.

MEDICAL.—Dr. Jules Lezaack; Dr. de Damseau; Dr. V. Scheuer.

BANKER.—Mr. Henry Hayemal, correspondent of all the great Bankers in England, recommended in full confidence.

CONVEYANCES.—Rail, see pages 90, 92, and 142.

Termonde (or **Dendermonde**)—*Stat.*—Pop. 8,640.—HOTELS:—AIGLE; DE LA DEMI-LUNE. A fortified town in E. Flanders on the Dendre and Schelde, 16 m. from Ghent. At Notre Dame are two paintings by Vandyke. Rail, pp. 84, 88, 93, 100.

Tirlemont or *Flem.* **Thienen.**—*Stat.*—Pop. 12,260.—HOTELS:—LE PLAT D'ETAIN; DES QUATRE SAISONS; DE FLANDRE. Buffet at the Station. Omnibuses and Cabs attend the Trains.

In S. Brabant, 12 m. from Louvain, having some very old gates; with the ancient Church of St. Germain (on an eminence), of the ninth century, containing an altar-piece by Wappes. There is a Boys' School at the Stanislas Convent.

Towards Landen, the Railway runs through the plain of **Neerwinden**, celebrated for two great battles fought there—one in 1693, when William III. was beaten by the French under Marshal Luxembourg, and the other in 1793, when the Austrians defeated the revolutionary army, and drove them from Belgium. CONVEYANCES.—Railway, see pp. 86, 90, 96, and 102.

Tongeren *Fr.* **Tongres.**—*Stat.*—Pop. 7,000. HOTEL DE-LA-CASQUE.

The Roman *Tongri*, in Limburg province, on the Jaar; the oldest place in Belgium, 20 m. from Liége, on the line to Hasselt (p. 108). It has a 13th cent. Gothic *Cathedral*, containing rich treasures, with a 10th cent. *Cloister* annexed in good preservation. Near this is Pliny's Fountain, a mineral spring so called.

Tournay—*Flem.* **Doornik.**—*Stat.*—Pop. (1877) 32,180.

HOTELS:—DE L'IMPERATRICE; DU SINGE D'OR.

A fortified town in Hainault, the old *Civitas Nerviorum*, on the Schelde, 27 m. from Mons; containing a most ancient *Cathedral*, a colossal edifice, with pictures by Rubens, and marble groups by Dufresnoy; a lofty Gothic choir, rich stained glass; Norman nave, with a double triforium; grand apsed transepts; and five Towers. There are interesting specimens of domestic architecture; besides a Museum in the fine Town Hall. In Grande Place is a statue erected, 1863, to Lalaing, who defended the town against Farnese. 1563. Rail, pp. 82, 84.

Tubize.—*Stat.*—A small place near Braine-le-Comte, in S. Brabant, 13 m. from Brussels. Rail, p. 82.

Verviers.—*Stat.*—Pop. (1877) 38,410. HOTELS: HOTEL DU CHEMIN DE FER, an Inn conveniently situated, opposite the Railway station.

BUFFET OR REFRESHMENT ROOM.—There is ample time to take refreshments at this station, which has one of the best "Buffets" on the line.

Proceeding from Brussels, or from any other part of Belgium, examination of baggage does not take place at this frontier town, but carriages are changed here. The Train stops 10 minutes at the next station (Herbesthal) for inspection; but registered baggage is examined at Cologne.

Baggage for Aix-la-Chapelle or Cologne, proceeds for examination at either of these places. Since the opening of a new line to Dusseldorf (avoiding Cologne), the journey between Ostend and Berlin is done in 19 hours, express. Only the travellers *entering Belgium* from Prussia have their luggage subjected to examination; whereas, carriages are changed here, *both in going and returning*.

Verviers, in Liége province, in the picturesque valley of the Vesdre, 16 m. from Liége, is the seat of the cloth trade, and may justly be termed the Leeds of Belgium. Coarse woollen cloth are principally made.

AMERICAN C. Agent—G. C. Tanner, Esq.

Railway, see pages 89, 90, 96, 122, and 142.

Villers la Ville.—*Stat.*—Pop. 778.

A spot celebrated for its ruins, in S. Brabant, 22 m. from Brussels. The Rail (p. 103) passes through the garden of the *Abbey*, and generally so rapidly, that only a glimpse can be obtained of these magnificent ruins. The tourist should therefore make an excursion from Brussels, expressly to visit them. Arrangements have been made by which tourists can leave Brussels every day at 9.5 in the morning, and return to Brussels at 4.30 in the afternoon, in time for the table d'hôte; thus spending a most delightful day at the Abbey. The *Abbey de Villers* is one of the most romantic and picturesque piles of ruins in Belgium; in a beautiful valley, at the centre of an ancient forest, covering an immense area of enclosed grounds.

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The best view of the ruins is from the terrace gardens beyond the railway. No one can behold the refectory, the cloisters, the crypts, and lastly the magnificent ruins of the beautiful church, without feelings of awe and wonder.

The Abbey de Villers was first pillaged, and then set fire to by a party of French Republican soldiers in 1793. The ruins were then sold to a person of the name of La Terrace for 70,000fr., who continued the work of destruction, and left the present ruins, which, with the adjacent land, is now the property of Madame Huart d'Enghien.

Vilvorde — *Stat.* — Pop. 5,200.

A small town in S. Brabant, 6 m. from Brussels, where *Tindal* translated the Bible, for which he was condemned and burnt. 1536. The great Penitentiary is at the old Castle, in the suburbs. Rail, p. 84.

Waterloo. — *Stat.*—THE MUSEUM HOTEL. The Museum is kept by the niece of the late Sergeant-Major Cotton.

THE HOTEL DES COLONNES.

Waterloo is a handsome village in S. Brabant, 9 m. from Brussels; with a round church, of which the Marquis of Castanaga, governor of the Low Countries, laid the first stone in 1690. The hamlet of Mount St. Jean is a little beyond. The French named the battle of the 18th June, 1815, after this hamlet, *Mont St. Jean*; the victorious armies, called it Waterloo. Planchenoit, with the farm of *La Belle Alliance* is further on. *La Haye Sainte*, *Hougoumont*, the Belgian Mound (200 ft. high), and other memorials, are seen.—N.B.—Manufactured relics are on sale. The road from Brussels is, for the most part, through the beautiful forest of Soignies.

CONVEYANCES.—From Brussels, by rail, South Station, see p. 89. Fare there and back, 1st cl. 2fr. 30c. N.B.—Stations at Waterloo and Braine-l'Alleud; the latter only a mile from the Belgian Lion, to which there is a conveyance. But travellers inclined for a pleasant ride from Brussels should go by the Four-horse Coach, twice daily (Suns. excepted). Fare there and back, 7 frs. Private carriages for 1 to 5 persons: 25 francs. Places for the coach, and private carriages, are secured at Mr. Suffell's office, 81 Montagne de la Cour.

Wavre.—*Stat.*—In S. Brabant, on the Dyle, 15 m. from Brussel; where Grouchy was engaged with the Prussian rear-guard (1815) under Thielmann, while Blucher with the main body went to complete the defeat of the French at Waterloo. Rail, pp. 94, 99, 103.

Ypres.—*Stat.*—Pop. 17,000; formerly 200,000. HOTEL TETE D'OR.

An old fortified town, 1¼ m. round, in W. Flanders, on the Yperlee, 32 m. from Bruges. The noble *Town Hall*, (once a Cloth Hall) restored 1860, standing in the great market place, extends 462 ft. by 50 ft., with a fine Clock Tower and spire in the middle, and 44 statues along the front. It was built about 1342-50, by an Englishman (it is said); is lit by innumerable Gothic windows in a double row; and has modern paintings by Pauwels. At the Gothic *Cathedral* is the grave of Bp. Jansen, founder of the Jansenists, with a Fall of Man (said to be by Van Eyck). There are four other fine churches, a college, exchange, and hospitals. Here it is said, diaper (d'Ypres) linen was first made.

CONVEYANCES—Rail, pages 94, 98, 99.

ROUTES FROM BRUSSELS.

ROUTE 1.

Brussels to Antwerp (*Via* Vilvorde, Malines, Contich and Vieux-Dieu); and from **Antwerp to Holland** (Roosendaal, Breda, Rotterdam).

BRUSSELS.—*Stat.*—*(Map in Special Edition.)* See p. 399.

From the Brussels station, "du Nord," to Antwerp, you pass **Schaerbeek**, (a suburb of Brussels) and **Haeran**, to **Vilvorde**. See page 409.

Weerde in a well cultivated district, here and there some country seats.

Malines, or Mechlin, see page 405. This is the central station to which the Brussels, Antwerp, Ostend, and Cologne lines converge. Passengers from Antwerp or Ostend to Cologne, change trains at this station.

Leaving Malines we pass

Contich, where the line branches off to Turnhout; and

Berchem, where the line branches off to Lierre; and soon after we enter

Antwerp, after a journey of 55 minutes, from Brussels

Fares from Brussels to Antwerp:—

1st Cl. ..... fr. 3.35. | 2nd Cl. .....fr. 2.45.

Through Tickets are delivered at the North Station at Brussels:—From Brussels to

Rotterdam .....1st Cl. frs. 15.70.
The Hague.....1st Cl. frs. 19.70.
Amsterdam (*via* Louvain) ..... 1st Cl. frs. 23.70.
Utrecht (*via* do.) .....1st Cl. frs. 18.50.

N.B.—Expeditious Tours can be performed through Belgium and Holland at very little expense.

Coming from **London**, travellers proceeding *via* Dover and Ostend, or from London direct to Ostend, by the General Steam Navigation Company's Steamers, first of all visit

Ostend. See p. 406. Then they come to

Bruges, (p 398.) one of the most interesting towns in Belgium.

Ghent, (or *Gand*, in French) another most interesting place; see p 403 From Ghent a branch line leads to Antwerp; but the first itinerary, as above, takes the traveller by a direct line, carried through this part of Flanders and through the best cultivated part of Brabant, to

Brussels see p 399. After a stay at Brussels, the traveller may continue his way to

Antwerp, (p 397) the commercial metropolis of Belgium, and from thence to Holland

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taking in on the route nearly all the most important towns of the Netherlands: including Roosendaal, Breda, Dordrecht, and Rotterdam, (see the Holland section); from which the traveller may easily choose the way home; or continue the excursion by Haarlem, Amsterdam, Utrecht, and Arnhem to Cologne and the Rhine; or to Hanover, Bremen, Hamburg, Berlin, &c.

ROUTE 2.—Brussels to Paris.

By Mons, St. Quentin, etc.

Brussels.—From "Station du Midi," built since 1869, on the south side of the town at the end of the new Boulevards, which divide the town from the North Station as far as here. There are many cuttings on the line.

On leaving the Station, which is large and convenient, we get a view of the Port de Hal on the left, and cross the river Senne near

Forest (*Stat.*)

Braine-le-Comte. See p. 82.

At Braine-le-Comte, a branch line diverges to Charleroi and Namur, 49 miles

We then come to **Soignies** and

Jurbise.—At Jurbise the line branches off to Ath and Tournay.

Mons (see 405) is the next Station.

Mons has a communication with the Scheldt by the Canal de Condé; and also by Railway, with Jurbise, Ath, etc., see page 405.

A branch line to Charleroi, Namur, and Cologne.

On leaving Mons the railway passes the Stations of Cuesmes, Frameries, Quevy (the Belgian Custom-house), Feignies (the French Custom-house). The ceremonies of the Custom-house, at either place, occupy about twenty minutes; every courtesy is shown to travellers by the officials. It then reaches—

Maubeuge, and joins the Northern of France line.

From here is a line to Paris viâ the following:—

St. Quentin. see page 16 and 86

Creil, see page 16. **Paris,** see pp. 18 and 86.

The traveller may also proceed from **Mons** (as above) to Paris by way of

Jemappes.—*Stat.*—See page 404.

As we approach St. Ghislain, to the left are seen the extensive establishments of Hornu.

St. Ghislain.—Pop. 1,800.—

The Railway to Ghent by Audenarde branches off here.

Quievrain.—*Stat.*-Pop. 2,180.—The frontier station of the Southern line, and the point of junction with the Great Northern of France Railway.

Here is the Belgian custom-house, where the examination of the Passport and Luggage takes place on entering Belgium: one half mile further, the small river Annelle marks the boundary of France. The neighbourhood abounds in coal and other minerals

Blanc Misseron (France) is the next Station passed

Valenciennes.—*Stat.*—See page 393.

The examination of luggage occupies about half an hour: there is an excellent Buffet at the Station.

Douai.—*Stat.*—

Arras, see page 355. We next come to **Amiens,** for description of which see p. 353.

From this place the traveller is carried on past the following,

Breteuil, Clermont Creil and **Chantilly,** and shortly after enters

Paris. See p. 379.

ROUTE 3.—Brussels to Paris.

By Charleroi, Erquelines, and Creil.

Brussels.—From Great Luxembourg Stat.

Boitsfort. lies in a valley on the border of the forest of Soignies; and is a great resort of pleasure parties.

Groenendael.—*Stat.*—In the heart of the forest of Soignies. Near the station may be seen the ruined foundations of a Priory.

La Hulpe—*Stat.*—A fine view over an extensive sheet of water towards the country seat of the Marquis de Bethune. From the high ground above the station may be seen, on a clear day, the monumental Lion on the field of Waterloo.

Ottignies—*Stat.*—Is 15 miles from Brussels, at the Junction of the Charleroi and Louvain, with other lines: see p. 406.

Court St. Etienne—*Stat.*—

The traveller then approaches the singular and beautiful ruins of the Abbey de Villers at

Villers la Ville—See p. 408.

The line passes through the garden of the *Abbey*.

Charleroi.—And the Charleroi coal-field. See p. 402.

The line proceeds through remarkably fine and picturesque scenery to

Erquelines (the Buffet Hotel), the last station in Belgium, where luggage and passports are examined.

Thence viâ **St. Quentin** and **Creil**—at both of which places there are refreshment rooms—to **Paris.**

ROUTE 4.—Brussels to Liege.

Viâ Louvain, Tirlemont, and Landen.

Brussels—The terminus of the Northern line (Station Nord), is outside the Porte de Cologne.

Louvain—*Stat.*—See p. 405.

At Louvain, the line branches off to Wavre and Aerschot

Tirlemont *Stat.*—See p. 408.

Landen—*Stat*—See p. 404.

Waremme the chief town of a district of the province of Liége; population, 1,400. The church is said to have been founded by the Templar Guathier, in the 12th century. On the banks of the Geer the Castle of Longchamps, remarkable for the great extent of its park, may be seen. Waremme is famous for its gingerbread. On leaving the Station, one of the best-preserved Roman roads is crossed by the railway.

Remicourt a commune of 300 inhabitants. The railway is equal in elevation to the summit of the steeple at Antwerp.

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Fexhe, a commune of the district of Waremme, called "Fexhe with the high steeple."

Ans, the Station next to Liége. Save the remains of an ancient Castle, there is nothing of interest at Ans. It has 3,800 inhabitants.

On approaching Liége by the inclined plane leading to the station, the view of the whole city, with its domes, manufactories, and palace, extended over the valley, or plain—at the junction of the Meuse and Ourthe—is one of those sights never to be forgotten.

Liege.—For description of, see page 404.

For route from Liege to Verviers, Herbesthal, Aix-la-Chapelle, and Cologne, see Route 5.

Fares from Brussels to Liége, 1st. cl., fr. 7.20
" " Cologne, " 23.35

Fare from Brussels to Cologne (via Louvain, Aerschot, Hasselt, Maestricht and Aix-la-Chapelle), 1st class, fr. 24.60; 2nd class, fr. 18.10.

See Time Table, page, 107.

ROUTE 5.—Brussels to Cologne.

By NAMUR, LIEGE, VERVIERS, & AIX LA CHAPELLE

Change carriages at Namur, for Cologne. Fare to Cologne, 1st class, 25 fr. 10 c. 2nd class, 18 fr. 40 c. 3rd class, 12 fr. 45 c. Exp. 28 fr. 5 c. (25 Kil. luggage free). See page 106.

The scenery by this Route is exceedingly fine, particularly between Namur and Liege.

Brussels.—From the Great Luxembourg Railway Station, Quartier Leopold.

Boitsfort.—From here the line passes Groenendael, La Hulpe, Ottignies, as in Route 3.

Mont St. Guibert—*Stat.*—Pop. 969—A picturesque village, with remains of an old Castle, which may be seen from the railway.

Gembloux—*Stat.*—Pop. 2,320—A small cutlery town, in a hollow. Here the Austrians were defeated 1794. A large pile of brick was formerly a Benedictine College, but in 1789 the monks were dispersed

St. Denis Bovesse—*Stat.*—See p. 407.

Rhisnes—*Stat.*—Pop. 785.

The last station before reaching Namur. The train passes through several deep cuttings in rock, giving occasional peeps of very lovely country. The valley of the Sambre, thus presented to view, showing one of the richest scenes in Belgium.

Namur—*Stat.*—See p. 406.

Marche-les-Dames—*Stat.*—The scenery in the vicinity is bold and romantic.

Huy (pronounced *We.*)—*Stat.*—Pop. 10,830.—HOTEL DU MOUTON BLEU.

This is the most flourishing town between Namur and Liége. The church is very striking, and possesses a fine oriel window and carved gateway. An excursion up the valley of the Hoyoux, as far as Modave, is recommended. The trout fishing in the neighbourhood is excellent.

Engis.—*Stat.*—There are many châteaux in the neighbourhood: one, called the Château d'Aigremont, was the residence of the celebrated William de la Marcke, the "Wild Boar of Ardennes;" another, called the Château de Chokier, is situated on the summit of a wild and rugged rock.

Flemalle.—At this station the line crosses the Meuse.

Seraing—*Stat.*—See p. 407.

Ougree.—*Stat.*—Here, also, rolling mills, furnaces, and collieries are the prevailing characteristics.

Liege.—*Stat.*—See page 404.

Longdos—*Stat.*—The Company's station at Liége, is much more central and nearer to the town than that of the Government, called Guillemins. From Longdos the line continues to Maestricht.

The branch line from Flemalle terminates at the *Guillemins* station, which is worked conjointly by the Government and Company.—Here trains must be changed by passengers going through to Verviers, Aix-la-Chapelle, and Cologne, in the one direction; or to Brussels, Antwerp, and Ostend in the other.

By rail, from Liége to Verviers, the travellers pass thro' the most picturesque portion of the line.

Chenee at the junction of the Ourthe with the Vesdre. The scenery is at times varied by large factories, principally of cloth, all along to

Chaudefontaine—*Stat.*—See p. 403.

Pepinster—*Stat.*—(Buffet).—Said to have belonged to the Carlovingian Pepins. Railway to Spa and Luxembourg.

Spa.—*Stat.*—See page 407.

Ensival.—*Stat.*

Possessing important factories, and is a suburb of Verviers.

Verviers.—*Stat.*—See page 408.

Herbesthal.—*Stat.*—See p. 404.

From here the line passes into **Rhenish Prussia,** and then reaches

Aix-la-Chapelle.—*Stat.*—See page 451.

From Aix the traveller proceeds per rail to Cologne, a distance of 45 English miles, (and to Düsseldorf direct.) Close by the side of the line is the Castle of Frankenburg. Charlemagne is reported to have founded a Castle on this spot, in which he dwelt; his Queen Fastrado died there.

Stolberg—*Stat.*—Pop. 2,760. HOTELS:—HISSELS and WETTERS.

Situated in a valley studded with mills, forges, &c., and surmounted by a picturesque old castle.

Eschweiler—*Stat.*—Pop. 13,800.

An industrious little town, built on the Jude, having silk, iron, and wire manufactories, and also an ancient picturesque castle close to the line. The old Castle of Nothberg is next passed.

Langerwehe.—*Stat.*—In the Vale of the Weho, traversed by a viaduct of seven arches, Crossing the Roer or Ruhr, immediately after, we enter

Duren.—*Stat.*—Pop. 10,800.—HOTELS:—ESSENS AND POST.—MOMMER, best.

The Roman *Marcodurem*, near which Charlemagne defeated the Saxons. From here a pleasant excursion may be made up the Ruhr to Nieeggen Castle, where Engelbert, Archbishop of

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Cologne. was imprisoned in the thirteenth century. The railway passing a cutting between the Meuse and Rhine, proceeds over the lowlands of the Valley of the Erft, and thence into the Valley of the Rhine, through Königsdorf Tunnel, a mile long. At Mugernsdorf a fine view is had of Cologne, with its many towers and steeples.

COLOGNE.—See page 422.

ROUTE 6.

Aix-la-Chapelle to Dusseldorf via Bleyberg and Ruhrort. By Rail, see pp. 140, 153, and 154.

Aix-la-Chapelle.—*Stat*—See page 451.

Gladbach.—*Stat.*—Pop. (1875) 31,963.

On the Ners, about 18 miles N. of Juliers. It has a Benedictine Abbey; and considerable manufactures of fine strong linen are carried on. Junction for the Rail to Ruhrort; pp. 140, 144, 153.

Neuss.—*Stat.*—Pop. 10,720.—HOTEL:—ROMISCHER KAISER.

This place which was close to the Rhine, in the fourteenth century, is now distant about a mile and a half. It is the *Novesium* of the Romans, where Drusus, who built the town, threw a bridge over the Rhine. Among its edifices the old church of St. Quirinus, a fine Gothic building, erected in 1209, is well worthy examination.

Near Neuss, is the ancient *Abbey of Eberach*, with a church built in the thirteenth century.

Dusseldorf.—*Stat*—See page 421.

Crefeld.—*Stat.*—Pop. (1876) 62,905.—HOTELS: OBERHEIMS HOF; WILDERMANN.

A flourishing town, having fine wide streets of nicely-built houses, about 5 miles from the Rhine, between Düsseldorf and Cleves; with considerable manufactures of velvet, silk, cotton, wool, linen and other articles, besides dye works. *Kempen*, near this, gives name to Thomas à Kempis. Railway see pp. 112, 120, 144.

Ruhrort.—*Stat.*—Pop. 3,740.—HOTEL:—

Situated at the confluence of the Ruhr (Roer), with the Rhine. This is the best harbour on the Lower Rhine. It possesses many ship-building docks, and has a large carrying trade, including trade with Holland, in coal from the large beds on the Roer.

To Luftballon, a public pleasure garden about a mile distant, an agreeable walk may be taken.

Here is an Hydraulic lift, consisting of two towers, each 120 feet high, by which waggons, loaded with goods, can be raised and lowered to the level of the river. Passengers without changing seats are carried over by a steamer, having rails on deck for twelve carriages.

Berlin (*via* Bleyberg and Düsseldorf). See pp. 142, 144, and 452.

ROUTE 7.

Great Luxembourg Route to the Rhine by NAMUR and LUXEMBOURG, thence to TREVES and the MOSELLE, &c., and the shortest Route to Bâle, by Luxembourg, Thionville, Metz, and Strassburg, page 106.

Brussels.—From Station, (Quartier Leopold), via Boitsfort, Groenendael, &c., as in Route 8, to

Namur. See p. 406. From Namur the train proceeds over the Meuse by a fine bridge, and thence on to Ciney. At Jemelle an Omnibus runs to Rochefort, or the *Grotto of Han*. From Jemelle the railway proceeds through the Valley of the Homme, and round the old castle of Miewart, to

Poix *Stat.*, 4½ miles from the Abbey of St. Hubert (see p. 407). From Poix through a most picturesque country, to

Luxemburg.—*Stat*—Pop. (1871) 14,440.

HOTEL DE COLOGNE, in the centre of the town, an old-established house, affording good accommodation.

HOTEL DE L'EUROPE.—J. KOHN, proprietor. See Advt.

TRAM CARS from the Station, 6 a.m. to 10 p.m. Cabs 9 a.m. to 9 p.m.

The capital of a Duchy, which was a member of the German Confederation till 1866, but is now a neutral state, under the personal rule of its Grand Duke, the King of Holland, with its own Government and Chambers. The town is divided by the river Else into upper and lower; the former is built on a rock, and the latter in two valleys. Notice the Church of St. Nicholas; the bridge over the valley; and the ruins of the Palace, and the strong fortress which was garrisoned by Prussia, and was dismantled 1867. Three valleys in the neighbourhood are crossed by long viaducts.

TELEGRAM to United Kingdom, 3d. per word.

Omnibus, twice a day to **Mondorf**, an iron Bath frequented in summer, from 10 May.

From Luxemburg to Treves German time is kept.

Railway from Luxemburg to Thionville (or Diedenhofen), Metz, Strassburg, Bâle; and from Luxemburg to Vienna, *via* Metz, Strassburg, Munich, and Simbach. See page 106.

Treves (*Ger.* **Trier**)—In Rhenish Prussia. Pop. (1876) 32,972. HOTELS:—

HOTEL DE TREVES.—A first-class Hotel for families and gentlemen, highly recommended.

HOTEL ROTHES HAUS.

CAFE: Steinhaus. POST-OFFICE in Grande Place.

Cabs, 2m. 50pf. per hour for 3 persons.

On the right bank of the Moselle, in a fine fertile valley, bounded with vine-clad hills. It is the Roman *Augusta Trevirorum*, the capital of *Gallica Belgica*, and the oldest city in Germany, having many ancient remains and curious old houses. The *Dom*, or Cathedral of St. Peter on the site of the Roman Palace, is a Romanesque group of spires and towers, 336 ft. long; containing the tombs of two Electors, and a relic called the Holy Coat, made of camels' hair, and said to have been worn by our Saviour; which drew a million of pilgrims here when exhibited in 1844. Adjoining the Dom is the *Liebfrauenkirche*, or Lady's Chapel, an ancient Gothic building, on

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the site of a Baptistery. The Pillar of Granite, surmounted by a cross, standing in the market-place, commemorates the appearance of a fiery cross in the sky in 958. It was part of a church destroyed by Attila. The *Red House Hotel*, (the *Old Town Hall*) in the market place, faces St. Gangolph's. The *Roman Baths* and *Amphitheatre*, are near the Weber Gate. What remains of the latter is a Wine-store. The Black Gate (Schwarzes Thor), or *Porta Nigra*, on the N. side of the town, is a very interesting relic built about A.D. 312; sometime used as a church, but restored as a gate 1817. The Bridge over the Moselle is near the station; parts of its piers date from B.C. 28.

The Roman *Basilica* of Constantine or Heathens' Tower, has been restored, and is now a Protestant Temple. It stands on the "Pallast," near a Barrack, which was a former Palace of the Electors of Treves. The Library and Museum, in the former University buildings, now a College near the Jesuite Church, contain many rare books, MSS., coins, medals, and Roman remains.

The Hospital looks on the river, near St. Paul's Church, or *Paulinuskirche*, which stands on the site of the oldest church in Treves, and has been rebuilt five times; the present erection is of the last century. It has a fine painted ceiling by Scheffer, of Augsburg, Rubens's pupil.

The *Pallien* is a picturesque suburb, and a good point of view, across the river, near the bridge of boats. Here are the best houses and villas; with a house dedicated to Ste. Genoveva. Beyond the Amphitheatre, on the Luxemburg road is **Igel**, 6 miles off, worth visiting for its beautiful Roman monument, 70 feet high. It is a red sandstone obelisk, carved on one side, and said to be named from Aquila, or from Caius Iguis, or Caligula. Carriages can be had at Hotel de Treves. Conveyances.—Railway, pages 79, 118, 120.-5.

From Treves the line to Cologne and Düren may be followed to Kellburg (in the Hohe Eifel), Gerolstein (in Vorder Eifel), and Hillesheim. The **Eifel** is a hilly volcanic district, extending 40 m. by 25 m.; bare, but interesting, from being marked by several craters and volcanic deposits. The highest point is *Schartebery*, 2,160 ft. above sea, between Gerolstein and Daun. See p. 120.

Steamers *down the Moselle* (or *Mosel* in German), following the windings of the river to Coblenz, touching at Berncastel or Trarbach, in 9 hours. See Alphabetical list of Sailings. Its beautiful banks are bordered by undulating hills, covered not only by vines, but with rich wood; alternating with picturesque villages, promontories, ruins of castles, watch towers, and Gothic church steeples.

It is now accessible by *Rail* (p. 124), which follows a more direct route, via **Ehrang** and Schweich ferry, to Wittlich, and **Uersig**, the Stat. for Berncastle, Traben, and Trarbach. **Bullay**, halfway, is the Stat. for Zell, and for **Bertrich Baths**, on the Alf. From Cochem the Stat. for the Ellerberg and Hoch Kessel, the rail follows the river bank.

Berncastel—Pop. 3,800—Hotels:—Drei Konige; Poste.—In a picturesque position, under an old castle. The walk over the hills to Trarbach affords fine views. **Trarbach**—Pop. 1,620—Hotels:—Hotel Bretz; Metzou. Picturesquely situated in one of the valleys leading to the river, under the ruins of Grafinburg Castle. The village was burnt 1857.

Traben—Pop. 1,293—Hotel Claus.

Travellers should land opposite Pünderich, and walk to Marienburg for a beautiful panorama. There is a small inn within the ruins of Marienburg, where one may breakfast or dine.

Zell—Pop. 1,500—Melchior's Inn.—A small town opposite Marienburg **Cochem**—*Stat.*—(In Rhenish Prussia.)—Pop. 2,870. Hotels:—De l'Union; Kehrer's. Marked by two castles on the summits of the surrounding hills.

Carden—*Stat.*—Brauers' Inn.—In the heart of one of the sweetest spots on the Moselle.

Moselkern—*Stat.*, for Schloss Elz, a real mediæval Castle, 700 years old, up the Elz.

Hatzenport—*Stat.* for Münsterma feld, with its very old Church and Castle; and for Brodenbach.

Brodenbach, a place near the mouth of the Ehrenbach, in a lovely valley, closed up by a rocky hill, on the summit of which is perched the *Castle of Ehrenberg*, one of the finest remains on the Moselle.

Cobern—*Stat.*—a little town, defended by two castles—the Neiderburg and Oberburg—the former containing the Chapel of St. Matthias, a Gothic structure which deserves to be visited.

Winningen.—*Stat.*—for Diebliech, a pretty spot, famous for witches, said to haunt the neighbourhood. Winningen is a mart for Moselle wine.

Guls. *Stat.*—for **Moselweiss**, a village of great antiquity.

COBLENZ—*Stat.*—On the Rhine. See p. 427.

HOLLAND, OR NETHERLANDS.

HOLLAND (etymologically, Hollowland) is situated along the south-eastern coast of the North Sea; greatest length from N.E. to S.W. 190 miles; greatest breadth from E. to W., 123 miles. The area (including Limburg) is 1,860 square m.; to which the reclamation of the Zuyder Zee will add six per cent. area of Luxembourg Duchy 1,036 square miles, with a pop. of 205,160. Holland was an extended swamp, alternately covered with and abandoned by the waters of the ocean, the contest with which has ended in a great triumph for human industry, and in the country being brought into a high state of cultivation and comparative safety. The canals are very numerous, and of the greatest utility in draining off the waters and in facilitating the internal trade. They are lined with trees, which tend greatly to improve the country, in itself so flat that to those approaching it along the rivers, and some part of the coast, the trees and spires seem to rise out of the water. Along the

coast of the North Sea there is a line of broad sand-hills and downs, sometimes high enough to shut out the view of the sea even from the tops of the spires. In Zealand and North Holland the encroachment of the sea is kept back with great difficulty and at an immense expense. Friesland, which has no sandhills, is protected by broad dykes and palisadoes, which cost half a million sterling yearly. Wide meadows, clad with the richest verdure, are, during eight months of the year, covered with cattle, whose high condition attests an abundant and wholesome nutriment. In the North, wheat, flax, and madder are raised; and in the South, where agriculture has made the greatest progress, inferior tobacco is grown, and different kinds of fruit-trees cover the fields.

In the towns, beyond the complete collections of Dutch Paintings at the Hague and Amsterdam, (and the Japanese Collections,) there is little to attract. Holland, however, presents the picture of a people owing not only their wealth and high commercial position, but even the very land, to their own labour and enterprise. The best seasons for visiting Holland are May, June, Sept., and Oct.

The Dutch possess an excellent system of **Education**, regulated according to laws passed in 1857 and 1863, and based on a system of religious equality. These laws are most complete in all their details and provisions, and ensure for *every* child in the country an education in the simple branches of secular knowledge. The law does not compel parents to send their children to school, but refuses *all* relief from the public funds unless they do so; and the result is, there are *none* without education. The Universities of Leyden, Utrecht, and Groningon, contain 1400 students.

Population—(1877) 3,982,000, estimated. In 1875, about 3,809,530, exclusive of the Dutch Indies. The Colonies number 24 millions. The Protestants amount to 3-5ths; the Catholics to 2-5ths. There are about 68,000 Jews. The Protestant and Catholic clergy are paid by the state.

Several dialects are spoken in Holland; the Dutch, which is in fact an offspring of the Low German or Nieder Deutsch, is the language of two-thirds of the inhabitants. Flemish is spoken on the Belgian frontier, and the provinces have each their peculiar dialect; that of Friesland partakes of the ancient Frison, that of Guelderland and Overijssel (ij=y) retains much of the ancient Low Saxon intermixed with modern Dutch. French and English are generally understood by the middle and upper classes.

Government.—A Constitutional Monarchy, dating from 1814, and styled *Het Koningrijk der Nederlanden*, or "Kingdom of the Netherlands," the proper name of the country. William III., born 1817, is reigning King, and Grand Duke of Luxemburg and Duke of Limburg; his eldest son is William, Prince of Orange, born 1840. The First Chamber is chosen by the Provincial States, and consists of 39 members who sit during nine years. The Second Chamber consists of 86 members, sitting 4 years and chosen by ballot by the tax-payers. The chief legislative power resides in the Second Chamber, which contains the most eminent political men in the country. There is complete religious toleration. Each of the 11 Provinces has its own Governor, or "King's Commissioner," and its Provincial States. **Revenue**—(1879), 9½ millions sterling; Expenditure, 10 millions sterling. **Debt**, 80¾ millions. The Colonial Government is vested nominally in the Crown, the "States" having a right of inquiry and of voting the supplies.

Army.—59,000 in 1878, besides 100,000 militia, exclusive of the Dutch Indies. **Navy** (1878), 101 vessels (15 being ironclads), with 580 guns.

Productive Industry.—At present the manufactures of Holland are upon a narrow though gradually increasing scale. Linen, tapes, and other smallware are made for home consumption. There are large manufactories at Enschede and Tilburg for supplying the Dutch Indies with calicoes, cloths, &c. The sugar-refining trade, and the manufacture of tobacco and snuff give employment to a large number of persons. The breweries are also extensive; but the building of ships, barges, and boats, form the staple industry of many of the localities on the banks of the rivers. At Schiedam are 300 "Hollands" distilleries: at Amsterdam, Curaçoa and Dutch bitters are made. Dutch bulbs are exported from Haarlem. There are several rising Iron and Metal Works at Rotterdam, The Hague, and Amsterdam. The *Imports* and *Exports* from and to England (1878) were worth 16¾ millions, and 22½ millions respectively

Routes to Holland.—**Grimsby to Rotterdam**, by the Manchester, Sheffield, and Lincolnshire Railway Company's first-class Steamers, every Wednesday and Saturday. Average passage,—hours. See advert. page 703. **Hull to Amsterdam.**—The "Alert," every Wednesday. **Hull to Geestemunde** in about 30 hours. **Hull to Rotterdam.**—Steamers, in 20 hours. Distance about 210 miles. See p. 314. **London to Rotterdam** by the Netherland Steamboat Co.'s Steamers, embarking passengers at Brunswick Wharf, Blackwall. Distance about 200 miles. By the **Great Eastern Railway**, *via* **Harwich**, from the **Liverpool Street Station** daily, Sundays excepted. For hours of departure during the month see page inside the cover. **Rotterdam to Antwerp** "per Telegraph" Steamer in about 7 hours. **Queenborough to Flushing**, daily (except Sunday), in 9 to 12 hours. **Customs Examination** of Baggage takes place at the seaports; and the frontier places of Luxemburg, Rosendaal, Tilburg, Zevenaar.

Money.—100 cents = 1 guilder, or florin = 1s 8d. Since 1st July, 1875, gold has been a legal tender; the gold coins are pieces of 10 florins and 5 florins, respectively worth 16s. 8d. and 8s. 4d. English. The silver coins are pieces of 2½, 1, and ½ gulden or florins, worth respectively 4s 2d., 1s. 8d., and 10d. sterling. There are also in silver, of a lower standard, 25, 10, and 5 cent pieces,

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worth respectively 5d., 2d., 1d. sterling. The bronze coins are pieces of 2½, 1, and ½ cents. PAPER MONEY.—Government Notes for 1, 5, 10, 50, and 100 guilders; and Bank of Netherlands Notes, for 25, 40, 60, 100, 200, 300, 500, and 1000 guilders. The name "Stiver," meaning a 5 cent piece (= 1d.) is nearly obsolete. See *The Merchant's Handbook of Money, Weights and Measures*, by W. A. Browne, LL.D., London: Stanford.

Railways.—The Hollandsche Ijzeren Spoorweg, from Rotterdam to the Hague, Leyden, Haarlem, and Amsterdam, and from Helder to Amsterdam; the Nederlandsche Rhijn Spoorweg, or Dutch Rhenish Railway, from Rotterdam to Amsterdam and the Hague, *via* Gouda; from Amsterdam to the Hague, *via* Gouda; and from Rotterdam, the Hague, and Amsterdam to Utrecht, Arnhem, and Emmerich; the Centraal Spoorweg, from Utrecht to Zwolle; the Staatsspoorwegen, from Harlingen to Groningen; Arnhem to Salzbergen; Bergen-op-Zoom to Roosendaal; and Rotterdam to Eindhoven, Venlo, Maastricht, and Liége. See pages 108 to 114. No free allowance of luggage; children from 3 to 10, half-fare. Return Tickets at a reduction of about one-fourth. Some stations have cloak rooms; each package, 1d., with a minimum of 2d. In 1878 there were 1,225 miles of **Railway**; and 2,190 miles of **Telegraph**. Telegram to United Kingdom 3d. a word. Postage to United Kingdom 2½d. for ½ oz. Money Orders see page xlvii.

Canals.—These afford abundant modes of conveyance, several times a day, to all the large towns, forming not only the high roads, but almost the streets of Holland. Fares for barges (*Trekschuiten*) about 5 cents. per mile. Rate of travelling, five miles per hour. Some faster ones are moved by steam; for example, from Rotterdam to Delft; and they are worth travelling in by those who wish to become acquainted with the country and people.

Inns.—The average charges are—bed, 1 florin; breakfast, 70 cents.; tea, ditto; dinner, with wine, 2½ florins; table d'hôte at 4 o'clock. Service ½ florin. Amsterdam is supplied from Haarlem with good water fit for table use, but effervescing water from Nassau, or artificial mineral water, is generally drunk by travellers. **Carriage hire** is very expensive.

Books.—English travellers would do well to read Motley's "Rise of the Dutch Republic," and his "History of the United Netherlands," or Channing's Concise "History of the Netherlands."

DESCRIPTIONS OF TOWNS.

Amsterdam.—*Stat.*—Pop. (1877) 302,270, of whom 60,000 are Catholics and 30,000 Israelites.

HOTELS:—

AMSTEL HOTEL.—A new hotel, opened in 1867 affords excellent accommodation.

HARDENBERG'S OLD BIBLE HOTEL is a well conducted house, much frequented by English and American gentlemen. A copy of the first Dutch Bible (1542) is shown.

BRACK'S DOELEN HOTEL, situated in the healthiest part of the Town. Deservedly recommended. Proprietor H. F. Hahn. HOTEL RONDEEL.

RESTAURANTS:—Oude Graaf. *Cafés*:—Café Français, Café Neuf, Poolsche Koffijhuis.

Theatres (closed from May to Sept.)—Stads Schouwburg, Dutch Plays; Grand Theatre des Variétés. Salle Frascati, Café Concert. Swimming School in the Y, in the Amstel.

CABS—For a drive, 1 to 3 persons 80c.; for an hour 1g. 20c. Omnibuses from Rail to Station 40c.

TELEGRAM to United Kingdom, 3d. a word.

Amsterdam, or Amstel-dam, the cap. of N. Holland, and the largest city in the Netherlands, 38 m. from the Hague; on the Amstel, a branch of the Ij, or Y, which is an inlet of the Zuyder Zee, and constitutes its port. It communicates with the North Sea by the *North Holland Canal*, 50 m. in length from Amsterdam to the Helder and the Texel; which took 6 years, and 12 million guilders to complete it. This, however, is inadequate to the increasing commerce, and has been in part superseded by the *North Sea Canal*, opened 1876, through the isthmus of Holland to the new Harbour of Ymuiden (or mouth of Y), on the North Sea; made at a cost of 2½ millions sterling by an English firm. The harbour is inclosed by two piers, each 5,000 feet long, with a mouth 850 ft. wide; and has a basin inside at the entrance of the canal; which is 14 miles long and 26 ft. deep, with two locks, 239 feet and 313 feet long. It follows the course of the Y, which has been drained; a rail follows the canal. Large colonial ships with coffee, tea, tobacco, sugar, etc., now come this way. Steamers run to London, Hull, and Edinburgh. The tidal waters of the Zuyder Zee are to be shut off, and the Lake is to be reclaim. 1,400 sq. m. Mean temp. 33° (Jan.) to 66° (July).

The city is 9 miles round, and is entirely built upon piles driven into the sand beneath. Its numerous canals are spanned by nearly 300 bridges; the best is that of the Hooge Sluis, on the Amstel, from which the finest view of the town may be obtained. Here is St. Anthony's Gate, a heap of brick spires, now a medical school. The *Palace* is a vast stone structure built upon 13,695 piles; it cost the city two millions and a half. It stands on the Dam; near the Memorial of 1831, the Exchange, Post Office, Nieuwe Kerk, and Seamen's Club. The Stadhuis or Town Hall has several portraits. There is a fine gallery of Dutch paintings in the Oude-mannen Huis, which belonged to the late Mr. Van der Hoop or Hope; open 10 to 4, by a small payment. There are about 200 paintings by Ruysdael, Rembrandt, Berghem, Cuyp, &c., at the national gallery in the Trippenhuis, called *Rijk's Museum*; among the principal paintings are Van der Helst's fine portrait, pictures of the City Guard and Archer's Guild, G. Douw's Evening School, P. Potter's Bear Hunt, Rembrandt's Night Watch: open daily; Saturdays by payment.

The *Crystal Palace* (Hot Palais) is a handsome pile near the Dutch Rhenish Station charge

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25 cents. Day concerts (generally on Sunday morning) 50 cents; evening concerts, 1 guilder.

Concert in the *Park*, Tuesday and Sunday evenings. On Tuesday morning a band plays, and ladies are then admitted. It contains a statue of Vondel, the Dutch poet. The Zoological Gardens (admission 75 cents), and the gallery of modern paintings bequeathed by the late Mr. Fodor (admission 50 cents), are worth visiting.

The celebrated Spinoza, and the painters Brandt, Van Eckout, Van Huysum, Vander Velde, Weenix, Ferdinand Bol, Rembrandt, Metzu, and Paul Potter were born in Amsterdam. Kalver Straat is the chief business street. Rembrandt's monument is in the *Oude Kerk*, or church, in Warmoes Straat; which is a beautiful structure, with a splendid organ, and fine chimes. The *Nieuwe Kerk* possesses a good pulpit; with the mausoleums of Admirals de Ruyter and Bentinck, and of Vondel. West Kerk is in lat. 52° 23′ N., long. 4° 53′ E. There are about 24 churches and chapels.

Marine.—The Docks of the Royal Navy, the Entrepôt Dock, and the Dykes of the Port, with the Harbour and Quay, deserve inspection.

Squares.—The Dam, Botermarkt, Nieuw Markt, and Visch Markt, near which is Rembrandt's statue. His house was behind the Museum.

Other buildings are the Spin House for women; a large Cellular Prison; the Orphan Houses; Refuge for the Aged; De Ruyter's house on the Quay. Leenhoff's statue of Thorbeke, set up 1876.

The diamond-cutting industry supports 10,000 workmen, of whom 9000 are Jews. At Koster's, the Kohinoor and other stones were cut; admittance (by order) 1 florin, for the sick fund. Furniture is made; curaçoa and Dutch bitters.

The show village of **Broek**, or Brook, is 5 miles distant by ferry steamer. At **Zaandam**, where Peter the Great wrought, his house is preserved, among hundreds of saw mills. Fish dinner here.

H. B. M.'s Consul.—J. G. Newnham, Esq.

American Consul.—R. Eckstein, Esq.

English Church (C.C.C. Soc.)—Service on Sun. at 10. 30a.m., and evening on alt. Sunds; Chaplain Rev. G. A. Starkey, M.A.

Scotch Presbyterian Church, Begyn Straat service on Sundays at 10 a.m., Rev. T. J. Meyer, Free Church of Scotland Missionary to the Jews: Place of Worship, Scotch Mission Church.

English Presb. Church—Rev. W. Macfarlane.

Medical.—Dr. Davids, Heerengracht.

Bible Society's Agent—Mr. H. J. Reesse, K. 157, Oude Zijds Vorburgwal.

Conveyances.—Railway to Haarlem, Leyden, The Hague and Rotterdam (p. 114); omnibuses from the Dam to Station, outside Haarlem Gate, 12½ and 20 cents. To Utrecht, Arnhem, Emmerich, and Oberhausen (for all parts of Germany), outside the Weesper Gate, see page 113. The New Central Station is on the Y.

To Cologne *via* Emmerich and Oberhausen, p. 114; *via* Zevenaar and Kleef (or Cleve), p. 120. To Helder, p. 114; Brussels, p. 108; Berlin, pp. 112.

Arnhem, or **Arnheim**.—*Stat.*—Pop. (1877) 39,650—Hotels: Grand Hotel du Soleil.—Well situated near the Railway Station, commanding beautiful views on the Rhine, see Advt.

Belle Vue, one of the best hotels in Holland, highly recommended. See Advt. Brar's Head.

In Gueldrland, 73 m. from The Hague, on the Rhine; the residence of many Dutch nobility, while the environs contain several old castles, of the Dukes of Gueldrland, Roosendaal, Biljuen, and Doorwerth, which are all worth visiting. The ramparts are now transformed into promenades. The Cathedral is surmounted by a tower and one of the most remarkable carillons in Holland. The Town Hall is called Devil's House, from the faces on it. Here Sir Philip Sidney died after his wound at **Zutphen** (28 m.) 1586. A fine iron girder bridge crosses the Yssel. Within a short distance are Saansbeck Castle; Bronbeek House (1 m.), for invalid soldiers from India, containing many pictures and other objects of notice; and Middagten Castle (6 m.) belonging to the well-known Bentinck family. Het Loo, or **Loo**, the king's country seat, is 20 m. distant, near Aspeldoorn.

Conveyances—Steamers to Cologne and Rotterdam, p. 330. Rail to Berlin, pages 112, and 115; Cologne p. 113; and the Rhine 120; Hanover, Brunswick and Dresden, p. 158.

Breda.—*Stat.*—Pop. 15,000.—Hotels—De Flander; Gouden Leeuw.

A fortified town in N. Brabant, 26 m from Rotterdam. The noble Protestant Church has a spire 365 feet high, with tombs of the lords of Breda and Counts of Nassau, whose Castle is now a Military Academy. Notice the Church of St. John; and the Stadhuis or Town Hall. Prince Maurice took it by stratagem in a barge, 1590. Charles II. was here in exile. Cow hair carpets made. Rail, see pp. 108, 111.

Brielle or "**The Brill.**"—On the right hand of the Maas, 20 m. above Rotterdam. Here the Custom house officers come on board. Birthplace of Admiral Trompe, & De Witt; and the first place taken in the rising of 1572 against the Spaniards. Lat. of the two Lights (one 208 feet high) 51° 54′ N., long. 4° 10′ E.

British C. Agent.—J. M. Mes, Esq.

Delft.—*Stat.*—Pop. (1877) 24 960. Hotels:—Casino; Heerenlogement

An old town, in S. Holland, 5 m. from The Hague (which may be reached by trekschuit or tram). Its Stadhuis is a fine building in the Square, near the *New Church*, which contains an elaborate monument (with his faithful dog) erected by the States in memory of William I., Prince of Orange, who was assassinated here in 1584, in a convent, now the Prinzenhof barrack. Here also lie the remains of Grotius a native of Delft; his tomb, is very simple. In the *Old Church*, distinguished by its leaning tower, is the monument of Admiral Van Tromp. On an island near the entrance of the town is the State Arsenal, formerly the Dutch East India House. Here also are the East India Academy; and the Academy for Engineers and Canal works. A little coarse pottery is made;

but the trade for which the town was famous, is for the most part transferred to Maastricht. Van der Venne, Jan Steen and Leeuwenhoek, the naturalist were born here, as well as Pensionary Heinsius.

CONVEYANCES.—Railway to Schiedam, Rotterdam, and to the Hague, etc., see page 114.

Dordrecht (or **Dordt**).—*Stat.*—Pop. (1877) 36,969.—HOTELS:—BELLE-VUE; ARMES D'AMERIQUE.

In S. Holland, 7 m. from Rotterdam, on an island of the Maas, formed by the inundation of 1421, which swallowed up 70 villages. Huge rafts of timber brought down by the Rhine come in here to be broken up and stored in hundreds of saw mills and ship yards. Here are a Town Hall and disused Mint. The famous Protestant *Synod* of 1618, which condemned Arminius, was held in an old Gothic edifice, now a public-house. There is a pulpit of white marble, finely carved in the large *Church*, whose tall square tower is seen from a great distance: there are also numerous monuments, and its plate is of gold, the gift of an East-India merchant. Cuyp, Vossius, and the brothers De Witt were born here; with Ary Scheffer, to whom there is a statue.

BRITISH VICE-CONSUL.—J. Mauritz, Esq.

Railway to Roosendaal, Antwerp, page 103; to Breda, Tilburg, Boxtel, Liége, Venlo, &c., p. 108.

Flushing, or **Vlissingen**.—*Stat.*—Pop. 12,000. H. DUKE OF WELLINGTON; DU COMMERCE.

A fortified port of Zeeland, 87 m. from Rotterdam, on the south side of Walcheren, in the West Scheldt; having deep water harbours, and new Docks, opened 1873. It contains a Church, Dockyards, and Admiralty Board, with a Lighthouse, and Observatory, (Lat. 51° 26′ N., long. 3° 34′ E.) near a monument to Admiral de Ruyter, who was born here. It was bombarded by the English in the disastrous Walcheren campaign of 1809. High water at full and change 1¼ hr.; rise 15 feet.

H. B. M.'s VICE-CONSUL.—P. de Bruyne, Esq.

AMERICAN C. AGENT.—J. Hector, Esq.

CONVEYANCES.—Rail to Middelburg and Breda (for Germany), see p. 111. Steamer by a direct service between England, Germany, Belgium and Holland, *via* Queenborough and Flushing.

Middelburg has a good Church, and a fine Town-hall, with 25 statues of the Counts of Zeeland.

Gouda.—*Stat.*—Pop. 15,776.—HOTELS:—DOELEN; DU SAUMON; HARTHUIS.

A town in S. Holland, 18 m. from The Hague, on the railway to Utrecht. Here is a large Square, with an old brick Town Hall and St. John's large *Church*, containing 31 remarkably curious *painted windows* done 1560—1605, by the brothers Crabeth; one given by Philip and Mary of England, contains their portraits; another is the siege of Leyden. Entrance 3 stivers. Gouda is the junction for The Hague and Rotterdam.

CONVEYANCES.—Rail to the Hague, see p. 113.

Haarlem.—*Stat.*—Pop. (1877) 35,690 (10,600 Catholics).—HOTELS:—LION D'OR; H. FUNCKLER, in Kruisstraat. DES ARMES D'AMSTERDAM; LEEUWERIK (Lark); LOGEMENT VAN HOUTMANN. Cafe Restaurant, Noord en Zuid Hollandsche. The BUFFET at the Station is good.

Carriages to Bloemendaal, 4 fl.; to Velsen, 6 fl. Zandvoort, 4 fl.

In North Holland province, on the Spaarne, 27 m. from The Hague, near the former Lake of Haarlem (70,000 acres, drained since 1845). The old walls are laid out in fine walks; two or three brick Gates deserve notice. In the Market square are the picturesque Stadhuis, with paintings by Hals, books, etc., a Fishers' Hall; the massive Groote Kerk, or High Church, of St. Bavon; and the statue of L. Coster, a native, whom the Dutch claim as the inventor of printing before 1440: it faces his house. Other natives are Van der Heist, Wouvermanns, Van Ostade, Ruysdael, Berghem. The powerful organ in the Groote Kerk contains 5,000 pipes; performance three times a week; at other times, a fee of 12 guilders (£1) paid to the organist, will admit a party. It was built by Christian Muller (1738) and played by Mozart, aged 10 years. The Church also contains a monument of the poet Bilderdyk, and models of ships which figured at the taking of Damietta, 1168. There are 14 or 15 other Churches, Teyler's Museum, a Training School, etc.

Haarlem stood a tremendous siege against the Spaniards in 1573. The locality is famous for hyacinths, tulips, and other "Dutch bulbs." Half-an-hour from the station, at the entrance to the beautiful Bosch or Wood is the *King's Palace*, with a Gallery of modern paintings and Colonial Museum; fee 50 cents. A monument to Coster stands in the Wood, where he formed his first notions of block printing. Excursions to Huis te Kleef; the country houses at *Bloemendaal*, towards Brederode Castle; and to **Zandvoort** (5 m.), a small bathing place on the North Sea, with the Bath Hotel, and a Curhaus, among the sandy dunes (view from Blinkert); from which Amsterdam is supplied with pure water.

CONVEYANCES:—Rail to Amsterdam, Helder, Leiden, Hague, and Rotterdam, p. 114.

HAGUE (The).—*Stat.*—Pop (1877) 107,890 —(*with Map in Special Edition.*)—HOTELS:—

HOTEL DE BELLE VUE will be found deserving our best recommendation.

HOTEL PAULEZ.—Capital house, well situated. Landlord, Mr. Paulez. See Advt.

HOTEL DE L'EUROPE, Lange Houtstraat. Large & well situated first-class hotel. H. J. Bougers, pro.

HOTEL DU VIEUX DOELEN, first-rate, cannot be too highly recommended. Mr. Van Santen, Prop.

RIMMEL'S PERFUMERY, 28, Hoogstraat. Wholesale and export.

POST OFFICE,—Near the old Stadhuis (1564) and Groote Kerk, or St. James's. Theatre, in the Horse Market, for Dutch plays and French opera.

CABS—Drive from station, 1-2 persons, 60 c.; 3-4 persons, 85 c. For an hour 1 guld. Luggage, 10 c. a package. Omnibus 25c. To Scheveningen, 1 to 4 persons, there and back, 2 g.; or, Tram every half hour from the Kneuterdijk, 20 c. to 25c., p. 113.

The Hague, so called from its Dutch name *'s Graevenhage*, the Count's Park, began 1250, by

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the Counts of Holland, in S. Holland, is the residence of the Court and Government, 14 m. from Rotterdam, 39 m. from Amsterdam, 5 m. from the sea. Collection of Dutch Masters at the Museum in the Maurits Huis, open (free) daily, except Sunday 9 till 3. Among them are Paul Potter's splendid *Bull*, Rembrandt's Anatomical Lesson, and Vandyck's portrait of Simons. the painter. In the Vyverberg is the Royal Cabinet of Curiosities, (11 to 1), consisting of historical relics, Chinese and Japanese costumes, &c. At the Museum of the Navy are the Barents relics, found in Nova Zembla, 1872. There are also a Town Museum, and a Netherlands Museum.

Near the Voorhout and Vyverberg Square, the most open and best built parts, are the Vyver Lake, and the curious remains of the *Old Palace*, consisting of the Buitenhof, and Binnenhof, or Outer, and Inner Courts, of brick, both worth notice. The Dutch Parliament house (admittance free) is situated in the Buitenhof, opposite the statue of William II., king of the Netherlands, erected 1853. A bronze statue of William I., Prince of Orange, stands near the Museum; and a beautiful equestrian statue of the same opposite the King's new *Palace*, which is a Greek pile, with wings. It may be visited during the King's absence; fee expected 1 guilder. Zoological Garden; admittance 50 cts. and Concert, Evening (Monday), 1 guilder. The New Church has a spire resting on arches.

The house of Jan de Witt, the Grand Pensionary of Holland, is near the spot where he and his brother were murdered, 1672. Huygens the inventor of the pendulum clock, and William III., of England were born here, and here Charles II. of England passed the greater portion of his exile. The *Palace in the Wood* or Boech (Bush,) stands at the end of a magnificent plantation of beeches and oaks, grouped round ornamental lakes of water. It is a plain building externally, but the interior is grand; and has Jordaen's *chef d'œuvre*, the Apotheosis of Prince Frederick Henry. Mean temp. 35° (Jan.) to 66° (July.)

ENGLISH MINISTER.—His Excy. Hon. William Stuart, C.B. SEC. OF LEGATION—H. Fenton, Esq.

AMERICAN MIN.—His Ex., Hon. C. Goodloe.

ENGLISH CHAPLAIN (C.C.C.Soc.)—Rev. E. Brine, B.A., Divine Service at the English Church of St. John and St. Philip, 11 a.m. and 3 p.m.

MEDICAL.—Dr. J. H. Blom Coster, Plaats 14.

CONVEYANCES.—Rail to Amsterdam, Arnheim, Zutphen, Rheine, Minden, Hanover, and Berlin, see pp. 112, 113; to Delft, Schiedam and Rotterdam, p. 114; to Dresden, page 158.

Leyden or **Leiden**, (pronounced *Lyden*.)—*Stat.*—Pop. (1877) 41,000—HOTELS:—

DU LION D'OR; DU SOLEIL D'OR; RYNLAND; BELLE VUE. Café Zomerzorg.

Leyden, in N. Holland, 10 m. from The Hague, 30 from Amsterdam, stands on 50 small islands made by the Rhine (here a mere canal) and its branches, and has some old ramparts, now planted; with a large brick *Fort*, on an artificial hill made by Drusus the site of the Roman *Lugdunum Batavorum*. The celebrated *University* ranks as the first in Holland; Boerhaave, Grotius, Descartes, Arminius, Linnæus, and Scaliger, were professors and Goldsmith a student here. Notice the Japanese Collection of Siebold, (open 9 to 5, 50 cents.); Botanical Garden, of 7 acres; Museum of Antiquities, (50 cents.) and Nat. Hist., (12 to 3; 50 cents.); and 100 portraits in the public Hall.

At St. Pancras or the Hooglandsche Kerk of 12-13th cents., 270 ft. long, is the monument of Burgomaster, Van der Werf, the heroic defender of Leyden, 1574, when the sea swept away the Spanish army and relieved the city, after 131 days' siege. St. Peter's of the 12th to 14th cent., has monuments of Boerhaave, Campfer, Clusius, and Scaliger. In Breede Straat is the Raadhuis (Rod House), or Council-house, with a triptych of the Last Judgment by Lucas de Leyde, and paintings of the anabaptist leader Jan Beukeler, or John of Leyden. An old inscription marks t)letters the date and length of the siege. Town Museum at the Lakenhal (10 c.)

Otto Venius, Gerard Douw, Van der Velde, Mieris, and the Elzevirs were born here; as well as Rembrandt, or Rembrandt Van Ryn; whose father's mill was near Layerdorf, on the Rhine, which discharges itself in the North Sea at Katwyk, a bathing place. Rail. pp. 113 and 114.

Moerdyck.—*Stat.*—Pop. 1,200. H. HOFMANN.

In N. Brabant, 20 miles from Rotterdam, at a broad ferry on the Hollands Deep, in a moory spot—hence the name. Here, when crossing, Prince John William of Orange was drowned, 1711. A Viaduct (for a single rail) on 14 spans of 326 feet, or 1¾ mile, now carries the rail over it to Dort, and Rotterdam. See page 164. Steamer to Dort (1 hr.), and Rotterdam (2 hrs.)

Nimeguen or **Nymwegen.**—*Stat.*—Pop. (1877) 23,860. HOTELS:—DES PAYS BAS; DE VILLE DE FRANCFORT; DE ROTTERDAM.

A strong fortified town, (the Roman *Noviomagus*,) in Guelderland, 17 m. from Cleves, 10 m. from Arnhem, on the Waal. Chief buildings—Town-hall, with its two rows of statues of German Emperors in front, containing some portraits, the Riddle of the Picture, a "Mantle" for Adulterers, the chains in which the patriot Schenk was hung by the Spaniards, 1589, and a few Roman antiquities. The Cathedral of the 13th century, a Gothic edifice of brick, with tombs of the Dukes of Guelderland, 1559; and the ruins of Schloss Falkenhof, on a height, including brick remains of heathen and Christian temples. The Belvedere, on the Hunerberg, commands a fine view over the Rhine, Waal, and Yssel, as they branch off at the delta, while the Maas is seen stretching to the south. Baldenbosch has old plantations. In 1799, the Rhine here rose 7 feet in one hour at the general thaw, and nearly overran the province. Beek on the Prussian frontier, reached by omnibus.

CONVEYANCES.—Rail, to Cleves, &c. pp. 119, 120. Steamers daily to Rotterdam and the Rhine. 330.

Rotterdam.—*Stat.*—Pop. (1877) 142,885.—

HOTELS:—VICTORIA HOTEL.—Newly opened in the centre of the New Town (West end), opposite the landing place, on the fashionable promenade.

ADLER'S HOTEL DES PAYS BAS, newly fitted up; can be highly recommended.

HOTEL LEYGRAFF (Stadsherberg).—Pleasantly situated in the vicinity of the Park.

HOTEL VERHAAREN (Spaansche Kade).

NEW BATH HOTEL. HOTEL DE L' EUROPE.

POST-OFFICES, in Wijn Straat (Wine Street).

In South Holland, 14 m. from The Hague, 60 m. from Antwerp; the second place in the kingdom for importance and extent, on the dam along the Rotte, (a branch of the Maas)—hence Rotterdam. The Maas here resembles an arm of the sea although nearly 20 miles from its mouth. The steampackets arrive and land their passengers at the Quay, and the shady walk called *Boompjes*, (*j* is sounded as *i*) from having been built of wooden piles (booms.) Here was the Dutch East India House, now turned into warehouses for coffee, sugar, and other colonial produce. Rotterdam is above a mile and a half in extent and is intersected, even more than other Dutch towns, by street canals, which divide it into insulated spots, connected by balance-bridges. These canals are bordered with trees. Next to Hoogstraat or High-street, the principal thoroughfare, come the Haringvliet, and Willemsbad, a new quay in continuation of the Boompjes. The other streets are in general long, but narrow. The red brick houses are four to five and six stories, many having mirrors (speis) outside the windows.

CURIOSITIES.—The Groote Kerk or Cathedral of St. Lawrence, containing monuments of Admirals de Witt, Van Brakel, and Cortenaer; and a very fine organ. The Old Church, having a high square tower with a good prospect. The South Church; Town-House, near the New Church; a large and handsome Exchange; and Sailors' Home. Cabinet of the Batavian Society of Experimental Philosophy; the Court of Justice; Botanical Gardens or Park, with the Statue of Tollens, a poet; and the Zoological Gardens, near the Delft gate, and the Station. House of Correction for young criminals. Boyman's Museum of Dutch paintings. House in which Erasmus was born (1467), in the Kerkstraat; and the statue of Erasmus, in the Groote-Markt; opposite the House of a "Thousand Terrors." A handsome Yacht Club. The annual Kermis, or fair, in August, lasts a week. Lat. 51° 55′ N., long. 4° 30′ E. High water at full and change 3 hrs. 45 min.; rise 7 feet. Mean temp. 36° (Jan.) to 66° (July).

H. B. M.'s CONSUL.—Alex. Turing, Esq.

AMERICAN CONSUL.—J. Winter, Esq.

ENGLISH CONSULAR CHAPLAIN (C. C. C. Soc.)—Rev. C. G. Gillespie; Service on Sundays, at 11 a.m. & 6.30 p.m.; at the church in Haringvliet, built in Queen Anne's time, which leans towards the water from the sinking of its foundation.

SCOTCH CHURCH on the Schotsche Dyk. Service at 10.30 a.m. and 6.30 p.m. by Rev. J. D. Palm.

ENGLISH PRESBYTERIAN CHURCH in the Haringvliet, service on Sabbaths at 10 a.m., and from 1st Oct. to Easter, at 6 p.m. Minister Rev. S. Davies.

MEDICAL.—Dr. Maury.

EXCHANGE OFFICE.—Mr. de Waal, Boompjes.

COMMISSIONER.—G. Van Stenne, New Bath Hotel

CONVEYANCES.—Railways to Dordrecht, Breda, Utberg, Bentel, p. 166; to The Hague, Amsterdam, Utrecht, Arnhem, Emmerich, and Oberhausen p. 114, for all parts of Germany, p. 130. The terminus outside the Delft Gate, and that of the Rhenish and Antwerp Rails. on the Quay, opposite the station of the Dutch Rhenish are now united by a junction rail which proceeds over the Maes to Dort and Moerdyck. STEAMERS to Moerdyck for Breda and Antwerp; to London, Hull, &c., see page 325. Steam Canal boats to Delft and the Hague. CABS or vigilantes, with 1 to 2 places, 60 c. the course; or 1 guld. 20c. an hour. For excursions in the environs, carriages with 6 to 8 places, about 12 g. per day.

YACHTING.—Tug-boats when wanted, may be hired of Smit & Co., known by a white & blue flag.

Scheveningen.—Pop. 6,000.— HOTELS:—HOTEL D'ORANGE; ETABLISSEMENT DES BAINS; HOTEL GARNI.

A fishing town and chief watering place in N. Holland much frequented; 3 m. from The Hague by an avenue shaded with elms and oaks, leading from the front of the King's Palace. Tram carriages every half hour; fare, 20 cents and 30 cents. p. 113.

BRITISH CONSULAR AGENT.—A. Maas, Esq.

Schiedam.—*Stat.*—Pop. (77) 22,335—HOTEL DOELEN. On the Schie, in S. Holland, 3½ m. from Rotterdam; noted for its Hollands gin, so called from being flavoured with *genever* or juniper berries. It has 200 smoky distilleries, swarming with millions of white beetles.

CONVEYANCES.—Rail. to Rottordam & to Delft, the Hague, Leiden, Haarlem, Amsterdam, p. 114.

Utrecht.—*Stat.*—Pop.(1877) 67,340. HOTELS. PAYS BAS; BELLE VUE; KASTEEL V. ANTWERPEN.

The Roman *Trajectum*, cap. of the province, and seat of many families of rank, 23 m. from Amsterdam, 37 m. from The Hague; where the Vecht parts from the Old Rhine, which runs 20 feet below the road. The Cathedral *Tower*, 321 feet high, commands a fine view (25 cents), and has a good chime of 42 bells. It stands by itself, cut off from the rest of the Church, viz: a noble Gothic choir Here are a modern Stadhuis; Mint; Willems Barracks or Old Stadhuis, where the peace of 1713 was signed; Jansenist Church ("To God"); and the Governor's residence, near the Paushuizen or *Pope's House*, a curious pile built by Pope Adrian VI., who was born here. At the Vergulde Poortje *Café*, near the Neude, are remains of the Golden Gate. The *University* has 500 students; a library of 50,000 vols.; School of Veterinary Surgery; a fine wax anatomical museum; botanical gardens, and observatory. Walks round the old fortifications, and an avenue called the Maliebaan (Mall), 1¼ mile long. Good Velvets made.

CHURCH OF ENGLAND SERVICE, on alternate Sundays, at 6.0 p.m., by the Chaplain at Rotterdam; at the Dom Kerkhof.

ENGLISH PHYSICIAN.—Dr. Schnell.

Rail., see pp. 108, 110, 113, 114.

Zevenaar.—*Stat.*—Pop. 3,300—HOTELS:—ARMES DE ZAANDAM: ARMES DE AMSTERDAM.

Between Arnhem and Emmerich, in Gueldorland, 10 m. from Arnhem. Luggage examined on entering Holland, see pp. 113, 130.

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THE RHINE, from Emmerich to Kehl.

(WITH MAP IN SPECIAL EDITION.)

Routes from England.—1st.—London to Harwich by rail; Harwich to Rotterdam by steam-boat; see advertisement. 2nd.—London to Dover, rail; Dover to Ostend, steam-boat, day or night; see pp. 688, 689, and 691. Ostend to Ghent, Malines, Liége, and Cologne, by railway. 3rd.—London to Dover, rail; Dover to Calais steam-boat; Calais to Lille, Mouscron, Ghent, Malines, Liége, and Cologne, by rail. 4th.—London to Ostend direct by steam-boat; from thence to Cologne by rail. 5th.—London to Antwerp, by steam-boat; from thence to Cologne by rail. 6th.—London to Rotterdam, by steam-boat; thence by the Rhine steamers; or by Dutch Rhenish Railway, 6th, by either of the routes from London to Brussels (page 2.) From Queenborough to Flushing (except Sunday) in about 10 hours; thence by rail. By the two first routes, the Rhine is reached from London in twenty hours. Steamers from Hull to Antwerp and Hull to Rotterdam; see page 314. The voyage down the Rhine, from Strassburg (Kehl), to London, may be performed by steam-boat in 82 hours, for £2 17s. 10d.; and by railway and steam-boat in 42 hours. Grimsby to Antwerp, see page 312.

Travellers seldom make use of the Rhine Steamers below Cologne, as the scenery is flat and monotonous, and the expense of extra provisions and loss of time more than equals the extra expense of travelling by rail from Rotterdam. On the Rhine and in Germany the Railways are called *Eisenbahn*.

Steamers on the Rhine.—The boats are very commodious and swift. They are divided into three cabins—Pavilion, Chiefcabin, and Fore cabin; 100lbs. of luggage allowed. Refreshments on board per tariff (table d'hôte dinner 2½ m.; cup of coffee 15pf). The quickest boats go, in one day, down the Rhine, from Mannheim to Cologne and Düsseldorf; Düsseldorf to Rotterdam. Up the stream, in one day, from Cologne to Mayence in summer, and to Coblenz in winter. The following is the average time of the voyage:—

	MILES.	DOWN.	UP.
Rotterdam and Emmerich	111	8 hrs.	12 hrs.
Emmerich and Düsseldorf	73½	,,	10 ,,
Düsseldorf and Cologne	31½	3 hrs.	5 hrs.
Cologne and Mayence	127	9 ,,	13½ ,,
Mayence and Mannheim	46½	3½ ,,	5½ ,,
Mannheim and Strassburg	7½	,,	7 ,,

In addition to the above stations, there are 36 small Towns and 21 Landing-places at which the steamers touch, some at the most picturesque points. At any of them, without exception, the Tourist may land, and continue his journey when he pleases, up or down the river, by any of the Company's steamers. He has only to take care to have his ticket marked by the conductor of the boat before leaving it, and to re-embark in a steamer belonging to the *same Company*. For landing or embarking at any of these points the charge is 10 pf.=1½d. Upon disembarking, a small charge is made for each article of baggage placed in care of the boatman. A tariff fixes the amount of charge, which is often doubled by the men of the boat; but the Conductor, who generally speaks English, if referred to, will rectify this imposition, and declare the real sums which ought to be paid. In dining on board, examine, before dinner, the Tariff hung up in the cabin, note the price of dinner and the wine you require, and pay that amount to the waiter without asking what you have to pay. Tickets must be taken before going on board. The Rhine Steamer Company issues Luggage Tickets (A, B, C,) which entitle the holder (in case his luggage is lost), to 90, 30, or 15 marks compensation. Fee for these tickets between Cologne and Mannheim is A 33, B 25, C 16, pfennige.

Wines.—The Hock and Moselle wines are called Johannisberg, Steinberg, Marcobrunn, Rudesheim, Hochheim, etc. Mayence, Coblenz, and Frankfort, are the markets for sparkling wines.

Money.—See page lii, and page 432.

Scenery.—Below Bonn, 18 miles from Cologne, or above Mayence, there is scarcely any object striking enough to merit admiration. About Bonn the scenery of the Rhine may be said to begin with the Seven Mountains, between which and Mayence the turreted towns, castellated ruins, and vine-terraced hills, succeed each other in picturesque profusion. The most appropriate starting place to explore the inland beauties of the Rhine are Godesberg, Göhlenz, St. Goar, Bingen, and Mayence.

The **Sources of the Rhine** (ancient *Rhenus*, and German *Rhein*), are near those of the Rhône and Ticino, in the Rhein-thal, an elevated region of the Grisons, bordering on Mont St. Gothard, 300 miles from its mouth, 7,700 feet above the sea. Passing through Lake Constance, it tumbles over the *Falls* of Schaffhausen, receives between it and Bale the influx of several Swiss rivers, and after a course of nearly 200 miles past Strassburg and Speyer during which it is increased by the Neckar at Mannheim, and at Mayence by the Main, it enters, near Bingen, the gorge or Rheingau, of 110 or 120 miles, in which its greatest beauties lie. Some parts of the Dart and Tamar at home rival these, but they are on a smaller scale. Passing Cologne, Wesel, and Emmerich, to the Netherlands, it expands into a delta, and creeps by several mouths into the North Sea, almost losing its identity. The Waal mouth goes to Rotterdam, the Yssel to the Zuyder Zee; and one mouth called Old Rhine, but no wider than a canal, passes by Utrecht and Leyden. The greatest breadth of the river is at Düsseldorf, 2000 feet. Steamers and barges can ascend to Bâle. It flows through, and gives name to the Rhenish provinces of Prussia,—Bavaria, (called the Palatinate,) Hesse-Darmstadt, and Baden; and to the former French Departments of Haut and Bas Rhin, annexed as Elsass to Germany, 1871; so that the Rhine is now a German river. The States on the German side formed the Confederation of the Rhine under Napoleon.

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Books.—Bradshaw's Illustrated Handbook for Belgium and the Rhine, price 5s.; and Dr. Lee's *Baths of Germany, France, and Switzerland*. See also Route 22 in the Special Edition.

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ROUTE UP THE RHINE.

Note.—"**Right,**" and "**Left,**" mean Right and Left when looking to the bow of the boat, in ascending the river.

Cleve or Cleves (*Dutch* **Kleef**).—*Stat.*—Pop. 12,000. Hotels: Bains de Cleves, or Bath Hotel: and Hotel Stirum. Splendid Baths and Baths for cures. See Advt. Post and Telegraph. Omnibus. It has a summer and winter season. Bath-tax (payable after a week's stay) 5 m.; less for a family.

Capital of an old Duchy, now an attractive health-resort, 3 m. from the Rhine (west bank), 12m. from Zevenaar (via Elten), 75m. from Cologne; on the slope (clivus) of the Schwanenburg and two other low hills, in a well-wooded country.

Baths at the Curhaus, Friedrich-Wilhelmsbad (in a wood), Stahlquelle (1742), etc. They are good for nervous complaints, and are pleasant and easy of digestion. There are a Conversations-haus, and Ball-room; with salons, promenades and other conveniences. Carriages, horses, donkeys, according to tariff. About 20,000 visitors come in the Season, May to October. The number of English is increasing.

The *Schwanenburg*, or old Palace, now Government house, was the birth-place of Henry 8th's wife, Anne of Cleves, and the scene of some romantic legends; its massive tower (Swan's Tower), 180 ft. high, has a view of 24 towns. Other buildings—a Cathedral, with the Ducal tombs—as Charles I. (1345), Adolp. VI. (1394), John I. (a brass, 1481); several churches and schools. Rathhaus, with frescoes. Statues of Elector Sigismund and Johanna Sebus, who saved many lives at the inundation of 1809. Pictures at Schloss Moyland, where Fred. the Great lived. Views from Cleverberg and Prinzenhif—the latter belonging to Prince Henry of Waldeck; built 1443, by Maurice, of Nassau, the great soldier, whose grave (1625) is at Burg-und-Thal.

Medical.—Dr. Arntz, speaks English.

Church Service, at 11 and 6.

Railway, pages 113, 119-20.

Emmerich. (left)—*Stat.*—6700.—Hotel.—Hotel de Holland.

The first Prussian town, on the Rhine. Passports are *visé* here and luggage examined.

Conveyances.—Rail. to Oberhausen (for all parts of Germany), Amsterdam, Rotterdam, &c., see pp. 113-4, 118. Steamers, p. 330.

Wesel. (left)—*Stat.*—Pop 18,400.—Hotel:—Dornbusch (Thorn).

Once a Roman post and Hanse town, now a Prussian fortress, at the junction of the Lippe, having an ancient Town Hall, and a monument to 11 Prussian officers of Schill's corps, shot by Napoleon, 1809. Fort Blücher stands opposite, near Buderich. Steamers, see page 330.

Ruhrort. (left)—*Stat.* See pages 117 and 412. The River was frozen over, 1880.

Kaiserwerth. (left)—*Stat.*—Pop. 1750.

Hotel:—Rheinischer Hof.

In the Palatinate, now Prussia; and has an old church and Imperial Castle. Here also is Pastor Fliedner's Institution for Protestant Deaconesses.

Duisburg. (left)—*Stat.*—Europaischer Hof.

In Rhen. Prussia, 38 m. from Cologne. Pop. (1876) 37,380. A manufacturing town near the Ruhr, 3 miles from the Rhine. The Ruhr valley is distinguished not only for scenery, but also for its numerous rails and coal-mines.

Conveyances.—Railway to Dusseldorf, Cologne, Hamm, Minden, and Hanovor, see pp. 116, 119, 144. To Essen, &c., 109, 121.

Essen (Prussia)—*Stat.*—At the centre of the Westphalia coal-mines, where Krupp's *Steel-works*, for guns, etc., employ 7,000 hands. Pop. (1876) 51,790; Hotel, Sauer. It is an ancient 9th cent. place, having a very old *Minster*, containing some ancient work, altars, cloisters, &c. **Boohum** (22 m. distant) has large steel-works, and a pop. ('76) of 28,423. Hotel.—Kaiserlicher Hof. **Dortmund**, 11 m. from Boohum (p. 116-17). Pop. ('76) 57,742; Hotel:—Bellevue. An old mining and Hanse town in Westphalia; having two 13th cent. churches—St. Reinoldi and the Marienkirche. Some Linden trees at the Konigshof mark the site of the famous court of the Vehmgericht which was held here. Trade in woollen and other goods.

Neuss.—*Stat.*—See page 412.

Dusseldorf (left).—*Stat.*—Pop. ('76) 80,695.

Hotel de l'Europe, near the Railway stations, Post-office, and landing place of the Rhine steamers; an excellent house and highly recommended. Mr. J. Kundgen, proprietor, successor to Mme. Goetzen.

Breidenbacher Hof, or Hotel Disch.

Düsseldorf (Rhen. Prussia) has regular streets, public gardens (Hofgarten, etc.), and picture galleries. In the Marketplace, a bronze equestrian

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statue, by Grapello, is erected to the Elector, John William, to whom Düsseldorf owes much of its splendour. Principal Buildings are the Barracks; Churches of St. Lambert, of the Jesuits, and of the Cordeliers; the ancient Castle of the Electors, now the Academy of Arts; the Tönhalle, and its gallery of modern Düsseldorf artists—a remnant of a celebrated one, the best pictures of which were removed to Munich, 1805. Works by Schadow and Bendemann are seen at the Law Courts and Realschule. Heine, and Cornelius the painter, were natives. Dondorf's fine mon. of Cornelius here.

H. B. M.'s Consul-Gen.—J. A. Crowe, Esq., C.B.

English Church Service, in the German Church, Berger Strasse. Sundays, 10.30 a.m. Chaplain, Rev. G. Broade, M. A.; (C. C. C. S.) Services also at Elberfeld and Barmen, as below.

Exhibition of Industry, in combination with the German general Exhibition of Fine Arts: Dusseldorf, 1880, the most important in Germany.

Conveyances—Steamers daily to Cologne, Bonn, Mayence and Mannheim. p. 330. Railway, see pp. 116, 124, 140, 142, 143, 148, and 160. Omnibus to town. About 16 miles S.E. of Dusseldorf is

Elberfeld (Rhen. Prussia).—*Stat.*—Hotels: Hotel Zum Weidenhof; Hotel Victoria.

Population (1876). 80,585, besides 86,504 in the adjoining town of **Barmen**. Elberfeld, in the Wüpperthal, a flourishing town, the cotton capital of Germany. Two centuries since the pop. of Elberfeld was scarcely a thousand. The pure stream of the Wüpper, adapted for bleaching, first led to the establishment of linen works here. Undressed yarn comes from Hesse, Brunswick, Hildesheim, and Hanover. France, Italy, Spain, Russia, America, &c., consume vast quantities of these goods. Fringes, bed-tickings, thread, thread-lace, &c. also employ a large number of workmen. The district is now the most populous in Germany. Dyeing with Turkish red and the silk manufacture are important. View from the Belevdere.

American C. Agent.—E. Stainton, Esq., at Barmen.

English Church Service.—At the Gemeindehaus of the Lutheran Church; by the Rev. G. C. Broade, of Düsseldorf.

Conveyances.—Railway trains to Düsseldorf and Cologne, see p. 141.—To Soest, Schwelm, Dortmund, Hamm, Minden and Hanover, see pages 140, 143, 146, 154 and 162.

COLOGNE or **KÖLN** (Prussia)—*Stat.*—(*Map in Special Edition.*) Pop. (1876) 135,371. It is 149 m. from Brussels.

N.B.—Travellers from Cologne to London *via* Antwerp or Rotterdam *per* G. E. R., can Register Luggage through to London *via* Harwich. Office: 12, Domhof. Travellers proceeding to London by Steamer direct from Antwerp, should Register Luggage *only as far as Antwerp*. Luggage for Brussels is booked at a *special counter*. Second-class travellers to Brussels and London who wish to proceed by Express, should ask whether they must take a "supplement" to Brussels or Verviers. Hotels:

Hotel Disch, in Bridge street, very highly recommended. The Hotel Disch is centrally situated, near the Station and Steamboat Landing, and is much frequented by English families and single gentlemen. The proprietors, Messrs. Disch & Capellan, have a large assortment of the best Rhine and Moselle wines for wholesale buyers.

Hotel Ernst.—First Class Hotel, situated five minutes walk from the Station. See Advert.

Hotel de Hollande, facing the Quay, commands a view of the Rhine—very good house. Moderate charges.

Fiacres—Course in the town, for 1 person 60 pf.; for 2, 75 pf.; for 3, 1 mk; for 4, 1 mk. 25 pf. Half-an-hour for 1 or 2 persons, 1 m.; for 3 or 4, 1 m. 50 pf. Large package outside, 25 pf. Omnibus from station, 40 pf.

Grand Hotel Victoria.—Situated on the Haymarket, close to the Rhine—exceedingly good in every respect; capital Table d'Hôte.

Hotel du Nord.—Excellent Hotel, near the Central Station, the Cathedral, the Rhine, &c.

Colnischerhof Hotel.

Hotel du Dome, Dome Square, exactly opposite the cathedral, two minutes' walk from the Central Station. A good second-class hotel.

Hotel de l'Union.—Very good hotel, close to the Station, and near to the Cathedral.

Hotel de l'Europe, opposite the "Dome" and near the Station, Gottfried Pick, prop. See Advt.

Hotel Mainzerhof, opposite the Theatre and Post Office, Josef Gehlen, proprietor.

Friedrichs Hof; Wiener Hof.

Cafés Restaurant: Heuser; Johnen; & others.

Bank and Exchange Office:—Mr. J. J. Niessen, 4-6, Cathedral Place Domhof.

Conveyance & General Commission Office.—W. Tilmes & Co., 4, Domkloster, opposite the Cathedral, may be entrusted with every commission business.

Telegram to the United Kingdom 4d. a word.

Guides may be hired at the Hotels.

Cologne, a city and fortress of Prussia, on the Rhine, having 20 churches, 8,500 houses, 19 gates in the old Walls, 33 squares, 270 streets; with a railway viaduct and a *Bridge* upon 39 boats, 1250 feet in length. (Passengers pay 2 pfennigs each.)

Objects of Attraction—St. Peter's *Cathedral*, which is 511 ft. by 231 ft. within 50 yards of the Railway Station (in lat. 50° 58' N., long. 6° 57' E.) Entrance to the nave & transept free all the day. Choir open 6 to 10 and 2 to 3.30, but you can only walk about in it from 8 to 9. At other hours you must pay: to inspect the Cathedral, 1 mrk. each; to see the Choir, and the Treasury of the Three Kings, 1 mark 50 pfennigs each person. Or 2 marks 50 pfennigs each, to see everything, and ascend the tower without a guide.

It was commenced in 1248, and is now almost finished; its colossal proportions and magnificent architecture inspire feelings of admiration. Walk round the area in which the cathedral stands, to see the full beauty of the structure. The choir and South door are especially remarkable. The nave is 160 ft., and the aisles are 80 feet high. The height to the ridge of the roof is nearly 250 feet, and the two towers of the west front (view of the Rhine, etc.) when finished will be more than 500 feet above the level of the square from which

they rise. The painted glass in the triforium, clerestory, and aisle windows is very rich, a good deal of the modern work being by Munich artists.

Notice the Chapel of the Holy Three Kings, sepulchre of Marie de Medicis, of Archbishop Conrad of Hochstetten, the founder, and of the Count of Schaumberg, &c; also the Adoration of the Magi, and other pictures.

The grandest church after the cathedral is the *St. Martin*, a fine specimen of Romanesque with a good tower. *St. Maria-in-Capitollo*, is famous for its size, antiquity, and rude grandeur. St. Gereon is a good Romanesque church. The very old church of St. Pantaleon, with St. Andreas, the new church of St. Maurice, and the old churches of St. Cunibert, and of the Apostles are all worth seeing; if possible, in the morning, as the churches are closed at mid-day.

St. Peter's Church has the "Crucifixion of Peter," by Rubens, shown by paying a fixed fee. Church of St. Ursula, and the "Eleven Thousand Virgins;" their relics are to be seen in the walls of the church (fee 1 m. 50 pf. for 1 to 3 persons). At the Jesuits' Church are the bells cast out of the cannons which Tilly took in Magdeburg. Notice also the houses in which Marie de Medicis died, and in which Rubens was born, 1577, in the Sternengasse. No. 10; the Town Hall (Rathhaus), with its 16th century Italian porch, and the Hansa Saal, or Room of the Hanse Towns; the old Gürzenich, a building restored and enlarged, and used for concerts, banquets, and as an exchange; and the restored Templars' House. Near the Gürzenich stands the fine equestrian *Statue* of Fred. Will III., with 16 life-size figures of statesmen, soldiers etc., in the pedestal the whole nearly 50 ft. high.

At the Wallraf-Richartz *Museum* in Wallraf Platz, (open daily for a small fee), there is a fine collection of stained glass, Roman antiquities, ancient and modern paintings of the Cologne School, coins, and other objects. There is a good Archiepiscopal Museum.

THE ZOOLOGICAL GARDENS are laid out, with fountains, grottos, &c.; and have a collection of animals and waterfowl. Concerts almost daily.

DIVINE SERVICE, on Sundays, at the English Church, 3, Bischofsgartenstrasse, south side of Hotel du Nord; at 11 a.m. and 4.30 p.m.; seats free. Weekly celebrations (summer). Chaplain, Rev. Dr. H. Hartman, (S.P.G.), appointed by the Bishop of London; residence, Hotel Duhr Rheinberg, 3-5.

ENGLISH PHYSICIAN AND SURGEON.—Robert Hall, M.D., who has passed all the German Medical examinations; 28, Gereon Strasse.

MEDICAL.—Dr. Sticker II., Casinostr., 4. Speaks English well.

BOOKSELLERS.—Mr. J. J. Niessen, 4-6, Domhof, and Mr. Eyssen, Domhof, 13, speak English, and have exellent photographs of the Rhine. *Bradshaw's Guides & Hand-Books* on sale.

BIBLE SOCIETY'S AGENT.—Rev. J. G. Davies, 7, Rubens Strasse.

BRITISH VICE-CONSUL.—W. Hellmers, Esq.

AMERICAN CONSUL.—G. Bullock, Esq.

DECHEN GROTTO.—Tourists passing Cologne should not omit to visit the Dechen Grotto, near Iserlohn, (p. 463) about 60m. off, discovered in 1868. Its interior presents many stalactites of great beauty. Special arrangements have been made by the Bergisch-Maerkische Railway Company to carry passengers at cheap excursion fares from Cologne to the entrance of the Grotto. Descriptions of the same, can be had *gratis* on application to Mr. J. J. NIESSEN at Cologne, sole general Agent, appointed by the Company.

CONVEYANCES.—Railway from Cologne to Bonn, Neuwied, Coblenz, and Mayence, p. 122; to Neuss, Crefeld, and Cleve, p. 121; to Dusseldorf, Berlin, p. 117; to Aix-la-Chapelle. Antwerp, and Brussels, p. 103, 105, 123; to Liege, Paris, p. 117.

From COLOGNE to	Itineraries of the most direct Routes from COLOGNE to the following Alphabetically arranged list of Towns.	ORD. FARES. 1 class.	ORD. FARES. 2 Class.	TIME. Exp.	TIME. Ordy.
		£ s. d.	£ s. d.	hr. m.	hr. m.
1 Aix-la-Chap. or Aachen	By Rail, via Düren, p. 123	0 6 0	0 4 6	1 30	2 0
2 Amsterdam	a Rail via Düsseldorf, Oberhausen, p. 117; change, Emmerich, p. 114; Exam. of Baggage and Passport, Utrecht, and change, p. 113	1 0 0	0 15 2	5 30	5 30
"	b Direct via Neuss and Zevenaar, p. 121	1 2 10	0 16 6	6 0	7 33
3 Antwerp	*Via* Aix-la-Chapelle, Verviers (Examination of Baggage), Liege, Louvain, p. 89; Malines, p. 86; Change Carriages for Antwerp, p. 82	1 0 0	0 14 2	6 30	7 20
4 Bale	a See Rtes. to Frankfort, No. 16; thence rail via Heidelberg, p. 137, and Carlsruhe, Baden-Baden, Freiburg, Bale, p. 132	2 5 3	1 10 6	14 0	22 30
"	b See Rte. to Mayence, No. 24; thence rail via Worms, p. 126, 74	2 3 0	1 9 6	12 30	24 30
5 Berlin	a Rl. from Cologne (or Deutz, opp. Cologne), via Krefeld, p. 141	2 13 10	1 13 3	11 30	22 30
"	b Via Hanover and Stendal, p. 161 (no change)	2 7 9	1 19 4	10 15	11 45
6 Bonn	a Rail, p. 122	0 2 6	0 1 9	0 45	0 45
"	b Steamer up the Rhine, p. 330	0 1 6	0 1 0	1 45	1 45
7 Bieberich	a Rl. via Bonn to Coblenz, p. 122. Str. thence to Bieberich, p. 330	0 11 0	0 7 10	10 45	10 45
"	b Str. from Cologne via Coblenz to Bieberich, p. 330	0 7 4	0 5 0	15 30	15 30
8 Bingen	a Rl. via Bonn and Coblenz, p. 122	0 12 0	0 8 9	3 10	4 30
"	b Str. from Cologne via Coblenz to Bingen, p. 330	0 6 4	0 4 3	13 30	18 30
9 Brunswick	Rail from Cologne, via Hamm, Minden, p. 117, Hanover to Brunswick, p. 156	1 7 2	1 0 6	10 15	14 0
10 Brussels	Rl. via Aachen, Verviers, Liege, and Louvain, p. 89	0 18 9	0 13 8	6 0	6 45
11 Calais	a Rte., via Brussels, see No. 10, thence by Rail via Lille, p. 81	1 16 0	1 6 0	14 30	16 30
"	b Rte., see No. 11, Rte. a to Malines thence by Ghent, p. 86; thence via Lille, p. 14, Calais, p. 13	1 16 6	1 6 9	13 30	18 0
"	c Rte., via Verviers to Liege see No. 11; thence via Namur, p. 95	2 4 0	1 12 8	16 20	16 25
12 Cassel	Rail via Hamm, p. 117; thence to Cassel via Soest, Warburg, pp. 115 and 146	1 2 6	0 16 2	8 10	17 30
13 Coblenz	a Rte., Rl. via Bonn to Coblenz, p. 122	0 7 3	0 5 4	2 0	2 45
"	b Rte., Str. from Cologne up the Rhine, p. 330	0 2 8	0 2 6	8 30	8 30
14 Dresden	a Rte., via Hamm and Berlin, see No. 5 thence to Dresden, p. 176	2 17 10	2 3 9	21 0	24 45

Itinerary of Routes from Cologne—*continued.*

		£ s. d.	£ s. d.	hr. m.	hr. s.
14 Dresden	b Rte., via Hamm, p. 117, Warburg, p. 115; Cassel, p. 144, Gotha, Weimar, Leipsic, p. 171, and Riesa; thence to Dresden, p. 189	2 13 0	1 19 6	17 10	17 10
15 Elberfeld	Rail via Dusseldorf, p. 117; thence to Elberfeld, p. 140	0 4 5	0 3 4	2 05	1 45
16 Frankfort	a Rte., Rl. via Bingen, p. 123; Mayence and Frankfort, p. 126	0 17 9	0 12 9	4 05	3 30
,,	b Rte., Rl. via Bonn to Coblentz and Oberlahnstein, p. 122; thence to Frankfort, pp. 130, 131	0 16 9	0 13 9	6 30	6 30
,,	c Str. to Bingen, p. 130: Rl. thence, p. 131	0 9 10	0 6 8	—	—
17 Geneva	See No. 4, Rtes. to Bale: thence per Itinerary, p. 489	3 2 0	2 2 10	30 15	26 6
18 Hamburg	a Rail via Hanover, see No. 19 Rte. to thence Rl. to Harburg, and Hamburg direct, p. 156	2 5 7	1 10 6	11 25	11 10
,,	b Via Oberhausen, Wanne, p. 117, Bremen, Harburg, p. 118	1 14 3	1 7 3	12 6	12 6
19 Hanover	Rl. from Deutz, (opposite Cologne,) via Hamm, & Minden, pp. 117, 188	1 10 3	1 2 6	6 0	—
20 Heidelberg	a Rte., see No. 16 Rte. a or b to Frankfort; Rl. thence via Darmstadt to Heidelberg, p. 137	1 4 11	0 18 2	—	17 0
,,	b Rte., see No. 24, Rtes. a & b to Mayence; thence via Worms, p. 136, Ludwigshafen, p. 138; Rl. to Mannheim, p. 135; thence to Heidelberg, p. 139	1 3 5	0 16 0	6 15	10 17
21 Leipsic	Via Hanover, Magdeburg, and Halle, pp. 161, 156	2 11 0	1 17 9	14 20	—
22 London	a Rte., Via Ostend, see No. 26 Rtes to; thence per Steamer direct, 323	2 3 6	1 13 0	—	—
,,	b Rte., via Antwerp; Str. to London, p. 305	2 4 0	1 10 6	—	—
,,	c Str. down the Rhine to Rotterdam. No. 28; Str. thence, p. 324	1 7 1	0 18 6	—	—
,,	d Rte., via Rotterdam, see No. 28; Str. thence direct, p. 324	1 19 6	1 8 10	—	—
,,	e Rte., No. 1, via Calais, see No. 11; thence via Dover, p. 306	3 10 9	2 12 6	19 45	19 30
,,	f Rte. No. 2, via Calais, see No. 11; thence per Steamer direct p. 306	2 10 0	1 15 6	—	—
,,	g Rte. via Ostend, see No. 26; thence via Str. to Dover, p. 323	3 6 9	2 8 0	19 45	11 30
,,	h Rte. via Antwerp, Rl. to Malines and Brussels to Antwerp, from thence per Str. G. E. R. to Harwich, and por special Train to London	2 8 7	1 11 7	20 20	—
,,	i Rte. via Rotterdam, see No. 28; per G. E. R. Steamers, to Harwich	2 7 6	1 11 8	20 20	—
,,	k Rl. via Neuss and Kempen, p. 121; Venlo, p. 118; Breda, p. 109; Vlissingen (Flushing), p. 111; Str. to Queenboro', rail to London (L. C. & D. Ry.) For through table see p. 111	2 7 4	1 11 5	18 0	—
23 Mannheim	Rte. see No. 24, Rtes. to Mayence thence Rl. to Worms, p. 136 and Ludwigshafen, p. 138, Rl. to Mannheim, p. 135	1 1 9	0 14 9	5 45	9 0
24 Mayence	a Rte., Rl. to Bingen, p. 123, Rl. thence to Mayence. p. 126	0 14 9	0 10 9	4 0	5 30
,,	b Rte., Steamer from Cologne up the Rhine to Mayence, p. 330	0 7 3	0 5 0	—	10 0
25 Munich	Rl. via Bingen, p. 122; Mayence, Darmstadt, p. 126; Heidelberg, p. 137; Bruchsal, p. 132; Stuttgart, Ulm, p. 192; Munich, p. 194	2 12 0	1 15 0	15 30	19 30
26 Ostend	a Rte. Rl. via Aix la-Chapelle, Verviers, (Examination of Baggage) Liege, Louvain, p. 89, Malines, Termonde, Ghent, p. 86, Bruges to Ostend, p. 79	1 5 6	0 18 10	8 15	11 5
,,	b See No., 10 to Brussels: thence via Aleat, Ghent, to Ostend, p. 79	1 5 6	0 18 10	8 30	10 30
27 Paris	a Rte., via Verviers, (Examination of Baggage) change carriages, Liege, p. 89, Namur, Charleroi, St. Quentin, Creil, Paris, p. 17	2 7 1	1 15 6	12 0	17 0
,,	b Rte., via Brussels. see No. 10, Rtes. to; thence as per Itinerary of Rtes. to Paris, p. 402	2 10 6	1 17 0	15 0	22 0
27a Prague	See No. 24 Rtes. to Mayence thence via Schaffberg, p. 126; Wurzburg, p. 196, Nurnberg p. 198, and Pilsen, via Furth, pp. 232, 237	3 10 3	2 9 9	24 50	17 45
28 Rotterdam	a Rte., Rl. via Dusseldorf, Oberhausen, p. 117 (change carriages,) Emmerich, p. 114, Rotterdam, p. 113	1 1 6	0 16 4	6 0	6 0
,,	b Rte., Str. from Cologne down the Rhine via Dusseldorf, Emmerich, and Arnheim, p. 330	0 9 1	0 6 0	—	7 15
,,	c Direct Via Neuss and Zevensar, p. 121	1 0 6	0 16 0	6 0	7 15
29 Stettin	Rte., see No. 5, Rtes. to Berlin; thence per rail to Stettin. p 178	2 19 9	2 8 4	5 45	30 30
30 St. Peterab'g	Rte., see No. 5, Rte. to Berlin; Rl. to Eydtkuhnen, p. 180 Rl. thence to St. Petersburg, p. 287	8 10 6	6 11 4	45 45	6 30
30* Stuttgardt	See No. 20 Rtes. to Heidelberg; thence to Bruchsal, p. 132, and Stuttgardt, p. 192	1 14 0	1 4 4	9 30	12 30
Vienna	a Rte., via Berlin, see No. 5, Rtes. to; thence via Dresden, Bodenbach and Brunn, p. 204	5 14 6	4 8 0	30 0	40 0
,,	b Rte. via Dresden as No. 14, Rtes. to; thence as in 31a	5 3 9	3 16 2	30 0	27 30
,,	c Rtes. to See No. 30 * Stuttgardt, thence direct to Simbach, p. 210	4 15 1	3 7 8	33 0	30 0
,,	d Via Stuttgardt, as in 31 c; thence to Munich, and Salzburg, p. 200	4 8 8	3 10 4	—	37 30
	Cologne to the principal German Baths & Watering-Places				
32 Aix-la-Chap.	See No. 1	0 6 0	0 4 6	1 30	2 0
33 Baden	See No. 20. Rtes. to Heidelberg; thence via Carlsruhe, and Oos, p. 133	1 10 6	1 0 8	6 30	13 30
34 Carlsbad	Rl. via Hamm, p. 117, Warburg, p. 115, Cassel, Gerstungen, p. 146, Eisenach, p. 171, to Lichtenfels, p. 169, Rl. to Neuenmarkt, Hof., p. 197, and Eger, p. 196, thence to Carlsbad, p. 208	3 5 6	2 7 0	25 30	—
35 Ems	See No. 13, Rtes. to Coblenz; Rail to Ems, p. 129	0 9 6	0 6 9	3 13	4 30
36 Homburg	See No. 16, Rtes. to Frankfort; Rl. thence to Homburg, p. 135	0 19 8	0 13 9	6 30	9 30
37 Kissingen	Rte., See No. 24, thence *direct* via Darmstadt, and Aschaffenburg, p. 126; thence via Gemunden and Schweinfurt, p. 197	1 13 9	1 2 8	14 30	19 30
38 Marienbad	See Rte. to Carlsbad, No. 34, Rail from Eger to Marienbad, p. 223	3 4 4	2 4 10	22 0	—
39 Pyrmont	Rl. via Hamm, p. 117, to Altenbeken, p. 115, thence to Pyrmont, p. 144	1 0 10	0 15 0	11 15	15 0
40 Schwalbach	See No. 43, Rte. to Wiesbaden; Dil. thence to Schwalbach	0 13 2	0 9 10	13 0	15 0
41 Spa	Rl. via Verviers (Examination of Baggage) change carriages, Pepinster Sta. for Spa; (change carriages,) Rl. for Spa, p. 89	0 13 6	0 9 8	3 30	3 0
42 Teplitz	See Rtes. to Dresden, No. 14; Rl. to Aussig and Teplitz, pp. 204, 207	3 2 4	2 6 0	22 0	2 0
43 Wiesbaden	See No. 7, Rtes. to Bieberich; Rl. thence to Wiesbaden, p. 128	0 11 4	0 8 0	11 0	2 0
44 Wildbad	Rl. to Mayence, pp. 123, 126; Rl. thence to Ludwigshafen, p. 138, and Mannheim, p. 135, Carlsruhe, p. 132, Pforzheim & Wildbad, pp. 137	1 19 0	1 2 0	11 0	19 30

Express fares throughout Germany are from 20 to 25 per cent. higher than ordinary Quot-

Sailing of the Rhine steamers, see p. 330. From the Cologne Bridge, Frederich Wilhelm Strasse, the steamer starts for Mulheim. The banks of the river here, are by no means devoid of interest, but enlivened by villages and well cultivated fields. As we approach Bonn the summits of the famous *Siebengebirge* (seven mountains) rise gradually into view, sometimes to the right sometimes to the left, with the windings of the stream. These with their rugged sides and ruined castle, on a nearer approach, produce an imposing effect, and mark, as it were, the entrance into the "Paradise of Germany," as that portion of the Rhine is called which lies between Bonn and Mayence.

Deutz (left).—*Stat.*—In Rhen. Prussia, opposite Cologne, joined by a bridge of boats.

Cologne to Bonn by rail, 1 hr., see page 122; by steamer 2½ or 3 hrs. up, 1½ hr. down. Terminus at Cologne—St. Pantaleon's Gate. Toll for carriage or omnibus over viaduct, 75 pf.

Bonn, in Rhenish Prussia (right)—*Stat.*—HOTELS:—GOLDEN STAR HOTEL, one of the best on the Continent in every respect, and worthy of the highest recommendation.

THE GRAND HOTEL ROYAL, situated on the banks of the Rhine: comfortable and clean; well recommended. Ermekiel, proprietor.

RHEINECK, on the Rhine, near the landing-place and the station.

Pop. (1875) 28,114, including the students and garrison. Here the best part, or gorge, of the *Rhine* begins, and extends nearly to Mayence. The river narrows, and grows more rapid; and above the towns and villages are hills, cut in terraces for the vine, and crowned with ruined castles. Bonn is a university town in Rhenish-Prussia, the Roman *Bonna*, and sometime the residence of the Electors of Cologne. The *University*, for 800 students, formerly the Electoral Palace, contains, besides lecture rooms, a library of 150,000 volumes; the Academical Museum of Casts; the Rhenish Museum of Roman antiquities, including an altar to Victory; and the Aula, or academical hall, decorated with fresco paintings. The *Minster* (cross-shaped) has a bronze statue of the Empress Helena, mother of Constantine, by whom it was founded in 320, and built in the Byzantine style; the Collegiate Church; that of the Jesuits; St. Remi, in which is a fine painting by Spielberg; and the Schiesskirche. The house where *Beethoven* was born is pointed out in the Bonngasse, and his statue in the Münster-platz. In the *Cemetery* near the Sternenthor, are monuments of Niebuhr, the Roman historian, by Rauch; Bunsen; Schumann, &c.

There are many beautiful walks, especially to the Hofgarten, with a fine terrace on the Rhine called "der alte Zoll," which has a statue of E. M. Arndt, overlooking the river and the Siebengebirge; the Poppelsdorf Avenue, with its rows of chestnut trees, to the Castle of Poppelsdorf, containing the university collections of natural history, a laboratory, and anatomical gallery; and to the Kreuzberg Chapel, reached by 28 steps, in its picturesque grounds. Boiseri mineral water good.

Fine view of the Seven Mountains on opposite side of the river. Excursions to Godesberg, the Drachenfels, and the valley of the Ahr.

RAILWAY TERMINUS, close to Poppelsdorf avenue. Railways along both sides of the river; with stations at the best points of view; see pp. 122 and 124. Steamers p. 330.

CHURCH OF ENGLAND SERVICE, every Sunday in the University Church at 11 a.m. and 4 p.m. (6.30 in summer). Wednesdays and Saints days 11.30. Special classes for religious instruction, and confirmations. Licensed Chaplain, Rev. J. R. Freeling, 16, Königstrasse.

PRESBYTERIAN CHURCH.—Minister. Rev. William Graham, D.D. Irish Presbyterian Church, Service at 10 a.m., and 7 p.m., Thursdays at 7 p.m., in the new Presbyterian Church.

ENGLISH READING CLUB, under Rev. M. Anderson. Welters', No. 56, Neue Thor.

MEDICAL.—Dr. Burger; speaks English.

Godesberg (right)—*Stat.*—HOTELS:—BLINZLER'S; ADLER; BELLE VUE.

A summer residence in Rhen. Prussia. Pop. 1200. Fine old Castle on the hill, commanding beautiful view of the Rhine. Mineral springs. Excursions to the volcanic hill of Roderberg; the Seven Mountains; by ferry boat to Königswinter; the Abbey of Heisterbach. Rail., see page 122.

ENGLISH CH. SERVICE.—

Königswinter (left)—Pop. 2100. HOTELS: HOTEL DE BERLIN. See Advt.

HOTEL DE L'EUROPE. See Advt.

In Rhen. Prussia. The beauties of the Rhine increase at this town, at the foot of the "*Castled crag of Drachenfels*," (*i.e.* the Dragon Rock), the nearest of the **Seven Mountains** to the river, with the Great Oelberg behind. No traveller ought to omit ascending this hill, as the view from its summit is one of the most lovely on the whole course of the Rhine. The walk from the pier to the top is not more than an hour, and mules are always in waiting at the foot of the ascent for those who prefer to ride; charge 1 mk. A small Hotel at the top of Drachenfels affords very fair sleeping accommodation, and the view at sunrise is splendid.

The best way of reaching Königswinter from Cologne is not by the steamers, which occupy nearly four hours, but by rail to the Mehlem ferry opposite Königswinter, where boats are always waiting. By leaving Cologne by the first train, the traveller may easily reach Königswinter, ascend the Drachenfels, and proceed by steamer to Coblentz about noon. But should he be obliged to spend the day at Königswinter, he will not repent the delay, as he may find a delightful and picturesque walk, turn which way he will. Boat to **Nonnenswerth** and back, 2 m. Railway, p. 124.

Excursions from Königswinter to the Abbey of Heisterbach or to the summit of the Lowenberg, the view from which extends into Westphalia.

Here commences a region of castles and vineyards which extends up the river as far as Weisel. From Königswinter by steamer or rail (p. 124) to

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Rolandseck. (right)—*Stat.*—HOTELS:—HOTEL ROLANDSECK; HOTEL BILLAU.

This is a delightful residence for a few days. Visit the Castle and charming island of Nonnenswerth, celebrated in the legend of Roland, and Schiller's ballad of "Ritter Toggenburg."

Oberwinter, (right), merely a village.

Rheinbreitbach, (left), is a large village, with castles and towers, at the entrance of a valley, in which are the deserted copper mines of Birnberg and Marienberg.

At **Unkel** (left) the cliffs encroach on the bed of the stream, so as to produce a slight rapid on one side. Just above this, and on the opposite bank, is

Remagen, (right)—*Stat.*—HOTELS:—

HOTEL FURSTENBERG; this hotel affords excellent accommodation at moderate prices; well recommended. The Hotel "König von Preussen" belongs to the same proprietor.

Remagen, in Rhenish Prussia, is an agreeable place to pass a few days at. Ascend Victoriaberg for a panorama of the Rhine. The hill to the right is *Apollinarisberg*, with its splendid modern Gothic Church, built for Count Furstenberg by Zwirner (the restorer of the Dom of Cologne), and containing fine frescoes. Rail p. 122.

[From Remagen, excursions are made to the beautiful **Valley of the Ahr** called the Rhenish Switzerland. Excursions of one day, in carriages of the hotel; fixed prices. To Ahrweiler and Altenahr, among wild and picturesque scenery. At Ahrweiler is the source of the *Apollinaris Spring*, a tonic water now well-known in England. A day's excursion can be made to the Lake and Abbey of Laach, through the beautiful valley of Brohl, as below.

Ascent of the Ahr—to **Bad Neuenahr,** up the picturesque valley of the Ahr; a very agreeable and healthy spa, near Remagen. *Stat.*

HOTELS:—KURHAUS; MARIEN STRUDEL; HOF VON HOLLAND (English spoken); VICTORIA and other Hotels.

Neuenahr, in Rhen. Prussia, is 7 m. from Remagen, on the Rhine (carriages, 4 mk. to 6 mk.), Mail omnibus frequently. This watering place, which is similar to Vichy and Carlsbad, has warm alkali springs, good for the lungs, liver, gout, &c. It is full and dear in June and July, when beds should be secured beforehand. The air is highly salubrious. The gardens around the Mariensprudel well are beautifully laid out, and a band plays on the promenade. Excursions to the Apollinaris Kirche; the Landskrone, 500 ft. above the Ahr; the Neuenahrberg (700 ft.) with a fine view of the Rhine; the Schnupp, past the Konigsfold Cross, and the old town of Ahrweiler; the Calvariensberg Convent, over the Steinenthalskopf. ENGLISH CHURCH SERVICE (S.P.G.) in the Kurhaus, at 11.0 a.m. and 4.30 p.m.

PHYSICIANS.—Dr. Briegen, Dr. R. Schmitz, Dr. Anschuld, who speak English.

CONVEYANCES—Railway, see page 122.

Ahrweiler.—Pop. 3000. HOTELS:—HOTEL KRONE; STERN.

In Rhen. Prussia, at the centre of the wine trade of the valley of the Ahr; very prettily situated. The Church is a fine Gothic edifice. Further up the valley the Burgundy grape is cultivated on every accessible shelf of rock, and forming most singular but picturesque vineyards. Before reaching Altenahr the scenery becomes very fine—precipitous rocks crowned by the Castle—then a tunnel through the rock leads to the village of

Altenahr.—INN; RHINE HOTEL, at the entrance of the town. Trout.

This village on the Ahr is surrounded by an amphitheatre of slate rocks—partly wooded and partly covered with vines, and on the highest peaks are seen the ruins of the *Castle* of Altenahr, the finest object in the whole valley. The view is magnificent.

Coming back to the Rhine, a little below **Erpel,** on the left bank, opposite Remagen, is a basaltic peak, 700 ft. high called the Erpeler Ley. The vines on its slopes are rooted in baskets forced into the clefts of the rock.

Sinzig (*Stat.*) a small old town on the Ahr, about 1¼ mile from the Rhine, well worth visiting. Close to the confluence of the Ahr is the village of **Krippe,** (right), communicating by a flying bridge with

Linz. (left)—*Stat.*—Pop. 2330.—HOTEL NASSAU.

A town in Rhen. Prussia. The *Castle*, as well as the town walls of Linz, are built of basalt and the streets are paved with the same material. The country produces copper, iron, lead. Rail p. 124.

Still ascending, we pass Breisig, opposite Hemningen; Rheineck castle and Brohl, at the summit of a beautiful valley, opposite Rheinbrohl. From **Brohl** it is about 7 miles to the Laacher See (Lake), up the valley past Tönnisstein, and over hills covered with beechwood.

The **Laacher See** is a circular sheet of deep blue water, occupying what looks like the crater of an extinct volcano, 666 feet above the Rhine, about 1½ mile diameter, 170 ft. deep and surrounded by meadows and wooded hills. Traces of scoriæ, ashes, pumice, &c., have been found.

Pike and white fish are taken (all preserved); boats at the Laach Hotel. Within a short distance west is *Maria Laach Abbey*, founded 1093, and latterly made a Jesuit School till suppressed 1873; with picturesque Romanesque *Church*, having a dome and 5 towers, and restored cloisters. Krufter Open, on the south is a crater. 1540 ft. high. Niedermendig, built of dark basalt, is noted for its millstones, and beer vaults in the quarries.

Pass Hammerstein Castle, to Andernach, from which the Laacher See (as above) is 9 miles.

Andernach. (right)—*Stat.*—Pop. 3800.

HOTEL:—HACKENBRUCH HOTEL.

The Roman *Antunnacum*, in Rhen. Prussia, and in the middle ages, a free city of the empire. Enclosed with lofty old walls, it contrasts strikingly with Neuwied, further on, which lies quite open. Its Roman gate, and the ruins of the Pfalz or Episcopal palace, its ancient church and tower, with the town arms, at least 1000 years old, are well worthy of notice. Much tarrace (or trass) made hereabout, quarried and burnt; it is a mortar or cement which stands both water and heat; and is used in the dykes of Holland. Rail, p. 122.

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Beyond this town the mountains again approach the river, forming a magnificent defile, and having at the water's edge on the left bank, the ruined *Castle of Friedrichstein*, the building of which was begun in the 17th century, but never finished. On the same side (left) lies the village of Irrlich, connected by an avenue of poplars with the town of

Neuwied, (left) —*Stat.*— HOTELS: —

HOTEL ZUM GOLDENEN ANKER.—The best in the town, and deservedly recommended.

MORAVIAN HOTEL; WILDER MANN.

Population 7,300. Capital of the mediatized principality of Wied, in Rhen. Prussia. Over the river is the Prince's *Palace*, whose collection of very interesting Roman antiquities (chiefly from the buried city of *Victoria*, near Niederbiber, a village 2 miles to the N.), has been transferred to New York. The Museum of natural history is in the Pheasantry, (Faisanerie Gebaude,) and consists for the most part of collections made by Prince Maximilian of Neuwied, during his travels in Brazil and North America. A distinct quarter of the town is occupied by *Moravian brethren*, whose schools and workshops are worth visiting.

The chateau of Monrepos, with its park and gardens, 6 miles N.N.E., is a very pleasant excursion. Neuwied has also a flying bridge over the Rhine. Rail. pp. 122, 124.

The *Castle of Altwied*, at 3½ miles distance, is a magnificent ruin, and commands a splendid view. Carriage there and back 12 m.

Weissenthurm (White Tower), on the right bank, so called from the old watch-tower which stands at the extremity of the village; on an eminence to the left of which is the memorial to *General Hoche*, erected by the "Army of the Sambre and Meuse," 1797. Here it is asserted that Julius Cæsar constructed the famous Bridge described in his Commentaries; but this is very improbable, as he makes no mention of the island in mid-channel of which Hoche availed himself in his passage.

Further on (to the left) is **Muhlhofen**, a village at the mouth of the Sayn, from which pleasant excursions may be made through the beautifully wooded valley traversed by that stream. Krupp's Iron-works here.

Kesselheim (right).—Near this are the ruins of Schönbornlust, once a palace of the Elector of Treves; famous also as the residence of the exiled Bourbon princes, and head-quarters of the army of refugees during the Revolution.

Near the junction of the Moselle and Rhine stands the monument of General Marceau (1796).

Neuendorf.—In Rhen. Prussia. Here the smaller timber-rafts from the Upper Rhine and its branches, as also from the Moselle, are formed into the great rafts which go down to Holland.

Long before the steamer approaches Coblenz the fortress of *Ehrenbreitstein* is visible; while, as she reaches her moorings at that city, one of the most conspicuous objects is the stately Palace of the King of Prussia, formerly belonging to the Electors of Treves, stretching along the bank of the river.

Coblenz (right).—*Stat.*— Pop. (1875) with Ehrenbreitstein, 34,191.

HOTEL BELLE VUE.—First-rate, and highly recommended. Mrs. Hoche, landlady.

HOTEL DU GEANT.—One of the best on the Rhine. Proprietors, Messrs. Elsemmann, Brothers.

THE ANKER HOTEL.—Good, and prices moderate, overlooking the Rhine.

HOTEL DE TREVES, just opposite the Palace of the Empress. Proprietor, F. Maas.

HOTEL ZUR TRAUBE.

PENSION ERNEN.—Private boarding house, Rhein Anlagen.

Coblenz possesses good Pensions, well adapted to a prolonged sojourn; and the new Rail. up the beautiful Moselle to Treves makes it a good centre for excursions.

CAB FARES.—Inside the town. For 1 or 2 persons a fiacre or two-horse carriage, 75pf. One-horse carriage or "Ein-Spänner," 50pf. For 3 persons, two-horse carriage, 1m. 25pf.; one-horse carriage, 1m. For 4 persons, two-horse carriage, 1m. 50pf.; 1-horse carriage, 1m. 25pf. For 1-4 persons to Cappellen, Niederlahnstein and Ballendar, or Metternich two-horse carriage, 3m. 50pf.; or there and back, with two hours' delay, 6m.; one-horse carriage, 2m. 50pf.; or there and back, with two hours' delay, 4m.; to Neuendorf, Ehrenbreitstein, Pfaffendorf, and Laubach, a two-horse carriage, 2m: or there and back, with two hours' delay, 4m. 50pf.; one horse carriage, 1m. 50pf; or there and back, with 2 hours' delay 3m. 50pf.

Coblenz, the Roman *Confluentia*, a strong garrison, 56 m. from Cologne, on the left bank of the Rhine, and right of the Moselle: capital and seat of government of the Prussian Rhine province. It occupies a large triangle, formed by the influx of the Moselle into the Rhine, and has an old stone bridge over the Moselle, from which a charming view is obtained. On the opposite bank of the river is the rocky fortress of **Ehrenbreitstein**, (the "broad stone of honour"), called the Gibraltar of the Rhine, with a little town at its foot, containing 4,901 inhabitants, and connected with Coblenz by a bridge of boats 455 paces in length. The view from the summit of the fortress extends as far as the mountains of Lorraine, and amply repays the ascent. (tickets, 50 pf., issued at foot of fortress). The old *Archbishop's Castle*, near the Moselle bridge has been occupied by several Emperors. The venerable church of *St. Castor*, at the confluence of the two rivers, conspicuous by its four towers, dates from 836 and is close to the Kaufhaus with its well-known clock-work figure. Here the grandsons of Charlemagne met to divide amongst them their splendid inheritance into France, Germany, and Italy. Here also, Edward III. of England was installed Vicar of the Empire by Lewis of Bavaria. In the open space before the church stands the celebrated *Monument* erected by the French in 1812, to commemorate their ill-fated expedition against the Russians. A sarcastic addition to the inscription by the Russian General St. Priest, records that it was "seen and approved" by him as Russian Commandant of the town, 1814. At the *Elector's Palace* (built 1786) are portraits, etc.

The fortifications of Coblenz are of vast extent, and rank amongst the strongest in Europe,—of

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these. Ehrenbreitstein is the most remarkable: it is said, the enormous sum of £1,860,000 has been expended on these stupendous works, of which 15,000,000 francs was extracted from France after the Revolutionary war. A quarter of a mile from the Moselle bridge, on the road to Andernach, and sheltered by the lofty walls of Fort Franz, stands the pyramidical monument to the young Republican General, *Marceau*, who was killed at the battle of Altenkirchen in 1796. Additional interest attaches to this spot as the last resting place of a vast number of French soldiers who died during their captivity 1870-71.

Hood, in 1835-7, lived at Castor Hof and Alten Graben, and here wrote his "Up the Rhine." The beautiful Rhine Anlagen, or, as they are familiarly called, "the Queen's Gardens," owe their existence to the taste and liberality of the Empress Queen, who frequently resides in Coblenz; the lime walks extend from the town almost to the adjacent hydropathic establishment at Laubach. A military band plays once a week on the Anlagen.

CHURCH OF ENGLAND Service, in the chapel of the Palace, by a resident Chaplain, Rev. E. Godfrey, M.A., supplied by Col. and Capt. Ch. Society.

In the *environs* of Coblenz are Moselweiss, a pretty village buried in cherry orchards, and much resorted to; Lahnstein, on the left bank of the Rhine; Sayn, with its ruin and modern chateau; the abbey of Rommersdorf; the *Kühkopf*, the highest hill near the town, and commanding a most magnificent view; the fine plateau of the Karthause, separating the Rhine from the Moselle, and on which many thousand French prisoners were encamped during the late war. More distant are the romantic castle of Elz, to which a visit is strongly recommended; the abbey and lake of Laach; the castle of Marksburg, a well preserved stronghold of the middle ages; Ems and Nassau.

CONVEYANCES—There are Two stations, the Rheinische and Staatsbahnhof; the latter for the Moselle line and through trains up the Lahn valley. Ems may be reached in less than an hour by train, or by taking the 2.30 p.m. steamer to Lahnstein. Steamers several times daily to Biebrich (Wiesbaden), Mayence, and Mannheim, also to Bonn, Cologne, Emmerich, and Rotterdam. Steamers also ascend the Moselle as far as Treves every alternate day at 6.30 a.m. during the summer months. Numerous trains to Bonn, Cologne, Bingen, Mayence, &c. See pp. 122, 124.

Horchheim, (left)—the last village before entering Nassau.

Stolzenfels, a fine castle of the middle ages, on a projecting rock overlooking the Rhine and the village of **Cappellen**, (*Stat.*, p. 122), the property of the Dowager Queen of Prussia. It was presented by the city of Coblenz to the late King William IV. when Crown Prince, by whom it was judiciously restored. Here Queen Victoria was entertained in 1845 by the King, and asked the question, 'How do you like the Rhine?" Admission is readily granted. The view is magnificent, and embraces the lovely valley of the Lahn, the confluence of that river with the Rhine, Coblenz and its gigantic fortifications, with the mountains of Andernach in the distance.

There is a ferry from Stolzenfels to Lahnstein, and another over the mouth of the Lahn; up the right bank of which a railway runs to Ems (see section "Prussia"). On a hill at the mouth of the Lahn is the restored castle of Lahneck.

Oberlahnstein, in Prussia, (left). — *Stat.* — HOTEL:— DIE LAHNECK.

An old walled town, with a conspicuous red building at the river's edge, once a Castle of the Electors of Mayence. At the white chapel among trees, in 1400, the deposition of the Emperor Wenceslaus was pronounced by the Elector. Victoria Fountain, a spring like Selzer water, was opened 1880.

Railway to Ems and Nassau, and to Rudesheim and Wiesbaden, see pages 122, 124, 128 and 129.

Rhense (right).—HOTEL: ZUM KÖNIGSTUHL.—A very antique town, scarcely altered since the middle ages. Near it is the *Königstuhl* (King's seat), an open vaulted hall, with 7 stone seats for the 7 Electors, who met to discuss affairs of state.

Braubach (left)—HOTEL, ZUR PHILLIPSBURG.

Another ancient little town, at the entrance of the valley that winds round the Marksburg, with a fine old castle. Copper and silver mines in the neighbourhood: and a road to Ems from this place.

Marksburg, (left), a fortress of the middle ages, in perfect preservation, being the only one of the Rhine castles which escaped destruction.

Boppard (right).—*Stat.*—Population 6000.

HOTELS:—RHEIN HOTEL; SPIEGEL.

An ancient walled town in Rhen. Prussia—the Roman *Bodobriga*, one of the 50 castles of Drusus, in a beautiful part of the Rhine. The walls of the castrum, a quadrangle of strong masonry, still exists in the heart of the town. In it are the remains of the Palace of the Frankish kings, and the ruins of a fine chapel. Boppard was once the seat of the *Rhine Toll*, for protecting the river trade. Many new villas have lately sprung up here. It has a Romanesque Church of the 12th century, and a Protestant Church, built 1851, where English Church Service (S. P. G.) is held in the season. Behind the town is the ancient nunnery of **Marienberg**, now a Water-cure. The Mühlbad is another. The Rhine here makes one of its most considerable curves. Rail. p. 122.

Salzig (right), an agreeable village, with large plantations of cherry trees. Opposite (left), on the twin peaks of a lofty rock, near Camp, are the ruins of Sterrenberg and Liebenstein, called the *Two Brothers*, and the subject of a legend. At the foot of the steep mountain, in a narrow valley, is the village and ancient convent of Bornhofen.

In **Ehrenthal** (left), are silver, lead, and copper works, whose annual produce is 100,000 florins.

Welmich (left), a little village with a fine old church, at the foot of the mountain on which stands the *Castle of Thurmberg*, called "the Mouse," now fast falling into ruin; the walls are, however, still perfect.

St. Goar (right).—*Stat* -Pop. 1800.—HOTELS RHEINFELS; SCHNEIDER.

In a beautiful spot, in Rhenish Prussia. On the hill are the extensive ruins of *Rheinfels*, formerly

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a strong fortress; now a picture of desolation. Opposite is the pretty village of St. Goarhausen. Above this point a narrow defile confines the river, where there used to be rapids, which have now almost disappeared. On the left is the precipitous rock of Lurlei, or the **Lurleiberg**, a good point of view, with an echo which repeats 15 times; and a little higher, in mid-channel, are discovered the rocks called the *Seven Sisters* (Sieben Jungfrauen).

The immense stronghold of Rheinfels was built in 1245 by a count of Katzenelnbogen. It became afterwards in the hands of the Landgrave of Hesse, a modern fortress which baffled the French in 1692, but was taken and blown up by them in 1794.

St. Goar is a sojourn for excursions to some of the finest of the Rhine scenery. Ewelish Church Service (C. C. C. Soc.), in summer. There is also a salmon fishery near the rapids. Rail. p. 122. Across the river is

St. Goarhausen (left)—*Stat.*—In Nassau.—Pop. 500.—Hotel Adler.

Still partly surrounded with its old walls. Here begins the *Forstbach*, or Swiss valley, celebrated for its beauty, being traversed by a clear stream, forming numerous cascades between precipitous masses of rock. At the entrance of this valley stands the *Cat Castle*, a very picturesque object in the landscape. An excursion well worth taking is that to the ruined Castle of Reichenberg, at a distance of a mile and a half inland.

Oberwesel. (right) *Stat.*—Hotels:—Rheinischer Hof; Teutscher Hof.

The *Vosdeis* of the Romans; a small town of 2500 inhabitants very interesting to visit, and delightfully situated. The Church of Our Lady is considered a model of the Gothic style; in St. Martin's is a "Descent from the Cross," by Diepenbrock. The picturesque appearance of this town is much increased by its turreted walls and the lofty round tower called Ox Tower, at the water side. Rail. p. 122. The village of Engehölle is worth a visit, as also are the ruins of *Schönburg Castle*, the birthplace of Marshal Schomberg, killed at the battle of the Boyne, 1690.

Caub or **Kaub** (left)—*Stat.*—H. Nassauer Hof.

A small town, above which, on a rock, are ruins of the *Castle of Gutenfels*. In the middle of the river, between Caub and Bacharach, is a well-preserved old Castle, called the Pfalz, built by the Emperor Lewis of Bavaria for a toll-house. In the lateral valleys are extensive slate-quarries.

Bacharach. (right).—*Stat.*—Hotel Post; Hotel Wasum and Pension. Pop. 1800.

A busy place, in Rhenish Prussia, formerly the entrepôt for the fine Rhenish wines, which were named on this account "the wines of Bacharach." In the Rhine, when the water is low, a large stone appears, called the Altar of Bacchus (Bacchi Ara)—hence the name. Here Blücher crossed, 1 Jan., 1814. Notice the Church of St. Peter, of the 12th century; the ruins of the *Castle* of Stahleck, with its truncated walls, on a high hill behind the town; and the town walls, with twelve towers of peculiar construction. Rail. page 123

Lorch (left)—*Stat.*—Pop. 1800. Hotel Schwan.

One of the oldest towns on the Rhine, situated at the embouchure of the *Wisperbach* in the entrance of its picturesque valley, rich in legends of sprites, dwarfs, and giants; leading through Geroldstein and Langensei fen to Schwalbach, a walk of five hours. On the right bank of the Wisp is a rocky eminence called the Devil's Ladder, with the ruins of *Nollingen Castle* on its summit. Above the village of Rheindiebach stand the round tower and broken walls of *Fürstenberg Castle*, devastated by the French in 1687. The Church is a handsome relic of the 12th century; in front of it is a carved stone cross dated 1491. Rail. page 128.

As we approach Bingen and Assmannshausen, the picturesque monuments of the old iron times become still more numerous.

One of them called the *Rheinstein*, was restored and fitted up in the antique style for a summer residence of Prince Frederick of Prussia, who is buried here. It stands upon a projecting cliff, rising almost perpendicularly from the water side. Opposite to this is the village of

Assmannshausen (left), *Stat.*, in Nassau; with a warm mineral spring Hotels: Krone Crehaus. The fine red wine of that name is produced from the vines here, which are cultivated on such steep heights as to require baskets and other contrivances to secure them in their places. Some of the terraced heights are one thousand feet above the river.

One of the finest views in the whole course of the river may be obtained by ascending to the *Rossel*, a little tower on the edge of the heights above Assmannshausen. From this village also may be made the ascent of the Niederwald.

The picturesque gorge of the Rhine, the commencement of which is above Boppard terminates near here. The *Bingerloch* obstructed for a long time the navigation of the Rhine, but the passage was widened to 210 feet—ten times its former breadth—by the Prussians, in 1830–32; and the fragments, taken from the river bed by blasting, were formed into a monument on the road side to commemorate the work. This channel is near the right bank, and overlooked by the ruins of the fortress of Ehrenfels.

On the right, and adjacent to the influx of the Nahe, is an islet, with a ruin of the *Mäusethurm* (Mouse Tower), the scene of a tradition, which Southey gives in his ballad of Bishop Hatto.

Bingerbrück or Bingen (right)—*Stat.* Pop. 7000.—Hotels: Hotel du Cheval Blanc, opposite the monument "Germania." See Advt. Hotel Victoria.

In Hesse Darmstadt, in an angle of the beautiful valley of the Nahe a market for corn and wines, much frequented by strangers. Here, where the fertile Rheingau begins, the river makes a considerable curve, and the scenery around is in the highest degree attractive. The ruins of Klopp Castle, on the *Drususberg* (once a Roman fort) afford a favourite promenade and a view from the tower of the celebrated *Nahethal*, and the environs as far as the Donnersberg.

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An agreeable tour may be made to the Rochusberg and its Chapel, from whence there is a prospect of extraordinary beauty; as also on the Nahe to Kreuznach and Oberstein. Opposite Bingen, on the right of the Nahe, stands the *Rupertsberg* and, about a mile and a half distant, the Elisenhöhe, from a house on which there is another magnificent view. An excursion to Rüdesheim (another wine place), and to the heights of the Niederwald is also recommended. From Rüdesheim, on the opposite bank of the Rhine, the railway is open to Wiesbaden, Castel, and Frankfort; see p. 131, also to Ems and Nassau see p. 129. Consult Time Tables before crossing per Steamer from Bingerbrück to Rüdesheim. The trains do not await arrival of steamer, if 10 minutes behind time; it is safer and more agreeable every way to proceed by the left bank of the river. From Bingen (Bingerbrück) by rail to Kreuznach, see p. 125. To Coblenz, Bonn, and Cologne, p. 123. To Mayence, p. 126. Away from the Rhine to the right, is

Creuznach or **Kreuznach**, in Rhen. Prussia. —*Stat.*—Pop. 14,000. HOTELS:—HOTEL ORANIENHOF.—Well situated, close to the Kurhaus; baths in the Hotel, large garden, &c.

HOLLAND HOTEL, kept by, Foltynski and Woog, See Advt.

BATH HOTEL DREIL SCHMIDT.—Well situated. Large gardens, comfortable baths in the house. Moderate charges. See Advt.

PRIVATE HOTEL BAUM, First-class family hotel, well situated. Beautiful garden.

ADLER; PFALZER HOF; BERLINER HOF.

A Prussian town in a picturesque situation in the valley of the Nahe, and a fashionable watering place, on account of its *Saline Spring* which is situated on an island a quarter of a mile above the town, at BAD-KREUZNACH (with a Railway Station), now united to the older part of the town. The waters are highly beneficial in scrofulous diseases. There is a Kurhaus and adjacent beautiful gardens and fine old forest trees. A good Band performs in the early morning, and from 4 to 6 and 8 to 10 p.m. Carriages, horses, donkeys, and boats to row on the river Nahe, including canoes, can be had. Railway pp. 125, 126, and 128.

EXCURSIONS to the top of the Rheingrafenstein which commands a fine view of the two rivers. 1. At the foot of this fine ruin is the picturesque village of MUNSTER-AM-STEIN, with an excellent Kurhaus (*en pension*, and table d'hôte.) Munster is a quiet spot in a picturesque country, and offers attractions; including the ruined *Castle of Ebernburg* (good hotel), with beautiful views, where Luther stopped for a time; the Huttenthal, the romantic ruins of Alten Baumburg. The baths at Munster-am-Stein are very efficacious, especially in the case of children; they are chiefly saline. 2. To the salt works of Theodorshalle. 3 To the picturesque valley of the Aisens, containing several ruined castles.

ENGLISH CHURCH SERVICE, held at St. Paul's Church, near the Nahe bridge, at 11 a.m. and 5 p.m. Chaplain supplied by Col. and Con. Ch. Society.

MEDICAL.—Dr. Ed. Stabel; Dr. Engelmann; Dr. Michels; Dr. Strahl.

BANKERS AND WINE MERCHANTS.—Messrs. Beckhard and Söhne; whose cellars in the Marktplatz are open to visitors.

Rüdesheim.—(left)—*Stat.*—HOTELS—H. JUNG, opposite the Station and Pier. DARMSTADTER HOF; KRASS RHEINSTEIN; BELLE VUE.

Pop. 3000. In Prussian Nassau, opposite Bingen, at the foot of the mountain, which is covered with vineyards, and produces the best quality of Rüdesheimer wine. The old tower and the *Castles* close to the water's edge are worthy of notice. Persons who have not seen the views from the Niederwald should land at Rüdesheim, and ascend the heights above, which command several of the finest views of the Rhine. On the left will be seen a beautiful panorama of the Rhine; the château and vineyards of Johannisberg, and the castle and park of Biebarich; further on, the town of Mayence, and opposite Bingen, at the junction of the Nahe with the Rhine, the view of the ruin of Ehrenfels; and lastly, the Bezauberte Höhle (magic cave), whence there are miniature views of three different landscapes, so exquisitely beautiful, as to elicit the greatest admiration. Returning from this excursion, a draught of the Rüdesheimer, Rottland, or Hinterhausen wines, will be found a luxury.

CONVEYANCES.—Rail to Wiesbaden, Frankfort, &c., see page 128. Steamers up and down the Rhine. Carriage drive to Schlangenbad in 2 hours.

Geisenheim.—(left)—*Stat.*—Pop 2,650.

HOTEL:—Germania. Mrs. Ettinger's Pension.

In Prussian Nassau, and noted as well as Rüdesheim for its wines. It is one of the most beautiful places in the Rheingau, at the widest part of the stream, here 2000 feet broad. There are many handsome country seats; with an old Church, a modern Rathhaus, and a govt. Pomological, in which the scientific cultivation of the Vine and of training fruit trees are practised. The vineyards of Lade & Sons adjoining Rüdesheim and Johannisberg are worth a visit. Professor Uihlein of the Real School here. Rail, page 128.

Johannisberg.(left), on its celebrated vine-clad hill, is a prominent object here. The castle belongs to Prince Metternich who has laid out the grounds with much taste. The vines cover a space of 65 acres; those most esteemed grow round the castle, and indeed partly over the cellars.

Eltville or **Elfeld**, (left)—*Stat.*—3000 inhabitants, in Prussian Nassau. Omnibus from here to Schwalbach and Schlangenbad. Railway page 128. HOTEL: RHEINGAUER HOF.

Biebrich (left) — *Stat* —EUROPEAN HOTEL; RHINE HOTEL, and DE BELLE VUE. Pop. 7000.

In Nassau. Rail. to Wiesbaden and Frankfort, p. 128. Steamers up and down the Rhine, p. 330.

Castel, (left) —*Stat.*—HOTEL:—BAATH'S INN.

A fortress in Hesse Darmstadt, on the right bank, almost a suburb of Mayence (2,500 inh.), and connected with it by a boat bridge. The Rhine and Netherland Steam Navigation Companies have established a commodious landing jetty, to spare travellers the détour by the bridge. See pp. 128, 330 and 332.

Travellers bound for Frankfort have to leave the steamer here. The station is close to the jetty.

Mayence, or Mentz—*German* **Mainz.**—*Stat.*—(*with map in Special Edition*).—Pop. (1875) with the garrison of Castel, 57,847.

RHEINISCHER HOF—One of the best hotels on the Rhine, and deservedly recommended

HOTEL DE HOLLANDE.—Kloeblatt and Stoecklicht, proprietors. First class hotel, well situated opposite the landing-place

HOTEL D'ANGLETERRE—an excellent hotel, in front of the bridge, and commanding beautiful views of the Rhine; proprietor, Gustave Humbert, of Frankfort-on-Main, wine merchant and grower, exports Rhine wines at wholesale prices

CARP HOTEL.—Excellent Commercial Hotel, near the Railway and Steamboat Stations. A. Meisinger, propr.

Prices of beds at the Hotels from 2 mk. to 3 mk.

Droschken 1 horse or 15 min, 50 pf; for 30 min, 1 mk. Luggage 20 pf. for a box, 10 pf. a bag.

Mayence (the Roman *Moguntiacum*), 22 m. from Frankfort, since the campaign of 1866 has become one of the most important Prussian fortresses. The *Cathedral* dates from 978, and has several good monuments; it is built of red sandstone, peculiar architecture, and very picturesque style. The restored interior is embellished with gilding and frescoes.

In the old Electoral *Palace* are the Museum of Roman antiquities, the finest perhaps in Germany; paintings; large cabinets of natural history; coins and medals; model of a double bridge, intended to have been built by Napoleon over the Rhine; the astronomical clock by Alexius Johann, one of the most scientific pieces of mechanism extant; also the town library, (open daily excepting Saturday and Sunday) containing about 100,000 vols., manuscripts of 10th century downwards; the first psalter of *Gutenberg*, inventor of printing, who was born here, 1397. His bronze *Statue* after Thorwaldsen, stands in Guttenberg Platz; the site of his house, in Emmerans Gasse, is now a literary club. A monument of Schiller, is in Schiller Platz, near the Käthrich and St. Stephen's church (a fine view). For the *Tomb of Drusus*, in the Citadel, an order is requisite. On Wednesday afternoon from 2 o'clock, much company is attracted from Wiesbaden, &c., by the performance of the regimental bands in the public Gardens. A fine view is had here of the Rhine, with the Taunus mountains in the distance, and of the Main; on the right bank of which, about three miles off, are the Hochheim vineyards producing the celebrated Hock. This river, which gives name to Mainz, divides N. and S. Germany.

Visitors desirous of tasting or obtaining the wines of the well known Firm, **J. Mayer & Co** (Messrs Ludwig, Otto, and Stephen Mayer), should apply at their establishment, **No. 2, Walpodenstrasse.**

The Wines of **Messrs. H. and G. Hirsch**, well-known in Great Britain and the Colonies, may be tasted, and Price Lists be obtained on application at their offices, **2, Walpodenstrasse.**

Outside the Munster Thor, beyond the cemetery, at Zahlbach, are considerable remains of the Roman *Aqueduct*; which can be reached more expeditiously by the Gau Thor. The Ludwigsbahn rail crosses the Rhine (which was frozen over 1880) to Frankfort by a bridge 3,281 f. long.

AMERICAN CONSULAR AGENT.—P. Webster, Esq

CONVEYANCES.—Rail see pages, 76, 122, 125, 126, 127, 128. Steamer, see pages 330 and 332.

Oppenheim (right)—*Stat.*—2,550. In Hesse Darmstadt, and once a free town. St. Catherine, in the purest Gothic style, (built 1262-1317), contains several superb sculptures and tombs, and stained glass in good preservation.

Worms, in Hesse Darmstadt (right).—*Stat.*

HOTELS:—HOTEL OLD EMPEROR.—First class hotel, well situated, opposite the Cathedral near the Monument to Luther.

HOTEL HARTMANN; EUROPAISCHER HOF.

Pop. 11,500, besides the garrison. The Roman *Borbetomagus*, older than the Roman invasion of Germany, and a former imperial city, where the Parliamentary Diets of the Empire met. The *Cathedral* is a venerable Romanesque monument of the 11th to 15th centuries, completed in 1016, and inaugurated in the presence of the Emperor, Henry II. The memorable Diet at which Luther appeared was held here by Charles V. in 1521. Rosenwald, on an island where the valiant Siegfried killed the dragon is the scene of the old German romantic poem the *Niebelungen Lied*. In Luther Platz is the fine bronze *Monument* (erected 1868) to Luther. Hus, Wickliffe, Philip the Magnanimous, Savonarola, Reuchlin, and other Reformers, making twelve figures in all. Notice the Markets and Hotel de Ville. There existed a convent of Capuchins the *Church* of which is called the Liebfrauen Kirche, erected in the 14th century. The edifice is constructed in the Gothic style, and very well worth a visit on account of its architectural merit. Immediately on the south and south-eastern sides of the church lie the celebrated vineyards where the Liebfrauenmilch is grown, the best quality is produced nearest the walls, and the estate which is enclosed by a wall, and called the Garden of the Capuchins is the property of the house of P. J. Valckenberg. The grapes which yield this fine Rhine wine are of the Riesling kind.

CONVEYANCES.—Rail, see pp. 76, 126, 127, 138.

Mannheim. (left)—*Stat.*—Pop. (1875) 46,452.

HOTEL PALATINAT (Pfälzer Hof).—A first-class Hotel, well situated in the centre of the town—recommended.

DEUTSCHER HOF

Try the Forster Kirchenstück, one of the best white wines in the Palatinate

In Baden, at the influx of the Neckar into the Rhine (1,460 feet wide). It is a clean and well built town, but monotonous on account of the regularity of the buildings. The largest building in the town is the Grand Duke's Palace, wherein is a picture gallery and a cabinet of natural history. The most pleasant walks are the garden behind the palace and the Plankenstrasse. It has a good Lyceum, and one of the best theatres in the South of Germany, with a statue of Schiller

facing it; holds 2,000; price of orchestra stall, 1 mk. 75 pf. In the neighbourhood of Heidelberg lies Schwetzingen, with its beautiful garden. There is here a chain bridge.

AMERICAN C. AGENT.—M. Dittenhoeffer, Esq.

CONVEYANCES.—Railover the Rhine to Ludwigshafen, see pp. 132, 134, 135, and 137. To **Heidelberg** (up the Neckar), Darmstadt, Bruchsal, Speyer (or Spires) Rastadt, Baden, Kehl and Strassburg; for which places see section "Germany." For Saarorlick and Metz, change at Neunkirchen. —Steamers on the Rhine, see pp. 330 and 332.

Ludwigshafen.—*Stat*

Connected with Mannheim by a Railway-bridge across the Rhine; it is also a Station on the Railway to Mayence. See pp. 76-7, 128-6, 135, 138-9.

Kehl. (right)—*Stat.*—2200.—HOTEL:—HOTEL DE L'AGNEAU BLANC—Post house.

Persons wishing merely to visit **Strassburg** will find an omnibus at the Station on arrival of each train, to convey them to the above Hotel, where they will be as well lodged as at Strassburg. Carriages are always ready to take them to Strassburg and back. The blowing up of the bridge here (now restored) was the first military event in the Franco-German war of 1870-71. Rail., p. 79 & 132.

GERMANY.

INCLUDING SAXONY, BAVARIA, WURTEMBERG, & THE STATES OUTSIDE PRUSSIA

[For **Prussia** and the new **German Empire**, see Prussian Section. For **The Rhine**, see preceding Section.]

ROUTES TO GERMANY.—**1. Grimsby to Hamburg.**—By the Manchester, Sheffield, and Lincolnshire Railway Company's Steamer. Average passage,— hours. See advertisement, page 703. **2. Hull to Bremen.**—By the North German Lloyd's Steamers. See advertisement, page 711. **3. Hull to Hamburg.**—By Lofthouse, Glover, & Co.'s Steamers, the Hull Steam Packet Company's Vessels, and Gee & Co.'s Steamers. See advertisement, p. 712. **4. London to Bremen.**—By the North German Lloyd's Steamers. See advertisement, p. 720. **5. London to Hamburg.**—Steamers leave from off Horsley down Tuesday and Friday mornings, for Hamburg. (See Advt p. 700.) The average passage is 37 hours. By the day and night mail routes *via* Dover and Ostend, thence to Cologne, from which place Hamburg may be reached in 19 hours, making the whole time from London about 37 hours; see pages 688 and 689. By the General Steam Navigation Co.'s Steamers, see list of Steamers. **6. London to Rotterdam.**—By the Great Eastern Railway, *via* Harwich, Daily (Sundays excepted.) Refer to page opposite the cover. **7. London to Antwerp.**—By the Great Eastern Railway *via* Harwich. By General Steam Navigation, or Netherland Co.'s Steam Boats direct from St Katharine's Steam Wharf. From Rotterdam by the Dutch Rhenish Railway. **8. West Hartlepool to Hamburg.**—The West Hartlepool Steam Navigation Co.'s Steamers. **9. Queenborough to Flushing.**—Daily (except Sunday), in about 10 hrs. See p. 689

MONEY.—The Imperial Monetary System for all Germany, introduced in December, 1871, is as follows:—100 Pfennige = 1 Reichs-Mark = 1s. English.

GOLD COINS.—20, 10, 5 Reichs-Mark, = respectively £1; 10s.; and 5s. English.

SILVER COINS.—5, 2, and 1 Reichs-Mark pieces, and 50 and 20 Pfennige pieces, = respectively, 5s.; 2s.; 1s; 6d.; and 2½d. English.

NICKEL COINS.—10 and 5 Pfennige pieces, = respectively, 1½d. & ½d. English.

BRONZE COINS.—2 and 1 Pfennige pieces = respectively, ½d. & ¼d English.

Compared with the Old System of North and South Germany, the value of Imperial German money is as follows:—

BANK NOTES.—100,200, 500 and 1000, Reichsmarks (see page 451.) From *The Merchant's Handbook of Money, Weights, Measures.*—By W. A. BROWNE, LL.D. London: Stanford.

Imperial German Money.	Old South German Currency.	Old North German Currency.	Lübeck or Hamburg Customary Currency.	Bremen Value. Gold Reckoning	English Value.
	Fl. Kr. Pf.	Th. Sg. Pf.	Mk. Sch. Pf.	Th. Gr. Sc.	£ s. d.
Gold Coins.					
20 Reichsmarks	11 40 0	6 20 0	16 10 8	6 1 3	1 0 0
10 Do.	5 50 0	3 10 0	8 5 4	3 0 4	0 10 0
5 Do.	2 55 0	1 20 0	4 2 8	1 37 4	0 5 0
Silver Coins.					
5 Reichsmarks	2 55 0	1 20 0	4 2 8	1 37 4	0 5 0
2 Do.	1 10 0	0 20 0	1 10 9	0 45 0	0 2 0
1 Do.	0 35 0	0 10 0	0 13 4	0 25 2	0 1 0
Nickel Coins.					
50 Pfennige	0 17 2	0 5 0	0 6 8	0 12 4	0 0 6
20 Do.	0 7 0	0 2 0	0 2 7	0 5 2-5th	0 0 2½
Nickel Coins.					
10 Pfennige	0 3 2	0 1 0	0 1 4	0 2 1	0 0 1½
5 Do.	0 1 3	0 0 6	0 0 8	0 0 1	0 0 0½
Bronze Coins.					
2 Pfennige	2 4-5th Pfs.	0 0 2½	0 0 3	0 0 ½	0 0 0¼
1 Do.	1 2-5th „	0 0 1½	0 0 1½	0 0 ¼	0 0 0⅛

Weights and Measures.—New standard, founded on the French. A gramme = 15·4 grains Avoirdupois. Kilogramme of 2 Pfund = 2 1-5lbs. avoirdupois. Centner = 110lbs. Quintal = 2 Centner = 220lbs. Liter or Kiess = 1¾ English pints. Kilometer = 1093 yards. Quadrat or Square Kilometer = 247 acres. 2 2-5th square Kilometers = 1 square mile.

Hotels.—Hotel charges throughout South Germany are moderate, and the accommodation is generally excellent. The Dinner hour (table d'hôte) is One o clock, sometimes as early as Twelve When travellers cannot dine at that hour they should order a dinner for 2 Reichsmarks 50 pf. including wine, if in a wine country; for which price a good dinner will be provided, except in the large towns and watering-places. Kirschenwasser is a product of the Black Forest.

Luggage.—About 50 lbs. allowed on some lines. In Bavaria excess is ½d. per mile for 100 lbs. In Wurtemburg, and in North Germany, excess luggage is considerably higher.

Customs Examination of Baggage, at the Sea-ports; and the frontier places of Aix-la-Chapelle (Aachen), Cologne (Cöln), Elten, Emmerich, Furth, Friedrichshafen, Kaldenkirchen, Lindau, Passau, Salzbergen, Thionville (or Diedenhofen).

Railways.—The carriages are superior to those in England; while the fares are about half; 4th class have no seats. Return tickets are issued on most of the important lines; non-smoking and ladies' carriages attached to all trains; children from 4 to 10, half fare. Circular Tickets at 20 to 25 per cent reduction. In Würtemberg the cars are on the American principle. Railways are called *Eisenbahn*; Express Trains, *Schnellzug*. **Postage** to U. Kingdom, 20pf. for ½oz.; Cards, 1d. **Money Orders**, see page xlvii. **Telegram**, 4d. per word.

DESCRIPTIONS OF PLACES.

Altenburg.—*Stat.*—Pop. (1875) 22,263. HOTELS: PREUSSISCHER HOF; STADT GOTHA; DE RUSSIE.

Capital of the Duchy of Saxe-Altenburg, 15 m. from Zeitz, on the Pleisse. Rathhaus; Promenade. The Ducal Castle consists of an older part built in the 13th. and a newer part in the 17th century.

CONVEYANCES:—Railway, pp. 172, 187, & 189.

Aschaffenburg.—*Stat.*—Pop. 10,700.—

HOTELS:—EAGLE HOTEL; BAIERISCHER HOF.

In Bavaria, 25 m. from Frankfort on the Main, near the forest of Spessart, the ancient *Hercynia Silva*. Here was a station for two Roman Legions. The Frankish kings had a palace built on the ruins of a Roman castle. The late King Ludwig built a Roman villa on the banks of the Main, after the plan of one in the ruins of Pompeii; the paintings on the walls are executed by the first artists. The present royal Residence is a handsome Palace, built in 1606, by the Archbishop Electors of Mayence, as a summer residence. The Church, built in 974, has a monument in bronze of Cardinal Albert of Brandenburg, by Peter Vischer; a bronze Virgin by his son Hermann; and another monument in bronze, by Hack. There are boat yards.

CONVEYANCES:—Rail., pp. 126, 128, 196, 198, 200.

Augsburg.—*Stat.*—Pop. (1875) 57,210.

THREE MOORS HOTEL.

HOTEL BAIERISCHER HOF

HOTEL WURTEMBERG: GRUNER HOF.

In Bavaria, 37 m. from Munich, on the site of the Roman *Augusta Vindelicorum*, at the influx of the Wertach into the Lech: a manufacturing town, with picturesque mediæval houses, and a free city till 1806. Great trade in money and exchange.

OBJECTS OF ATTRACTION.—The Maximilian street, with its bronze fountains, by Adrian de Vries 1599, and the well of Augustus, by Hubert Gerhard, 1590. Town-Hall, a beautiful building in the Italian style of architecture by Elias Holle, 1620. Cathedral, an irregular building in the Byzantine style. Castle or Palace in which the Emperor Charles V. resided when the Augsburg Confession was presented to him, 1665; with its Golden Chamber and Confession Hall. St. Ulrich's large Church, and Anna Church, with many monuments of the family of Fugger. The so-called Fuggerei, a store-house, Museum and news-room, containing Roman and Greek weapons and coins, found near the city. The Poor-house. Academy for the study of painting; and the Picture gallery (700 works) in St. Catherine's old Convent. The *Allgemeine Zeitung* is published here.

CONVEYANCES:—Railway, pp. 194, 195, 198, 200.

Baden-Baden.—*Stat.*—Pop. 10,000—HOTELS.

VICTORIA HOTEL, on the new promenade, near the Kursaal, one of the best in Germany. Table d'hôte at 1 and at 5 o'clock. Proprietor, Mr. Franz Grosholz. Highly recommended.

HOTEL DE HOLLANDE, near the Kursaal, one of the best in Germany. Table d'hôte at 1 and 5 p.m. Highly recommended. Proprietor, Mr. A. Roessler.

HOTEL DE RUSSIE, kept by Moerch, brothers, Delightfully situated near the Kursaal, &c. Recommended.

HOTEL ET BAINS DE LA COUR DE DARMSTADT.—Close to the Conversation House. Excellent cuisine. Moderate charges. Pension all the year.

HOTEL DE L'EUROPE.—Well situated hotel, opposite the Conversation room and Trinkhalle. Recommended.

COURT OF BADEN HOTEL (Badescher Hof), an old established and unexceptionable hotel. Terms moderate.

HOTEL DE FRANCE.—Exceedingly well situated in the midst of the park. Good accommodation; moderate charges.

HOTEL D'ANGLETERRE.—First class hotel, facing the promenade and Conversation house.

HOTEL DU CERF ET PENSION.—Second class hotel very good and very well situated.

HOTEL DE VILLE DE BADE, a newly furnished house, conveniently situated, with a beautiful garden; deservedly recommended.

HOTEL ST. PETERSBOURG.

GRAND HOTEL ET PENSION BELLE VUE.—Rheinischer Hof; Stadt Baden; Zaehringer Hof; Stern; Stadt Strassburg; Hirsch; Drei Könige.

Prices of the first class hotels:—Table d'hôte at 1 o'clock, without wine, 3 m.; at 5 o'clock, 4 m without wine: a bedroom from 1 m. 70 pfg., sitting-room, 6 m. to 17 m.; breakfast from 1 m. to 1 m. 50 pf.; service, 70 pfg. per day. Many furnished apartments.

POST OFFICE, in Leopolds Platz; open 8 a.m. to 8 p.m. except on Sundays, when closed 9 to 11 and 2 to 3.30. TELEGRAPH at Station.

BANKERS.—Müller & Co., in Sophien Strasse.

CAB FARES.—For ¼ hour, for 2 persons, 70 pfg.; ½ hour for 3 or 4 persons, 1 m. and 1 m. 25 pfg.; for 1 hour, 1 m. 68 pfg. and 2 m. 8 pf. Box or portmanteau 16 pfg. Omnibus from station, 33 pfg. Saddle-horses, 4 m. per hour.

ENGLISH CHURCH SERVICE (S.P.G.)—Daily and weekly; at the English Church (built 1868), on which there is a heavy debt, which it is hoped visitors will contribute to pay off. Chaplain, Rev. T. A. White, M.A.

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Baden-Baden, the Roman *Aurelia Aquensis*, in the Duchy of Baden, 2 m. from Oos station, 9 m. from the Rhine, and 18 m. from the capital, Carlsruhe, is romantically seated on the Schlossberg, a slope above the Oosbach, and among the lower hills of the Black Forest; which are 1,000 ft. to 2,000 ft. high, and covered with tall dark pine trees, contrasting well with the meadows below. The thirteen Hot Springs (Ursprung being the chief one) have a temp. of 115°.0 150° F., and are good for rheumatism, gout, and stomach complaints. Here are the Bath House; Trinkhalle, or Pump Room, with fresco by Götzenberger; the handsome Conversationshaus and Reading Room, surrounded by pleasure-grounds (entrance 50 pf., or 8 marks for 10 days); with a Theatre. Hospital; English Church, and Greek or Stourdza Church. The Pfarrkirche (parish church) of the 15th cent., has monuments of the Margraves of Baden from 1431; including Lewis, a great soldier of Pr. Eugene's day. A statue of Grand D. Leopold (1852) stands in Leopolds platz.

Friedrichsbad, or the New Bath House, near the parish church, is a large and handsome building (1877), a model of its kind, supplied with hot, cold, vapour, swimming baths, at moderate charges; and a Hall for promenades (20 pf.). Medical Inspector, Dr. Heiligenthal.

Except Carlsbad in Bohemia, Baden is the most fashionable lounge in Europe standing in a delightful spot, sheltered in summer, warm in winter, abounding in lovely walks and drives with good fishing and shooting. About 50,000 visitors come in the season, from July to Sept., attended by concerts, dramatic performances, balls, &c. Races take place in September. The time for drinking the waters is between 6½ and 7½ a.m., when the band plays from a pavilion. The avenue leading to the Conversation House is a bazaar, filled with stalls of traders from Switzerland, the Tyrol, and Paris; where people meet at the end of the day to take coffee, ices, etc., and listen to the band.

Notice Villa Lembourg, which was occupied by Queen Victoria 1872, and again in 1876. The High Rocks (Die Hohe Felsen), are within 10 minutes' walk of the fine Old Castle (Das Alte Schloss) an hour's easy walk or drive from the town. This Castle, now a ruin, was the first seat of the Margraves. Their Neue Schloss (begun 1469) is the Grand Duke's summer residence: its gloomy dungeons are shown. His hunting seat, La Favorite, is 6 m. distant, near Oos.

WALKS AND DRIVES.—To Lichtenthal Convent (1½ m.) and the Orphanage founded by Baron Stultz, the tailor, under the Cadlienberg; and to the Geroldsau Waterfall, near Beuren. Further off (3 m. to 7 m.), is the Staufenberg, or Mercuriusberg (2,200 ft. high), where an altar to Mercury was found; and thence to the Devil's Pulpit and the Roman tower of Ebersteinburg. Another Roman tower stands on the Yburg. A more distant excursion is the Murg Thal or valley of the Murg, a river flowing down to the fortress of Rastadt, through some romantic scenery, among precipitous heights covered with fir forests. Amalienberg Castle, commanding a fine prospect of the valley, is Dr. Hudler's educational establishment, for the sons of English and American families. It is under the patronage of the Grand Duchess, and was visited by Prince Leopold, 1875. Beyond it are Gernsbach, and Schloss Eberstein, containing an armoury and pictures. Still further off are Wildbad, Achern, Allerheiligen, etc.

CONVEYANCES:—Railway, see pp. 64, 132, 134.

THE BLACK FOREST (Schwarzwald).

There are several entrances into that part of the Grand Duchy of Baden which goes under the name of the Black Forest, justly called one of the most interesting districts of Western Germany. The scenery is wild and romantic, and the views from its mountains extensive. The population is remarkable for primitive manners, idiom, and costume. They make clocks, watches, toys, jewellery. Accommodation, at once good and *cheap*, will be met with even in its most remote parts. Most part is in Baden; part on the east side, in Würtemberg. Among railway starting points are—**Baden-Baden, Wildbad** (p. 449), Oppenau (for the Kniebis), Freudenstadt, in the North; **Freiburg-im-Breisgau** (p. 439, for the Feldberg, Belchen, Blauen, and other peaks), Zell, and Donaueschingen (near the Danube's head) in the South. At Offenburg the Railway route runs off through the heart of the district, viâ Offenburg Villingen, and Singen (p. 126). That part of the line between **Hornberg** and **Sommerau** "doubles itself up again and again, in rising to the summit level, 2,000 feet above sea. **Triberg** between the two stations first mentioned is an attractive little place and a very convenient centre, close to a fine Waterfall (430 ft.), and surrounded by wooded hills. SCHWARZWALD HOTEL; LION (LÖWE) HOTEL; Ochse; are all small but very fair"—*W. A. P.* Other routes, *coming from England*, are as follows:—

No. 1. — Baden or Achern (Post-house) or Allerheiligen and the Baths of Giesbach, on to Peterstha, Rippoldsau, Triberg, Furtwangen, Waidkirch, to FREIBURG—3 days. Erlenbadspring (Hotel) is near Achern station, p. 132. **No. 2.**—Offenburg, through the Valley of the Kinzig, for Hornberg, Triberg, Furtwangen, and Neustadt, through the Hoellenthal to FREIBURG—2½ days.

[Offenburg, (Pop. 4,000 HOTELS: FORTUNA: ADLER) once an imperial town, has a statue (1853) dedicated to our Sir Francis Drake, because he brought the first *potato* to Europe, 1586. Hunting and fishing. Rail, p. 132.]

No. 3.—Freiburg for the **Hoellenthal**, Lenzkirch, Schluchsee, St. Blasien, Albbruck for Schaffhausen or Zürich—1½ days. **No. 4.**—Freiburg for the Hoellenthal and Schaffhausen—1 day. **No. 5.**—Start from FREIBURG for Feldberg, Todtnau, Wiesenthal, and Badenweiler—2 days. **No. 6.**—Carlsruhe for Wilferdingen, Wildbad, Freudenthal, Rippoldsau, and over the Kniebis (2980 ft.) to Appenweier—3 days. N.B.—Time calculated at the rate of a private conveyance. Public conveyances may be had.

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From **Freiburg to Müllheim** Station, 18½ miles, see p 132. From Müllheim (SWAN HOTEL, good red wine) to Badenweiler is 4 miles, by Post omnibus, through Müllheim and Niederweiler; in ½ hour.

Badenweiler.—(in Baden and the Black Forest.)—Pop 2100.

HOTELS:—ROMER BAD, close to castle. STADT CARLSRUHE. Dil. at Müllheim from both hotels

This is another of the Roman *Aquæ*, (in the Black Forest,) about an hour from Freiburg-in-Breisgau; now a fashionable watering place. It has a warm Sulphur spring, 84° F., useful for rheumatism, gout, abdominal plethora, and neuralgia. PHYSICIAN.—Dr. Wever. Goat's milk alone and the air are much recommended for diseases of the chest and nerves.

ENGLISH CHURCH.—(C. C. C. Soc.) in Summer.

SIGHTS.—The Castle on an eminence, commanding a fine view of the Black Forest and Rhine plain. Some very perfect remains of Roman Baths. A Conversations-haus, adjoining the reading-rooms. Balls in the season, June till Sept.

EXCURSIONS. Sophienruhe immediately behind Badenweiler. *Berg's* (2338 feet), commonly called Bürgeln Schloss, within an easy distance (on foot) from Badenweiler; formerly a Benedictine Priory. It contains portraits of benefactors.

BADENWEILER TO HOCH BLAUEN.—*Ascent of Blauen*, 3729 feet above sea. Any tolerably good pedestrian can walk to the top in 2½ hours: the view is magnificent. The Alps stand out nobly. Strassburg Cathedral and Freiburg Minster are distinctly visible; while to the westward lie the Vosges Mountains. Wait for the sunset effects over the Vosges and the Rhine plain. A hut is erected for shelter. See **Freisburg-im-Breisgau, and Wildbad.**

Baireuth or **Bayreuth** (Bavaria).—*Stat.*—Pop. (1875), 19,178. HOTEL:—ANKER.

Formerly a royal residence, 31 m. from Neuenmarkt. Its two palaces are now public offices and barracks. The Neue Schloss has a collection of paintings with a large public garden. The town contains a bronze statue of Jean Paul Richter, and it is within an easy distance of Franconian Switzerland. At the Hermitage, Frederick the II.'s sister wrote her *Memoirs*. Wagner, the composer, is a resident. In 1876 he opened the new German National Theatre (which has eleven entrances and no gallery), with his Nibelungen Trilogy. Between this and Forchheim (30 m.), is **Franconian Switzerland**, a district of dolomite-looking rocks at the heads of the rivers Pegnitz and Weissert; in which are many stalactite *Caves*, where fossil bones have been found; with several picturesque valleys and points of view. Omnibus to Waischenfeld and Mürggendorf, (three Inns) under the Riesenberg and Ebermannstadt.

CONVEYANCES.—Railway to Neumarket, *en route* to Frankfort, see pages 193, 202, 204. At Neuenmarkt, a line turns off to **Hof**, (Pop. 16,000.—HOTELS:—Lamm; Löwen; Hirsch); along the North border of the **Fichtelgebirge District**, which extends about 20m. east, towards Eger. Coesh to Birneck, near the Ochsenkopf (3360 ft.), at the White Main's head. Thence pass the Schneeberg (3420 ft.) Rudelstein (2850 ft.), to **Wunsiedel**,—*Stat*—(Hotel Kronprinz) near the Alexanderbad Springs, and the Kössein (3060 ft.) To Eger 15m.

Bamberg (Bavaria).—*Stat.*—Pop. (1875) 26,958—INNS: BAMBERGER HOF. Table d'hôte at the extensive HOTEL: trains stop 30 minutes.

A beautiful town and an archbishopric, 56 m. from Würzburg, on the Regnitz, and the Ludwig Canal; which by joining the Regnitz and the Main connects the Baltic with the Black Sea. Chief objects of attraction are the Cathedral, one of the finest in Germany; the Palace; the Pfarrkirche; and the Rathhaus. View from the ruined Castle of Altenberg, about a mile and a half from the town.

AMERICAN C. AGENT.—F. Bohl, Esq.

Railway, see pages 196, 197, 198, and 223.

Bautzen.—*Stat.*—Pop. 13,000.—HOTELS:—GOLDEN KRONE; LAMM; ADLER.

A manufacturing town capital of the Saxon portion of Upper Lusatia, 35 m. from Görlitz; on the Spree in a charming country; having a Church of St. Peter, the Rathhaus, and the old Castle of Ortenburg. Near this, in 1812, Napoleon defeated Russia and Prussia.

CONVEYANCES.—Railway to Dresden Lobau, Zittau, Gorlitz, &c., see pages 190 and 191

Bavarian Highlands. See **Immenstadt and Kreuth.**

Bremen.—*Stat.*—Pop. (1875). 126,151.

HOTEL DE L'EUROPE, a first-class house, highly recommended.

GRAND HOTEL DU NORD; HILLMANN'S HOTEL; ALBERTI'S; STADT FRANKFURT; SIEDENBURG; HANNOVERSCHES HAUS.

RESTAURANTS.—Kauffs Keller; Rheinischer Keller; Rath's Keller, at the Rathhaus, with its Twelve Apostle Casks. CAFE:—Hillmann's.

DROSCHKEN, 1 horse, for 1 hour, 90 pf.; 2 horse, for 1 or 2 persons, 1 Rm. 2 pf. For ½ hour, 1 Rm. 50 pf., or 1 Rm. 80 pf. PORTERS.—Portmanteau, 60 pf.; hat-box or carpet-bag, 30 pf.

POST OFFICE, at the Rathhaus; TELEGRAPH at the Exchange.

H. B. M.'s CONSUL.—W. Ward, Esq. VICE-CONSUL.—J. Schowen, Esq.

AMERICAN CONSUL—J. Wilson, Esq.

A free Hanseatic city on the Weser, 75 m. from Osnabrück; divided into Old town on the north, and New town on the south side joined by two or three Bridges. The former ramparts have been laid out in public gardens and sheltered walks. Principal buildings are grouped round the Romanesque Cathedral or *Dom* of the 11-13 century; which has a double choir. In the adjoining Market are the Roland statue; *Rathhaus* (1410), with a hall of 180 ft., and portraits of Emperors; modern Stadthaus; new Gothic Exchange (1867); the Schütting or Chamber of Commerce (1594) and Liebfrauenkirche. *Museum*, in the Domshof Plätz. In the Domshalde are a statue of Gustavus Adolphus; a Gothic Kunstlerverein (Society of Artists); Gothic Saalbau or Assembly Rooms; and the new Imperial Post Office, in the Renaissance style. Anagallus Church of 13th century

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(spire of 360 ft., in lat 53° 5' N., long 8° 49' E.); near the restored Gewerbe haus. *Kunsthalle* (pictures and sculpture) near East Gate, and the statue of Olbers (a native). Theatre, near Bishop's Gate. City Park, near the Station. Statue of Körner in Körner Market. Herein the historian, a native Bremen does an immense business in tobacco, and has the largest cigar factories in Germany; much shipbuilding is carried on; and there is a growing trade between it and America, via Bremerhaven. High water at full and change 1 h.; rise 11 ft. Mean temp. 36°·6 (Jan.) to 65° (July). Rail., pp. 118, 148, 150-1, 163. Steamers, p. 307.

Rail to **Bremerhafen** or **Geestemunde** (Pop. 7,800. Hotels—Lloyd; Behrmann), the port of Bremen, with large Docks, and the Auswanderer haus, or dépôt for Emigrants. Steamers to Norderney and Heligoland. By rail (28 m.) to

Oldenburg—*Stat.* Pop. ('75) 13,706. HOTEL DE RUSSIE. The capital of the Grand Duchy of Oldenburg, built 1155 on the rivers Haute and Haaren, between Bremen and Emden. Here are a Ducal Castle and two Palaces with Museums attached; St. Lambert's Church, containing the Ducal tombs; the Augusteum or College; and a Military School. Rail, pp. 148, 150-1.

Bavarian Highlands. See **Immenstadt** and **Kreuth.**

Bruckenau.—(Bavaria). Pop. 1,800. HOTEL-CASTEL HOTEL (Schloss Hotel.) First class establishment, commanding a beautiful view of the Rhône. See Advt.

In Franconia, on the Sinn under the Kreuzberg. A Cursaal here, with rowing boats on the waters. It is 17 m. north of Kissingen; dil. in 4½ hrs. Or it may be reached via Jossa, p. 147, by dil. in 2½ hr.

Cannstadt — (Würtemberg.) — *Stat.* — Pop. 8100.—HOTELS:— HERMANN and H. FORMIS'S.

On the fertile banks of the Neckar, near Stuttgart, reached by a walk through the Royal Park, or 10 minutes by rail; and noted for its mineral springs, the beauty of its situation, and mild climate during winter. The elegant Kursaal has good fresco paintings. Here is an Institution for the cure of distortions; with a School for English boys, under Professor Hirsch.

CONVEYANCES:—Railway, see pp. 191 and 192.

Carlsruhe.—(Baden)—*Stat.*—Pop. (1875) 49,768. HOTELS:—

HOTEL GERMANIA.—Situated a few minutes from the Railway Station. See advt.

ERBPRINZ; ENGLISCHER HOF; PARISER HOF; GRUNER HOF; GOLDENER ADLER.

Carlsruhe, or "Charles' Rest," capital of the Grand Duchy, 34 m. from Heidelberg, is built like a fan, the 32 streets radiating from the Palace. Principal street the Lange Strasse. Notice the Palace; the Protestant and Catholic churches, built by Weinbrenner; the Palace of the Count Palatine of Baden: and the Polytechnic School, in the mediæval style. Palace Library with 90,000 vols., and valuable MSS. Academy or Kunsthalle, open Sunday, 11 to 1 and 2 to 4; other days, 30 kr. It was built in 1845 by Halbsch, and has a collection of paintings. Before the Castle is a bronze of its founder, the Grand Duke of Baden, by Schwanthaler. A Pyramid marks his grave. Botanic garden and promenades in Palace garden and forest, all open. New Theatre. Hospital built by Baron Stultz. Mean temp. 32° (Jan.) to 68° (July.)

H. B. M.'s CHARGE D'AFFAIRES.—F. C. Ford, Esq.

ENGLISH CHURCH.—Occasional Service, in the Aula of the Lyceum, at the Marktplatz.

Rail., see pp. 64, 78, 128, 132, 134, 7; 193-4, 198.

Chemnitz (pron. "Kemnitz").—(Saxony)—*Stat.*—Pop. (1879) 89,630. HOTELS:—KÖNIGLICHER KAISER; MOSELLA; STADT GOTHA; BRICHOLD; DE SAXE; VICTORIA; BERLIN; KÜTNER. RESTAURANTS:—KAISERSAAL; EWALD'S; KEMBER'S. TRAMWAY, open.

An old free city and the largest manufacturing town of Saxony, under the Erzgebirge hills, 980 feet above sea, 56 m. from Dresden, 58 m. from Leipzig. It has well-built suburbs outside the bounds of its former walls (now a fine street); and is noted for the number and magnitude of its foundries and machine-shops, as well as for the production of cotton hose and glove—of which the value exported to the U. States, 1879, was £775,000. Here are a new Gothic Rathhaus; 6 or 7 Churches; Cloth Hall; Theatre; and the old Schloss, or Palace of the Electors (now an inn), with an Abbey Church annexed. Fine walks in the neighbourhood.

U. S. CONSUL.—N. K. Griggs, Esq.

RAIL. pp. 152, 161, 170-2, 188-9, 199, 201, 203, 218.

Coburg.—(SAXE COBURG-GOTHA).—*Stat.*—Pop. (1875) 14,567. H. LEUTHAUSER; H. GRUNER BAUM.

Capital of the Duchy, 14 m. from Lichtenfels, on the Itz or Itsch, near the Thuringian Wald. The fine Market-square contains the Government Offices, Town Hall, Arsenal, and Library; and Theed's *statue* of the Prince Consort, inaugurated 1865, in presence of Queen Victoria. Old spire Church of St. Moritz, (one of five), with ducal brasses. Schloss Square has the Old Schloss (or Palace); the Palace of the Duke of Edinburgh (who is to succeed to the Duchy); Ducal Theatre; and a statue of the reigning Duke's father. *Ehrenburg* (portraits etc).. or the "Palais," the town seat of the Duke, in a Park. On the Festungsberg a fine point of view 350 ft. above the town, is the old Castle or *Festung*, now a Museum (2m. for a party) of arms, portraits, frescoes, carvings, and relics of Luther, who was in hiding here, 1530. Excursions to Kallenberg, a restored country seat of the Duke's; Lauterburg, a ruin; and *Rosenau* (4 m.), a restored Gothic pile, where Prince Albert was born 1819.

Railway to Eisenach Lichtenfels, &c., p. 169. A branch rail goes to **Sonneberg**, a place for wooden toys, with a good Church. **Lichtenfels**, (H. Zum Goldenen Anker), at the end of the Werra rail, over the Main, is near Banz Abbey (1096), and the pilgrimage church of Vierzehnheiligen.

Constance.—(Baden). See Swiss Section.

Darmstadt.—(Hesse Darmstadt) —*Stat.*—Pop. (1875) 43,937, mostly protestants.

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HOTEL DARMSTADTER HOF—very good house kept by M. Wiener —See Advt.

HOTEL AU RAISIN, by Mr. Stempel. See Advt.

RAILWAY: KOBNLER

Cap. of the Grand Duchy, 15m. from Frankfort; containing the old restored Residenzschloss or *Castle*, which has a Library of 20,000 vols., some valuable MMS., a Museum of antiquities, arms and fossils; with paintings by Raphael, Van Dyck, Rembrandt, &c. Open Tuesday, Thursday, and Sunday, 10 to 12, free; or for 2 Rm. On Louisenplatz stands a monument, 134 ft. high, with Schwanthaler's statue of Grand Duke Louis I. who made new streets, squares, and gardens. Prince Charles's Palace has a good Madonna, by Holbein. The Alice Hosp. was founded by the late Grand Duchess (Princess Alice) who died here, 1878. Her Mausoleum is at Rosenhöhe.

Excursion to the **Odenwald**, towards Heidelberg; a district of wooded hills, orchards, and vineyards, 40 m. by 25 m. It is traversed by the Bergstrasse road, to Zwingenberg; near Melibocus, a peak 1660 ft. high, and Felsberg, 1620 feet

H. B. M.'s CHARGE D'AFFAIRES.—Hon. W. N. Jocelyn.

ENGLISH CHURCH SERVICE (S.P.G.) in the Schloss Chapel at 11.30 and 6.30; Fridays and Saints' Days, 10.30 a.m. Holy Communion, 1st Sunday in month, at 12; other Sundays, 8 a.m.

Railway, see pages 64, 123, 126, 127 and 137.

Detmold. See **Meinberg** (Prussia).

Donauwörth – *Stat.*—Pop. 8,000.—HOTEL: KREBS—good.

A small town, in Bavaria, on the Danube, where the Wernitz joins; 144 miles from Ulm. Here, Marlborough defeated the Bavarians, 1704. It has remains of Holy Cross Abbey, in which Louis of Bavaria buried his innocent wife, Mary of Brabant after beheading her, 1256, on suspicion of adultery. The scenery along *the Danube* to Regensburg is interesting as far as Neustadt; from there it is extremely grand. The steamers are small, and the fares are high (9 Rm. 1st class, to Regensburg). They run daily in summer, starting about 9.0 a.m., and reaching Regensburg about 5.0 p.m., in time to drive to the *Walhalla* (p. 446) before dark. Rail to Munich, Ingolstadt, Regensburg, &c., see pp. 195, 198.

DRESDEN.—*Stat.*—Pop. (1875) 197,295. Including soldiers.—(*Murray, Special Edition.*)

HOTEL DE BELLE VUE.—First class hotel, 150 comfortable rooms.

HOTEL DE SAXE.—Old established first class hotel, in the centre of the town. See Advt.

VICTORIA HOTEL—This magnificent, first-rate, and highly recommended house, kept by Mr. Weiss.

HOTEL ZUM GOLDNEN ENGEL.—Kept by Carl Engel A very good house, highly recommended.

GREAT UNION HOTEL—Well situated, near the Railway Station for Carlsbad, Vienna, &c. Moderate charges; deservedly recommended.

HOTEL WEBER, HOTELEUM KRONPRINZ, DE ROME, DE RUSSIE, DE FRANCE, STADT LEIPZIG, STADT WIEN, STADT LONDON, ROYAL, STADT COBURG, PREUSSISCHER, and KÖNIG ALBERT.

RESTAURANT DE RUSSIE, 8, Wilsdruffer Strasse. Deservedly recommended. Proprietor, Berndt Schaditz

RESTAURANT: Belvedere; Deville. Brewery Restaurants, Dauch, Lussert Café: Trepp, Lässig.

BOARDING HOUSE —3 & 4, Bismarck Platz.

Information Office, No. 4, Walpurgisstrasse parterre.

Prices of Hotels—about as follows:—Rooms, 1M. 50pf. to 4M.; breakfast, 75pf. to 1M. 25pf.; dinner, 2M. to 4M. without wine; candle, 5pf. to 1M.; service, 50 pf. to 1 M.

CABS.—1 to 4 persons, by the course, 50 pf. to 90 pf.; by the hour 1 M. 60 pf. to 2 M. 20 pf. CARRIAGE and pair, 4 M. an hour; half-day, 12 M.; day, 21 M. For 56lbs luggage outside, 20 pf.

VALET DE PLACE, 4 M.

OMNIBUSES and TRAM CARS run.

THEATRES, every day; begin at 7 p.m

RAILWAY.—The Berlin and Breslau Stations in Neustadt are distant about a mile from the principal Hotels. TRAMWAYS—6 miles open.

Between Dresden & Prague (at Bodenbach) passports are examined. Baggage of travellers is scarcely looked at.

Dresden, 109 m. from Berlin, is the capital of the kingdom of Saxony and a favourite residence of English people, celebrated for cheap living, cheap good music, and works of art. It stands on both banks of the Elbe, which are united by two beautiful Bridges, 552 yards long, (a third is in progress); and consists of the Altstadt on the left bank, and Neustadt on the right bank. The best *Shops* are in the Schloss-Str. and Alt and Neu Markts, or Old and New Markets. The fine Bruhl Terrace, near the Old Bridge is ¼ ml. long. Among the *Statues*, are Fred. Angustus at the Zwinger; Fred. August, II. in the New Market; Electress Anna at the Fountain, near the Annen Church; Körner (a native) in George Platz; Weber, near the *Hof Theatre* or Opera House. This last is a large and handsome new building by Semper, rebuilt since a fire in 1869; having statues of Göthe, Schiller, Mozart, etc. By way of Ostend and Cologne Dresden may be reached in 38 hours. The traveller should visit The Saxon Switzerland (as below).

A week or fortnight may be most pleasantly passed in Dresden; and, unlike most continental towns, the principal places of resort are at easy walking distances. The abundance of cheap good music is remarkable; for 6d. an excellent concert may be heard; 16 or more musical selections are given at the Belvedere Café for the small sum above named. Good skating in winter. Mean temperature 28° (January) to 66° (July). Lat. 51° 3′ N., long., 13° 44′ E.

Exquisitely finished miniatures for brooches bracelets, or pictures are taken here for moderate prices; also, copies on enamel of the celebrated pictures in the gallery, from 8s. upwards.

CHURCHES, &c.—Hofkirche (R. C. Court Church) has an Ascension by Menge, and the royal tombs;

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fine music on Sundays. Sophienkirche(Prot. Court Church), a restored Gothic of the 14th cent. Frauenkirche, in New Market, with a steeple 330 ft. high. Kreuzkirche, in Old Market—tower 340 ft.

PALACES.—The King's Palace or *Schloss*, a Gothic pile begun 1534, with a tower 360 ft. high; surrounded by the Crown Prince's Palace; the two Court Churches, the Hof Theatre, and the Zwinger and Museum. Here the chief treasures of Dresden are to be seen. In the *Grüne Gewölbe*, or Green Vaults, of the Palace, are the Crown Jewels, plate, precious stones, arms, Aurungzebe's golden throne, mosaics, bronzes, etc, about 3000 in all. The *Zwinger*, founded by Aug. II., is a half square half oval court, containing Collections of arms, costumes, minerals, etc.; among which are Sobieski's arms at the siege of Vienna (1683), Charles XII's sword, and other relics.

On the north side is the *Museum*, built 1854, by Semper, with sculptures by Rietschel; which includes Paintings, 350,000 Engravings (a rich collection — besides Drawings) and numerous Casts of the best statuary. Among the *Paintings* (2,400) which are in 13 Halls, and many side Cabinets, are Raphael's "Madonna di San Sisto," Titian's "Tribute Money," Correggio's "Notte" (Adoration of Shepherds), and 50 by Canaletto; with many pastel portraits and miniatures. The Museum Johanneum contains the Historical Museum and the Porcelain collection. *Japanese Palace of* Aug. II., in Neustadt, has collections of Antiquities, Coins, Dresden and other China, and the Royal Library of 500,000 vols.; with beautiful gardens. At the Lustschloss or King's Country Seat in the Grosse Garten, are a Museum of Antiquities, the Rietschel Oasts, and a Zoological garden. Most of these collections are open daily and free; or by ticket for a small fee (See the "Dresden Anzeiger" for particulars). Other buildings are the Ländehaus, for the Chambers; the Mint; City Hospital; Orphan School. In the neighbourhood are the royal castles of Wesenstein, Pillnitz and Meissen. Dresden was entered by the Prussians, 1866, on their way to Sadowa. Here, Napoleon defeated the Allies, 1813

EXCURSIONS—Monument to Moreau (red granite) on the spot where he fell in battle, 1813, at Räcknitz. Hosterwitz, where Weber composed "Oberon" and the "Freischütz;" Loschwitz, where Schiller composed "Don Carlos." Also to the

Saxon Switzerland, (Hotel des Bains,) a district of miniature mountain scenery on both banks of the Elbe consisting of green valleys, narrow ravines, panoramic views, and quaint basaltic rocks. Three days' walking will suffice. Schandau is a good central point.—1st day, Rail from Dresden to Pötzscha, 1 hour; Ustewalder Grund, curious narrow gorge, 1½ hour; ascend Bastei, 1,011 feet, fine view, 1½ hour. Hockstein, 984 feet, fine view. At Hohnstein, 45 min. (Hotels, Sachsische Schweiz, and Hirsch); 1100 inhabitants; old castle, 1½ hour. Brand, 1063 feet from river, 2 h. **Schandau**—*Stat.* (Hotels, Engel, Dampschiff), pop., 2000; in the most charming part of the district. Ascent of Lilienstein, 1½ hour.—2nd day, 2 hours from Schandau; Kuhstall cavern, 100 feet deep, 2 hours. Gross Winterberg, 1858 feet, fine panorama, 1 hour. Prebischthor, splendid natural gallery in the rock, 1½ hour. Herrnskretschen, hence by rail or boat to Bodenbach.—3rd day, ascend Schneeberg, 2370 feet. Konigstein Rock and its old fortress; Hotel, Blauer Stern. Visit fortress, 4 Reichsmarks for 1 to 3 persons. Ascend the Lilienstein, 1340 feet. Rail or boat to Dresden.

Railway travellers coming down from Prague will do well to leave the railway at Aussig, and take the steamer; the trifling sacrifice of time being well paid by the scenery on the river

BRITISH CHARGE D'AFFAIRES.—G. Strachey, Esq., No. 14, Bürgerwiese Strasse.

AMERICAN CONSUL.—T. Mason, Esq.

MEDICAL.—Dr. F. Elb (homœopathic), 36, Waisenhaus Strasse; Dr. Carus, Lüttichau Strasse; Dr. Vaust, Waisenhaus Strasse; and Dr. R. H. Pierson, 10, Räcknitz Strasse.

ENGLISH CLUB.—Bürgerwiese.

BANKERS.—Mr. Philipp Stimyer, Wilsdrufferstrasse, No. 7.

AMERICAN AND ENGLISH BANKERS, Messrs. Robert Thode & Co., 1 Wilsdrufferstrasse.

BANKERS.—Koppel & Co., Schloss Strasse, 14.

POST OFFICE, near the Zwinger; letters posted before 3 p.m., will be forwarded the same day.

ELECTRIC TELEGRAPH—In Waisenhaus Str.

ENGLISH CHURCH.—*All Saints Church*, Wiener Strasse, opened 1869.—Services on Sundays and Festivals at 11 a.m. and 6 p.m. Weekly celebration of Holy Communion, and on Festivals—1st and 3rd Sundays, at 11 a.m.; other Sundays, 8 a.m., Morning Prayers daily; with Litany, on Wednesday and Friday, at 11; on other days, at 8 a.m. Chaplain, licensed by the Bishop of London, Rev. J. S. Gildersdale, M.A., Oriel Coll., Oxon.

PRESBYTERIAN SERVICE, every Sunday in the Kaufhaus, No. 10 See-Strasse, at 11-30 and 6-0. Rev. G. Laurie Fogo, M.A., of the Church of Scotland, is permanent Minister; No. 7a, Lindenau Strasse.

AMERICAN EPISCOPAL CHURCH.—No. 11 Waisenhaus-Strasse, and No. 11, Johannes Allée, near Victoria Hotel. Morning Service at 11; Holy Communion, 1st Sunday of month. Chaplain, Rev. John Weaver, A.M., Grand Union Hotel.

ROMAN CATHOLIC CHURCH—High Mass—Sun. at 11 in the morning.

EDUCATION.—See Advts.—Frau Dr. Sonntag, Winkelmann-strasse.

CONVEYANCES.—Railway, see pp. 189, 190, 203, 232; Eilwagen to Marienburg, &c. Steamers ascend the Elbe to Leitmeritz, (whence there is a Railway to Prague) passing through the Saxon Switzerland.

Driburg Baths—*Stat.*—Driburg, in Prussian Westphalia, 6 m. from Altenbeken towards Holsminden (page 118), is the strongest carbonic acid iron spring in North Germany. The water in the baths is heated by steam in a few minutes.

Should the Driburg water be found too powerful, that of Hersterbrunnen (a contiguous spring) can be used; this is very mild, and is eminently successful in diseases of the bladder and kidneys. Baths of sulphurated mud. A whey cure can be

had. Season 15th May to 15th Sept. Arrangements as to lodgings, baths, &c., may be made with Administrator Vollmer, Driburg, Westphalia.

PHYSICIAN.—Dr. Brück, member of the medical council.

Eisenach. *Stat.*-Pop. (1875) 16,163 HOTELS: HOTEL ZUM GROSSHERZOG VON SACHSEN. HOTEL HALBE MOND; THÜRINGER HOF.

A well-built town of Saxe-Weimar on the Nesse, 47m. from Weimar, with which it is connected by railway. It has woollen manufactures; and contains five churches, a high school, and a library. From here the *Wartburg*, Luther's residence from May, 1521, to March, 1522, may be reached in an hour's walk. Carriages and guides always to be had. The scenery around Eisenach is very pleasing.

CONVEYANCES.—Railway to Coburg and Lichtenfels, p. 169. To Halle and Leipzig, p. 171.

To **Schmalkalden** (30m), p. 169.173-HOTEL: KRONE. A mediæval walled town, among iron mines, on the Werra; famous for the Protestant League of 1531, the articles of which, drawn up by Luther and Melancthon, were signed at the Krone Inn (as above). Here are a Gothic Church and many timbered gable houses. Iron goods made.

Esslingen or **Eszlingen** (Württemberg).—*Stat.*—Pop. (1875) 19,602.—INNS - KRONE; ADLER.

A manufacturing town 9m. from Stuttgart, on the Neckar. Fine view from the old Castles. Here is the establishment of Dr. Stummel for the care of nervous affections. In the neighbourhood, on the Rothenberg, is a Russian Chapel, with its statues of the Four Evangelists, by Dannecker and Thorwaldsen. Esslingen has a vast factory of locomotives. Railway, see page 192.

Franconian Switzerland. See **Baireuth.**

Freiberg (Saxony).—*Stat.*—Pop. (1875) 23,559.—HOTELS: BUCKWALD'S. SCHWARZER ROSS.

An ancient city and capital of the mining district of Saxony, 14m. from Nossen, on the Mulde; noted for its Cathedral, its silver, lead, and copper mines, and for a *Mining Academy*, which is attended by students from all parts. Railway, see p. 202.

Freiburg-im-Breisgau or **Freyburg.** (Grand Duchy of Baden).—*Stat.*—Pop. (1875) 30,531.—HOTELS:—

HOTEL SOMMER'S ZUM ZÄHRINGER HOF, the best in the town, opposite the railway station.

HOTEL VICTORIA.

PENSION LANG; BIERINGER'S BLACK FOREST HOTEL; HOTEL DEUTSCHER HOF (GERMAN HOTEL), H. ENGEL; FORHERRBACH; FRESCHER (PFAU).

CABS (Droschken). ½ hour 2 persons, 50 pf.; 4 persons, 90 pf.; 1 hour, 2½ Rm. and 3 Rm. 40 pf. From station, 1 person, 50 pf.; 2 persons, 90 pf. Luggage 20 pf.

The ancient capital of the Breisgau 30m. from Bâle, on the Dreisam, at the mouth of the Höllenthal (Hell Pass), in the **Black Forest**, 960 feet above sea. It was founded 1118 by Berthold III., and half ruined by the French 1744. The grand old *Minster* (an excellent specimen of German gothic), begun 1122-52, by Conrad III. of Zähringen, is of red stone, 340 ft. long; and has a carved porch, the Zähringen tombs beautiful stained windows, a fine Ascension of the Virgin, and a fine Tower 385 ft. high. The Archbishop's Palace and the Palace or Citadel of the Grand Duke lie to the south. At the old *Kaufhaus* (or Merchants' Hall, are some statues of German Emperors, with inscriptions to Fred. Barbarossa, and to the present Emperor; by whom a gun-metal war statue of Victory, 50 feet high, was uncovered 1876. A statue of B. Schwarz, inventor of gunpowder, stands near his convent (the Franciscan) and Archduke Albert's University, (founded 1454). In Kaiser Strasse are some good houses, with gothic Fountains, adorned with statues of Albert, Berthold III., &c.

WALKS.—Ludwigshöhe and Chapel Schlossberg, and the view from its old castles; Loreto Chapel, on the Schlierberg (1090 ft.), over the Günthersthal, near Littenweiler Bad; Kybfelsen (2720 ft.); **Schauinsland**, a peak 4010 ft. high.

ENG. CH. SERVICE (S.P.G.) Sunday at 10.30 a.m. and 3 p.m., in a room lent by the Government, in the Post-office—Rev. W. J. Drought. Holy Communion on first and third Sundays of the month, after morning Service; and every other Sund., at 8.30 a.m.

CONVEYANCES.—Railway, see pp. 132, 134, 137. Diligences see p. 342; apply at the hotel.

EXCURSIONS FROM FREIBURG.

No. 1.—Ascent of the Belchen.—Take the Rail to Müllheim, and thence by Badenweiler, where guides and donkeys may be had; or, from Freiburg in a carriage, by Staufen and Neumühle. The new road from Staufen to the Wiesenthal, (Schoenau) is very picturesque. The *Belchen* (4410 ft.) is second to the Feldberg in the Black Forest chain.

Descend from Halden to Sirnitz (1¼ hr.), where a bed may be had. From Sirnitz, follow the Klemback to Badenweiler (2¼ hrs.), Belchen and Münsterthal. Or, ascend from Halden and descend the other side to Neumuhl (1¼ hr.)

NEUMUHL.—INN, KRONE.—Here a one-horse carriage (einspänner) can be taken to Krozingen station (3 hrs.), passing Staufen. Excellent beer at Krozingen, close to station. From Krozinger to Müllheim Station, 9¼ m. by rail; from Müllheim to Badenweiler by diligence. **Mulheim** Station to **Oberweiler**, 4½ miles, in a lovely valley south of the Black Forest, a quarter of an hour's walk from its more fashionable neighbour, Badenweiler.

INNS: WILDER MANN; OCHS.

Beautiful carved walking-sticks may be bought. Fishing by leave from the propr. EXCURSION.—Neuenfels Castle, (2 miles) on an eminence. Several varieties of ferns may be found. Fine view of Black Forest, Freiburg, Vosges and Rhine plain.

No. 2.—The **Hoellenthal**—15 m. **No. 3.**—The Suggenthal (Badhaus) and Waldkirch (Posthouse), 9 miles, where there is capital trout fishing. Apply to the landlord. **No. 4.**—The Lake Titi See, by the Hoellenthal—21 miles. **No. 5.**—St. Peter—9 miles. **No. 6.**—The Mountain Kaiserstuhl, near the Rhine—12 miles; a curious

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volcanic construction. **No. 7.**—The **Schauinsland**, 4000 feet, has a splendid view of the Alps—10 m. **No. 8.**—The **Feldberg**, 4,675 ft. high, the *highest mountain* of the Black Forest range—24 miles Near this is the *Feldsee;* a dark pool in a volcanic crater, in the heart of the Forest, where large trout may be caught. A new Inn has been established; the landlord has hired the right of fishing and shooting in the neighbourhood, with which he accommodates his guests.

Tourists who wish to explore the **Black Forest** in their road to Switzerland should take the route from **Freiburg** as follows:—The Hoellenthal; Titi See; Lenzkirel (Post-house), a large village with clock and straw-hat manufactories; the Schluch See, much frequented for its pure air (Stern); St. Blasien, with its fine church, modelled after the Pantheon at Rome, and an old Benedictine abbey, worthy of a visit; thence through the wild and most picturesque valley of the Alb, to Albbruck Station (good Inn), between Lauffenburg and **Waldshut** stations (p. 132), on the Rhine; passing the Hochenschwand, 3200 feet. Hence to Schaffhausen, Zurich or Bâle. Carriages may be had at fixed prices.

Friedrichroda (Thuringia).—Hotels: Wagener, Hotel and Pension Belle Vue

A pleasant watering-place, 5m. from Fröttstedt, near Reinhardsbrunn among good walks in the Forest. Rail. page 169

Friedrichshafen.—*Stat.*—Pop 1200.

Hotel d'Allemagne et de la Poste, with a Bath establishment.

Hotel Deeg zur Krone am See; De Belle Vue and De la Couronne.

A small town in Würtemberg, on the Lake of Constance, with a free port and royal pleasure-house. Steamers ply upon the lake.

English Vice-Consul.—W. Schmidt. Esq.

Conveyances.—Rail to Ulm, see p. 192

Fürth.—*Stat.*—Pop. (1875) 27,369. Inns:—Crown Prince of Prussia; Eisenbahngasthof

A flourishing town of Bavaria, 5m. from Nuremberg, on the Pegnitz, at its confluence with the Rednitz. It has extensive manufactures, and owes its prosperity to the Jews. The manufactures are what may be termed "Birmingham ware," principally buttons, medals, pipes, mirrors, trinkets, &c. The first railway in Germany was made from this place to Nuremberg.

Conveyances.—Railway, see pp. 196, 198, 203.

Gera.—*Stat.*—Pop. (1875). 20,810. Hotels: Zum Reussischer Hof; H Frommaten.

Capital of the principality of Reuss, on the White Elster, and Thuringian rail. 43 m. from Leipsic. Public buildings, and the Heinrich statue. Henry XIV. of the Cadet or Younger line of Reuss Schleiz reigns here in succession, since 1867, to Henry LXVII Rail. page 187, 170-3. Further up the Elster is **Greiz** (pop. 12 660), the seat of Henry XXII. of the Reuss Greiz (Old line) having a palace, college, and some factories. Rail. page 157, 172-3, 203. H. IV. of the collateral Reuss-Schleiz-Köstritz line resides at *Kostritz*; rail, page 171-172. All the princes of the five different branches of this house take the name of Henry (Heinrich), and are respectively numbered according to a peculiar rule.

Gelnhausen.—*Stat.*—Pop. 4400. Hotels:—

A small town in Hesse Cassel, on the Kinzig, 13 m. from Hanau. The Cathedral is a building of great antiquity, and massive grandeur.

Conveyances.—Railway, see pp. 131 and 147.

Giessen.—*Stat.*—Pop. 9,500.—Hotels:—H. Kuhne, close to the Railway. H. Einhorn.

A fortified capital of Upper-Hesse, 40m. from Frankfort, in a fine part of the Lahn. It possesses a University of celebrity, with a chemical school, founded by the late Baron Liebig.

Conveyances.—Railway to Frankfort, Neustadt, Cassel, &c. see pp. 116, 129, 130, 131, 146 170.

Gotha.—*Stat.*—Pop (1875) 22,928 Hotels: Deutscher Hof. Good restaurant at Station. Hotel Wunsches.

This town is built on an eminence, over the Sale, 17m. from Eisenach, in the heart of Thuringia, and is the capital of Saxe-Coburg-Gotha. The old Ducal Castle, *Schloss Friedenstein*, with the new Museum adjoining (built 1879, contains a library of 200,000 vols., and 7,000 Oriental and other MSS, a good cabinet of 70,000 coins, a fine numismatic library, an Oriental museum, which includes the Chinese and Japanese collections, many curiosities of nature and art, 50,000 engravings, 240 casts of statuary, and a gallery of Paintings, rich in works of the old German school. The Seminary for teachers is the oldest in Germany; there is also a high school. The *Almanach de Gotha* (dating from 1764); and the *Mittheilungen*, or geographical record, are published at the house of Baron Perthes.

Conveyances.—Rail, see pp. 150, 169, and 170.

Gmund (Würtemberg).—*Stat.*—Pop 11,000.

An ancient town of Swabia, beautifully situated, 30 m from Stuttgart The Cathedral is one of the best in South Germany, having magnificent portals. Fine mountain drive to Füssen.

Conveyances.—Railway see page 191.

Harz, or **Hartz** (The).—A group of woody granite hills, 60 miles wide, 20 long; bounded N. by sand plains of N. Germany, S.E by Thuringia, W. by the last slopes of the Weser Gebirge; and divided into Ober and Unter Harz. Highest point of Ober (Upper) Harz the Brocken 3,740ft. high; of Unter (Lower) Harz, Victor's Höhe. 2160 feet. The Harz is remarkable for its large forests and deep ravines, but especially for its mining treasures. Two railways bring you to its borders, and it is intersected in all directions by carriage roads. The *Brocken*, or Blocksburg where witches meet on May-day eve (Walpurgis night), the scene of the adventures of Göthe's Faust is a favourite point to visit. In most towns near the Harz, carriages with 2 horses can be had. 18 Reichsmarks a day, and guides or 3 R. m. a day. The Upper or Western Harz is reached from stats. at Goslar (p. 460) and Harzberg on the north, and from Herzberg on the south; while the Lower or Eastern Harz can be reached via Thale (p. 448) on the north, and Nordhausen (p. 464) on the south.

Harzburg or Neustadt-Harzburg—*Stat.*—Pop. 3,000. Lohr's Hotel. H. Belle Vue,

A small place 27 m. from Brunswick, near Emp. Hen. IV's old Castle of Harzburg-on-the Burgberg, a fine point of view, with good Hotel. An Obelisk on the Bismarckstein commemorates a saying of Bismarck, 14th May, 1872, "We do not mean to go to Canossa."— as Hen. IV did, to humble himself to Pope Hildebrand. Thence it is 10 m. to the Brocken; or 6 m. to Ilsenburg and the beautiful Ilsethal. Rail to Harzburg, pp. 149, 154, 162, 166.

Heidelberg (Baden)-Stat.-Pop. (1875) 21,235

HOTEL PRINCE CHARLES, first-rate hotel, close to the castle—highly recommended. Messrs. Sommer and Ellmer, Proprietors.

HOTEL DE L'EUROPE.—First-class house, standing in its own gardens, close to railway station. Well managed.

THE ADLER HOTEL, in the Grand Place, opposite the Castle. Deservedly recommended for its excellent situation, comfort, and moderate charges. M. Lehr, Proprietor.

HOTEL SCHREIDER, the nearest to the Railway Station, W. Back, Proprietor, also of the Grand Hotel, see Advert.

MULLER'S VICTORIA HOTEL is most respectable, and deservedly recommended

CASTLE HOTEL, first-class establishment, in the middle of the Schloss Park, opened from 1st May, 1876. Beautiful situation. Propr., H. Albert.

COURT OF BADEN HOTEL (BADISCHER HOF.)

KRAIL'S HOTEL DE DARMSTADT, 4 minutes from the Station.—See Advt.

HOTEL DE HOLLANDE, a very comfortable and highly respectable hotel, beautifully situated on the banks of the Neckar, quiet and moderate, Mr. Spits, proprietor.

PENSION ANGLAISE.—Private Boarding house, kept by Miss Sutton.

ENGLISH PENSION.—Private Boarding house, 18, Anlage, kept by Mrs. Ellerman.

MADAME NEBEL, Carlsrasse 16. Board and Lodging to be had in a German family. See Adt.

HOTEL AND PENSION LANG, in the neighbourhood of the Landing place.

Omnibuses from the railway to the steamboat or principal hotels, without baggage, 6kr., with baggage, 12kr., distance about one mile (see Steam information). Droschken Tariff, by the course: From the Railway to the Town—taking in Metz's Museum, (at Hauesacker), Diemer Brewery, the gasworks, &c., for 1 person, 50 pf.: 2 persons, 90 pf. Boxes, 25 pf. each. For 1 to 5 persons—direct to the Castle (Schloss), 3 mk. for a round taking in Wolfsbrunnen (good trout) Molkenkur, Königsstuhl and the Castle 6½ mk. Neckar-Steinach, the day, 14 m. Tariff, by time—½ hour, 1 person, 50 pf.; 2 persons, 90 pf. One hour, 1 or 2 persons 1 mk. 90 pf. Donkeys: to the castle, 65 pf.; Wolfsbrunnen, 1 m. 70 pf.; to Königsstuhl, 3 m.

An old and pleasant place of sojourn in summer (very cold in winter), 34 m. from Carlsruhe, on the Neckar, in the former Bavarian Palatinate, named it is said from the Heidelbeeren or bilberries which abound here. The Heiligenberg fronts the town, over the bridge. Education is cheap: there is a good theatre. The Stiftskirche or Holy Ghost Church is used by Protestants (the nave) and Catholics (choir). A walk past St. Peter's, called the Anlage under hills flanking the Neckar, affords a variety of delightful views. The picturesque ruins (1 mark) of the noble *Castle* (founded 13th cent.), formerly the residence of the Electors-Palatine, destroyed in the Thirty Years' war, and again in 1689, occupy the slope behind the town; which is 1,940 ft. high at Königsstuhl tower, a fine point of view. It is a mass of ruined courts, halls, towers, columns, etc, surrounded by gardens. The best parts, built 1556-1604, in the Renaissance and Elizabethan styles are ornamented with statues, busts, arms, and rich carved work. One front shows the four orders. In the cellars the celebrated "Tun of Heidelberg," the largest wine cask in the world, 26 feet by 24, or 49,000 gals.; with another of 3 000 gals. near it. There is a gallery of portraits, including Frederick V., King of Hungary, who married James I.'s daughter, Elizabeth. The ancient *University*, founded 1386, and revived 1802 in Ludwigsplatz, is attended by above 700 students; part of whom, belonging to the five corps, wear coloured fancy caps, and may fight duels. It has a good museum and a library of books (200,000 vols.) and MSS., including the Codex Palatinus.

Excursions up the river to **Neckar Steinach**, and the Castle of Baron Dort; with an old ruined church in the grounds, and a ruin called "Swallows' Nest," overlooking the river. By rail to Neckar-Gemund stat.; thence by omnibus to the Hard Inn To the Odenwald & Bergstrasse district.

ENGLISH CH. SERVICE.—Sund. at 8 a.m. (communion), 11 and 6.30.; Communion 1st Sund. in month at 11. Chaplain, Rev. C. Calvert, B.A.; Church in Plöck-stra e.

CONVEYANCES.—Railway, pp. 64, 131, 132, 134, 135, 137, 140 & 198.

Heilbronn. (Würtemberg) —*Stat.*—Population (1875) 21,208 HOTELS: FALKE; ROX situated on the Neckar, 7 m. from Jagstfeld. Formerly a free city. See Special Edition.

Herzberg (Hanover).— *Stat.*— HOTEL:— ZUM WEISSEN ROSS (WHITE HORSE).

In the Siebenthal, 25 m. from Nordhausen, in the Upper Harz (as above); the old seat of the Dukes of Brunswick. It has their Schloss or Castle, dating back to 1024, where they lived down to 1634. Here George I.'s father and perhaps George II were born. In the neighbourhood are Lauterberg (H. Zum Deutscher Kaiser), a water cure among wooded hills; Scharzfels Castle, Schiller's Cave with his name); the Hausberg, and the Ravenskopf. (2,070 feet high). Rail to **Osterode** (H. Englischer Hof); thence by coach (p. 346) in 2¼ hrs. to **Clausthal** (pop. 12 000; H. Krone), the old mining capital of the Upper Harz. Thence to **Oker** (H. Lilie), a romantic spot in the Okerthal, 3 m. from Goslar Stat. (p. 460).

Homburg; or, **Homburg Baths.**— *Stat.*—Pop. 9000— HOTELS:

BAINS DE HOMBOURG. See Advt.

HOTEL DE L'EUROPE.—First-class, opposite the Kursaal and Baths, recommended in every respect.

HOTEL DE RUSSIE.—First-class Hotel, elegantly furnished apartments.

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HOTEL VICTORIA.—Very good hotel, excellent table d'hôte, moderate charges.

HOTEL DES QUATRE SAISONS, kept by Mr. W Schlotterbeck. Well situated; moderate charges

HOTEL DE BELLE VUE.—Very well situated, opposite the Park, H. Ellenbürger, proprietor.

HOTEL DE HESSE —First-class hotel, situated in the best part of the town. See advt.

Rheinischer Hof; Hotel Weber; Badischer Hof; Stadt Frankfurt; Goldener Adler.

PENSION.—Louisen Strasse. No. 111.

Homburg "vor der Höhe," formerly in Hesse Homburg, now belonging to Prussia, is 11 m. from Frankfort, on a breezy table land, where there is a fine current of air from the Taunus mountains. The drainage is good, and the water excellent.

Principal Springs.—The Stahl, Louisen, Ludwigs, the Kaiser, and the Elizabeth; good for stomach and liver complaints, and gout. Excellent Baths of various sorts; and balls, operas, fêtes-champêtres &c, almost daily. Handsome Kursaal. Lodgings and Hotel charges are on the whole moderate. A municipal tax of 12 m. a head is levied; but families pay less; and persons leaving before the sixth day need not pay. Roman remains at the Saalburg, near Taunus. One of the best views is from Goldgrube

ENGLISH CHURCH (C. C. C. Soc.).—Rev. C. B. Brigstocke, M.A., Chaplain. Service on Sunday at 11 a.m. and 3.0 p.m. Holy Communion every Sunday in summer. Church has sittings for 500.

CHURCH OF SCOTLAND. —Service in Schloss Kirche, on Sunday, at 11.30 and 7.15.

BANK:—The Landesbank; Director, Herr Schnackenberg.

ENGLISH PHYSICIAN.—Dr. Lewis Dr. Dietz and several German Physicians speak English.

POST.—Letters should be addressed "Homburg, Frankfort-on-Main"; or they may go to Hamburg.

Railway. pp 16-7, 61, 135, 138. Through fares.

Immenstadt.—*Stat.*—HOTELS—POST; HIRSCH. A town in the **Bavarian Highlands**, 5½ m. from Sonthofen (p. 195). among the Algäu Mountains, with Gothten a fine point of view to the east. 5620 feet high; and in sight of the ridge dividing Bavaria and Austrian Tyrol. Distance to Innsbruck, 70 to 90 m., by a way over this ridge, which is 8619 feet at Mädele-Gabel. Thence past Thanheim; Reutte. in Lechthal; Lahn, near the Zug Spitze; Nassereit, in Upper Innthal, to Innsbruck.

Jena (in Saxe-Weimar). —*Stat.*—Pop. 7,000. —HOTEL DEUTSCHES HAUS.

An old-fashioned university town. (400 students) 30 m. from Saalfeld, beautifully situated on the Saale, among the wood-clad mountains of the Thüringer Wald. It is composed of narrow streets lined with houses, having curious many-storied roofs, quaint archways, and antique mouldings. The great Church has a lofty tower & fine organ. The old city gates and the market place will repay a visit. Living and education very cheap. Beautiful walks and drives in the neighbourhood. It gives name to the memorable *Battle* of October 14th, 1806, which laid Prussia at the foot of Napoleon I.; but led to the gradual reconstruction of her military forces, culminating in the great triumph at Sedan over Napoleon III., 1870. The traveller should ascend the Hausberg, and go round the Horseshoe Mountain to the ruins of the old castle on the Cunitzberg.

CONVEYANCES—Railway. see pages 170, 172-3.

Kaiserslautern—See Route 30. Special Ed.

Kelheim.—*Stat.*—Pop. 3000 —HOTEL EHRENTHALER.

In Bavaria. 18 m. from Regensburg, beautifully situated on the Danube, where it issues from the precipices of the Lange Wand (long wall), a grand defile. On the summit of the Michaelsberg, overhanging the town, is the *Befreiungshalle*, a fine rotunda Temple, erected 1842-63, by the late king of Bavaria, to commemorate the War of Liberation. In the neighbourhood is the "Schuller Loch," a grotto; thence to the convent of Kloster-Weltenburg. The Canal which joins the Rhine and Danube starts from this place.

Steamers to Ratisbon and Ingolstadt.

Kissingen.—In Bavaria. See Prussian Sect.

Konigs See, in Bavaria. See Berchtesgaden, p. 477.

Kreuth or Wilbad Kreuth.—A watering place in the Bavarian Tyrol, 40 miles from Munich, 3370 feet above sea; reached by post wagon from Holzkirchen Station (p. 200) in 5 hours, giving time for lunch at Tegernsee, on the Tegern Lake. It is a healthy spot among thick woods, and has an hotel, with sulphur and iron springs, vapour and douche baths. The Lake is 4½ miles long. Excursions to the Schinder, Gaisalp, &c.; the Schinder being nearly 6500 feet high. From Kreuth to the Achenwald on the Austrian side; thence to the Achen See (a lake 6 miles long), Jenbach, in the Engadine, and to Innsbruck.

Landshut. See special Edition.

Leipsic or Leipzig (Saxony).—*Stat.*—Pop (1875) 127,387. HOTELS —

HOTEL DE ROME, pretty position on the promenade; see Adv.

HOTEL DE PRUSSE, Rossplatz.—First-class hotel, beautifully situated on a large square; newly and comfortably furnished.

H. HAUFFE; H DE BAVIERE; H. DE RUSSIE.

Omnibuses attend the 4 or 5 Railway stations. Cabs from them for 1 to 4 persons ½ mk. to 1½ mk., according to number and distance. Cabs by time—½ mk. to 1 mk. for 1 to 4 persons, for 20 min.; 1½ mk. to 2 mk. an hour. Luggage outside 20 pf. each. POST OFFICE. in Augustus Platz. THEATRES, New, Old, and Vandeville. Concerts in the Gewandhaus, etc.

A town of commercial celebrity, and seat of the German supreme court, 71 m. from Dresden, 101 m. from Berlin, in a flat spot, on the Elster and two other narrow streams; lat 51° 22' N., long 12° 34' E.; Mean temperature 3.° (January) to 62° July. The line of the old walls (followed by the tram rail) is laid out in cheerful open spaces, such as the Augustus Platz, Ross Platz, etc.; and passes the Pleissenburg, where the citadel stood—a good point of view for the Battlefield (a small fee expected) The new suburbs are well built and planted with trees. It is 1½ hour to the *Battle-field*; where the French army under Napoleon was defeated by the Allies, 16-19 October, 1813. At the fair-time, or

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"Leipziger Messe," hotels charge double: the visitors are numerous and the sale of market-wares, furs, leather, cloth, etc., amounts to several millions. Leipsic is the great centre of the German *Book-trade*: it has 300 booksellers' establishments, also 100 steam-printing presses, and above 200 hand-presses; with a Booksellers' Exchange. Much paper is made.

PUBLIC BUILDINGS. University in the Augusteum, founded 1409, and rebuilt 1836, by Schinkel; containing three Colleges a museum of natural history, &c., and Reitschel's 12 reliefs in the Hall. Museum of German and Italian paintings and engravings, built 1858; free Sun. Wed. Frid. A handsome New Theatre, built in 1868 by Langhans. The old Market-place, in which are the Town-hall; the King's-hall (Konig's-haus), occupied 1813, by Napoleon; and Auerbach's Keller (cellar), celebrated in Göthe's Faust,—(a good ordinary.) Notice also the Sternwarte (Observatory), in Johannesthal; Gerhard's garden, with its monument of Poniatowsky, drowned at the Randstadt Bridge, 1813; besides a monument to Hahnemann (the homœopathist) near the Old Theatre, in the Fleshmarket; one to Seb. Bach, by Mendelssohn; and the Cannon Ball Memorial of the Battle, near Mulch Isld. The University and town Libraries contain about 450,000 vols. and MSS.; there is a peoples' Lending Library as well. At the Historical Society's Museum, (Geschichte Leipzigs) are church remains, relics of the battle-field, &c. Music, at the Rosenthal Gardens, (on the N.W.) the Schützenhaus; the Botanical Gardens, near Johanna Park, &c. Napoleon's stone where he watched the battle, is to the south east.

H. B. M.'s CONSUL GENERAL.—Baron Von Tauchnitz, the celebrated Publisher.

AMERICAN CONSUL.—J. H. Steuart, Esq.

UNITED (British and American) EPISCOPAL SERVICE, every Sunday in S. Johannis-Kirche; in Summer, at 10 30 and 6.30: in Winter, at 11.0, and 5 30. Holy Communion, monthly and at festivals. Chaplain, Rev. W. Whitford, M.A.; Assistant Chaplain, Rev. W. H. O. Fletcher, M.A. A proposed New Church will cost £3.400.

AMERICAN CHAPEL.—(Evangelical Alliance)—Hall of the First Bürgerschule. Sunday, as announced at Hotels. No pastor in charge. Caspar Rene Gregory, Chairman of committee.

RAIL pp. 142. 146 148-9, 154, etc.

Lenzkirch, (Baden).—Pop. 600.—H. ADLER.

A romantic town in a fine part of the Black *Forest*, 9 m. from the Höllenthal, and half-way (25 m.) between Freiburg-in-Breisgau and Schaffhausen. Wooden clock called "cuckoos" are made.

Liebenstein, (Baths of)—POP. 1000

HOTELS:—KURHAUSE; BELLEVUE; HOTEL ASCHERMANN: H. MÜLLER; H. KIRCHNER.

An attractive and increasing bathing-place, in the Thüringer-Wald, belonging to the Grand Duke of SAXE Meiningen, (whose summer residence is at Altenstein;) 4 m. from Immelborn, (the nearest stat.,) 15 m. from Eisenach p. 169. Visited in 1871 by 1700 patients, and 4000 tourists. The three iron springs, with the Kurhaus, Bath-house, theatre, &c., are managed by a Company.

EXCURSIONS. To the Burg Stein (a good point of view) the ruined castle of the Ducal family; Erdfall grotto, and the Glücksbrunn cave and lake; Wilhelmsthal, belonging to the Grand Duke of Weimar; Reinhardsbrunn, the seat of the Duke of Coburg Gotha; Luther's Beech, on the Ruhla road; and the Trusenthal or valley of the Truse or Druse, leading to the *Inselberg*, a peak of the Thuringian Forest, 3060 feet above sea

Limburg.—*Stat.*—HOTEL NASSAU.—Pop. 5,000.

A little town of Prussian Nassau, 43m. from Frankfort, in the beautiful valley of the Lahn; with a small half Byzantine Cathedral, of the 12th cent., marked by three spires, upon a steep rock. Railway, see page 129.

Lübeck.—*Stat.*—Pop. (1875) 44,799, or 56,915.

HOTELS: STADT HAMBURG; STADT LONDON DUFFEKE; BROCKMULLER.

One of the three great Hanse towns, 39m. from Hamburg, on a ridge between the rivers Trave and Wackenitz. It bears unmistakable marks of former grandeur in the handsome citizens' houses, the fine old brick-built Rathhaus, and the noble specimens of Gothic brick architecture in the Cathedral and Marien-Kirche. Sir Godfrey Kneller and the brothers Van Ostade were born in Lübeck, where their houses are still shown. In the Rathhaus is the famous *Hall of the Hanse*, in which the deputies from 85 cities used to meet and hold council. Observe the bronze work on the outer door, the quaint seats, and the wood-carving on the council-chamber door.

Holstein Gate is a good specimen of Norman brick; Burg-gate, a beautiful example of mediæval work. *Cathedral.*—Notice the ornamental gateway, the wood-work of the altar screen, curious clock, and, above all, Hans Hemling's fine triptich of the Crucifixion. The *Marien-Kirche* (lat. 53° 52' N., long. 10° 41' E.) is a specimen of Gothic; notice Overbeck's painting, the Dance of Death. See the wood carving in the house, No. 800, Breite Strasse

H. B. M.'s VICE-CONSUL.—W. Behncke, Esq.

AMERICAN C. AGENT.—J. Meyer, Esq.

CONVEYANCES.—Rail, to Hamburg, p. 165; Rostock, p. 173. Steamers, see Alphabetical List.

At 25 m. from Lübeck, on the Schwerin road, is **Gadebusch**, an old town on an island in a picturesque lake, near the battle field where Theodore Körner, the poet, fell 26th August, 1813.

Luxemburg.—See Belgian Section.

Marburg (Hesse).—*Stat.*—Pop. 8500.—HOTEL PFEIFFER; HOTEL ZUM RITTER.

A University town, 19 m. from Giessen (p. 146), in a beautiful part of the Lahn; with the fine restored Gothic *Church* of St. Elizabeth (1235-83), having two towers 310 ft. high, and the family tombs of the Landgraves; whose old Castle or Schloss on a hill above, contains the archives. Here the Reformers disputed 1529, before Landgrave Philip. Other tombs in the Lutheran Church. New University (1879) in the site of the Dominican Convent.

Meiningen.—*Stat.*—Pop. (1875) 9,521.—HOTELS:—SACHSISCHER HOF; HIRSCH.

Capital of Saxe-Meiningen Duchy, 38 m. from

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Eisenach, among wooded hills, on the Werra, 900 ft above sea. It has a Ducal Palace, picture gallery, and English garden, with a new Gothic chapel in it. In 1874 a great fire burnt one half of the little town, and made 3,000 persons homeless.

CONVEYANCES.—Railway, pp. 169, 170 173, 194.

Metz —*Stat.*— Pop. (1875) 45,673, decreasing.

GRAND HOTEL DE L'EUROPE.—First-class hotel Very comfortable and well situated. Moderate charges. Champeaux, new prop. English spoken.

GRAND HOTEL DE METZ.—Combining comfort, with reasonable prices. Engelmann, proprietor.

Buffet at the Station. Tram to the town. Omnibuses to the hotels; also to Moulin, &c. (30 c.).

Mr. Hamilton and Mr. L Mankiewicz are guides to Gravelotte and other *Battle-fields*. Panke or Courcelles is 6 m. E. of Metz. To the W., on the Verdun road, are the following:— Longeville (where the Emperor stopped) 3 m.; Gravelotte, 6½ m.; Rezonville, 8½ m.; Vionville, 12 m.; Mars-la-Tour, 14 miles.

The ancient *Divodurum*, a strongly fortified town in German Loraine, 41m. from Luxemburg, on the Seille and Moselle, 4m. round. The rivers are bordered in some parts with quays, and crossed by a number of small bridges. An Esplanade planted with fine trees, separates the town from the old Citadel. The great *Cathedral* (side of Place d'Armes), is a very noble Gothic pile, full of stained glass. Other buildings are the Governor's residence on the Esplanade; the Hospitals; a number of Churches and religious houses; extensive Barracks; and a public Library. The leather trade is considerable. Remains of a Roman aqueduct. Marshal Fabert, and Generals Kellerman and Custine, were natives.

On the 28th July, 1870, Nap. III. here joined the army of the Rhine, and crossed the frontier to **Saarbruck**, where the Prince Imperial received his "baptism of fire." After the German victories at Weissenburg and Woerth, on 4th and 6th August, the army, on 14th, under Bazaine, began to retreat towards Châlons, to effect a junction with MacMahon. Its progress was arrested by the Germans after desperate battles—at Courcelles or Pange, on 14th; at **Mars la Tour**, or Rezonville, on the 16th, with Prince Frederick Charles; at Vionville or Doncourt, (when the Germans had their left nearly turned:) at **Gravelotte** or St. Privat, on the 18th, with the King of Prussia—and Bazaine was finally driven back to Metz, which was invested by Prince Fred. Charles. He tried to break through on 26th Aug., 1st, 23rd, and 27th Sep., and again on the 6th and 7th Oct., along the Thionville road. On the 28th Oct., three French Marshals, 66 Generals, 6000 Officers, and 178,000 men, surrendered as prisoners of war. The Emperor slept at Rézonville after the victory at Gravelotte.

CONVEYANCES.—Railway to Nancy, Forbach and Thionville, &c., pp. 67, 74, 79, 107, 125 and 128.

Mulhausen or **Mulhouse**, (in Alsace). —*Stat.*—Pop. (1875) 58,513. HOTELS: ROMANN; ETRANGERS.

A manufacturing town, 19 m. from Bâle, between two arms of the Ille, and on the Rhine and Rhone Canal. The new town is well built, and contains St. Stephen, belonging to the Reformed Church; the Catholic church; town-hall, college, hospital, picture gallery, and model workmen's houses. There are manufactures of cotton, wool and cotton yarns, chemicals, paper, iron goods, machinery. At Dornach are the works of Messrs. Dollfus, Mies and Co.

CONVEYANCES:- Railway, pp. 68, 73, 76, 78.

Mühlhausen (in Thuringia).—*Stat.*—Pop. (1875) 20,938. HOTEL—WEISSER SCHWAN. An old town, on the Unstrut, 25 miles from Gotha: where Munster, the Anabaptist leader, was executed. Rail. page 171.

MUNICH (*German* **Munchen**). —*Stat.*— Pop. (1875) 193,094—(*with Map in Special Edition*).

HOTEL DE BAVIERE; beautiful situation on the Promenade Platz: see Adv.

HOTEL LEINFELDER, well situated on Maximilian Square, central for business and pleasure.

HOTEL DU RHIN.

HOTEL D'ANGLETERRE (formerly ZUR BLAUEN TRAUBE.

HOTEL DES QUATRE SAISONS; HOTEL DETER; HOTEL BELLE VUE, HOTEL MARIENBAD, a boarding-house; HOTEL MAX EMANUEL; GOLDENER BAR; DEUTSCHESHAUS.

CAFES.—Danner, Probst, Dengler, Maximilian.

RESTAURANTS.—Zum Tenor Mayer, Weinhalle, prices moderate; frescoes from Wagner's Tannhäuser. Rathhaus Keller, under the Town Hall.

POST-OFFICE.—Max Joseph Platz, near Theatre.

TELEGRAM to the United Kingdom, 4d. a word.

BANKERS.—Merck, Christian, & Co., (Exchange Offices) Pfandhaus Strasse No. 4.

Munich, on the Isar, is the capital of Bavaria, and the head-quarters of modern German art—a position due to Ludwig I. (died 1868); 449m. from Berlin, 272m. from Vienna. Lat. 48° 9′ N., long. 11° 33′ E.; mean temp. 30° (Jan.), to 68° (July).

PRINCIPAL BUILDINGS.—The old Frauenkirch, or Cathedral, built of brick, 1488; the Jesuit church, or St. Michael) corner of Werte and Neuhaus sts., a beautiful structure in the Italian style, with the tomb of Prince Eugene Beauharnois, by Thorwaldsen—on each Sunday is to be heard classical music: St Peter's church, the oldest in Munich—old German paintings by Zimmermann, and view: Theatiner Kirche in the Italian style, with the royal vault; Ludwig's kirche, completed in 1842—large frescoes by Cornelius; All Saints' (Allerheiligen) in the palace—a rich Byzantine, frescoes by H. Hess, and good music; Marshilf kirche, in the Au suburb, in a pure Gothic style, with 19 glass windows, after designs by H. Hess; the Basilica of *St. Boniface*, in Carlstrasse, perhaps the finest modern church in Germany in the Byzantine style—frescoes by Hess, and marbles.

The *Royal Palace* consists of—(1) the Alte Residenz or Old Palace (built 1616), in the middle, containing rich fittings, a fine bed, pictures, chapel, and a Treasury of jewels, etc. (2) Königsbau on the south, 1833, by Klenze, a copy of the Massive Pitti Palace of Florence: with the Nibelungen frescoes, by Schnorr. (3) the Festsaalbau, on the north, for banquets and state

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occasions, by Klenze (1842). In which are the Odyssey room, ball room, battle saloon, with the Charlemagne, Hapsburg and Barbarossa rooms. By tickets at the palace.

The *Glyptothek*, or sculpture gallery, a noble quadrangle, by Klenze (1830). In Königs-platz; near to Klenze's Propylæa the Exhibition Building, and Baron Schack's Picture Gallery. Admission gratis, almost daily, 10 to 2, and 2 to 4. For this and other galleries, refer to the daily papers. The two Galleries of paintings called the *Pinacothek*, facing each other, in Theresien-str., contain old paintings, (95 by Rubens) and modern works; with some good cork models of temples.—For a short catalogue, see Special Edition. The Old Gallery, by Klenze (1826), has 1400 paintings of all schools, in 9 rooms & 23 cabinets, with frescoes by Cornelius, in the S. Loggie; also cabinets of engravings, drawings, vases. The New Gallery, by Voit (1853), for modern pictures, is in 24 rooms and cabinets, with 156 wall paintings, by Kaulbach, Schnorr, Schadow, Rottmann, Oberbeck, &c. Admission free. The collection of painted glass is now in the Pinacothek; with an Antiquarium of small objects.

At the Permanent Glass Palace an exhibition of German Art, mediæval and modern, is on view in Sophien-str., opposite the Botanical Gardens. Notice the *Bavarian National Museum* (1855) of historical objects (open daily, except Mond.), in Maximilian-str.; in a line with the *Maximilianeum* (paintings, etc.), across the Isar bridge. Ethnographical Museum and frescoes, in the Hofgarten Arcades near the Palace. Art Union (Kunstverein) north of the above. Polytechnikum School, a long range near the Pinacothek. Schwanthaler Museum, of casts, at the Art Academy. General Hospital (Allgemeines Krankenhaus) near the Anatomical Collection.

The Erzgiesserei or Royal *Bronze Foundry*, is open 12 to 1. Among several fine works produced here, are the statue of Bavaria, and the beautiful Fountain at Cincinnati in America. The colossal *Statue of Bavaria*, and her Lion, on a hill outside the Sendlinger Thor, in the Theresienwiese, is of copper, 60 feet high, on a pedestal of 40 feet. A staircase leads to the top; the head will hold eight persons, and has holes to view the surrounding country. Behind is a temple called the Hall of Heroes—in German, *Ruhmeshalle*, admission 36 pf.

Notice also, the old Jesuits' College or *Academy*, with the cabinet of 10,000 coins and the fossil and natural history museum. The *Royal Library*, a superb edifice (1842) in Ludwigsstrasse. With room for two millions of vols. and in richness the second in the world; open Mond., Wed., Frid., 8 to 1. The *University*, a new building, in Ludwigsstrasse, has also a good library of 280,000 vols., the largest after Paris and London. The Isarthor adorned with frescoes. The *Odeon*, a fine building for musical soirées. New Town Hall (Rathhaus) in Marian Plats, a picturesque Gothic building of brick and stone, erected 1867-74. Close to it is the Marian Column dedicated to the Virgin 1638; with Knoll's Fischbrunnen or fountain. Underneath the Hall is Greidl's wine cellar (Rathskeller) containing two large rooms adorned with F. Wagner's humorous wall paintings and mottoes. Every kind of wine may be tasted here. The Old Town Hall, rested. 1865 is on the east side of the Platz. English Garden, a park-like spot, 3 or 4 miles long, near the Isar, with a view of the Bavarian Highlands.

Exhibition of Fine Arts (Kunstausstellungsbande), opposite the Glyptothek; near the Palace, with Hess's frescoes; objects for show and sale; see Advertisement.

H. B. M.'s Charge d'Affaires—Major-Gen. Stanton, C.B.

American Consul, G Horstmann, Esq.

English Church Service, (C.C.C. Soc.) twice every Sunday in the Odeon; a new church is projected: Chaplain, Rev E. D. Blomefield, M.A.

Medical—H. Ranke, M.D., M.R.C.S. Eng. Dr. Gabe de Massarellos, 35, Maximilian Strasse; speaks English.

Apothecary.—The St. Anna Apothek, Maximilian Strasse.

Hired Servants (valets de place) by day.

Theatres.—Hof Th. for opera; Residenz; Volks.

Cab Fares.—*Two horse Carriage* (Fiaker or Zweispänner) for 1 to 4 persons—½ hour, 1 Rm.; ¼ hour, 2 Rm.; and so on. *One horse Carriage* (Droschke or Einspänner) ½ hr., 50pf.; ¼ hr., 1 Rm. Cabs, called droschken at the various stations.

Conveyances.—Rail, pp. 78, 107, 122, 127, 150, 196, etc. Innsbruck may be reached by rail, or by way of the Lake of Starnberg and Partenkirch; or by the Tegernsee, Baths of Kreuth, and Achensee. It passes the Ammerthal, leading up to **Ober Ammergau**, where the Passion Play begins May 17, 1880, and is acted about weekly to the end of September. A New Theatre holds 4 500 persons mostly uncovered. Murnau, the nearest stat (p. 198) is 15 m. distant.

Starnberg—Hotels-Post; Pellet; Tutzingerhof. It stands on a pretty lake, 13 miles long, in view of the Bavarian Alps. Fare by Steamer up and down the lake, 2 Rm 50 pf. Near Holzkirchen (20 mls. from Munich), a branch road strikes off for the charming **Tegern See**. (Another way is by train to Schaftlach, thence by dil. 1½ h.) Hotels:—Guggenmos, Post, surrounded on the north by highmountains. Walks to an old Abbey converted into a Royal *Palace*, by Maximillian I, with a church containing frescoes.

Nassau.—*Stat.*—Pop. 1,200.—Inns.—Krone; Nassauer Hof.

This small capital of the former Duchy, 13 m. from Oberlahnstein, now annexed to Prussia (as Hesse-Nassau), is a charming spot for explorers of the picturesque Lahn Valley—the ruins of the numerous Castles of the Rheingau, the woods and prospects from different heights. It gives the royal family of Holland their second title (Orange Nassau), through Wolran of Nassau, 1180. Statue of Baron Stein; born at the old Castle here.

Conveyance.—Railway, see page 139.

Nauheim. (Prussia)—*Stat.* — Pop.—2000.

HOTELS: L'EUROPE; BELLE VUE; DEUTSCHER HOF.

This watering place is on the line from Frankfort to Cassel, (p. 146), 20 miles from Frankfort. The air is light and bracing, the environs are pleasing, and the extensive public grounds tastefully laid out. It has a handsome Kursaal, containing a spacious ball-room, restaurant, etc. [N.B.—The gaming table was closed 1872.] The springs are warm saline, and so rich in gas as to form a jet 40 ft. high. See the *Nauheimer Kurliste*.

Nordorney.—(Steamer 3 times a week, 6 to 8 hours from Bremen, 12 marks).

HOTELS:— BETHOBST, SCHMID. LOGIERHAUS.

Tariff of prices in hotels also private apartments.

Norderney is a flat island 2 miles long, 30 m. from Bremen, much frequented from June to October for sea bathing. Reading and bath-rooms. Boating excursions, &c.

Nurnberg or **Nuremberg** (Bavaria).—*Stat.*—POP. (1875) 90,017.

HOTEL DE BAVIERE (BAYERISCHER HOF), well situated, moderate charges.

HOTEL ZUM STRAUSS (Ostrich Hotel).—Excellent Hotel, centrally situated, entirely new, and furnished in the best style.

SCHLENK'S HOTEL OF THE GOLDEN EAGLE. Well situated. English spoken. Moderate charges.

ROTHES ROSS HOTEL.—This is an excellent old established house, highly recommended for its comfortable accommodation; good Italian Cuisine.

DEUTSCHER HOF; WITTELSBACH HOF, near the Station. CAFE:—Segitz.

Nürnberg, one of the oldest German towns, and the centre of trade between South and North Germany, on the Pegnitz, 64 miles from Wurzburg; where innumerable "Dutch" toys and fancy articles are manufactured. Notice the old walls and towers, and the carved oriel windows of the projecting houses in the quaint streets. St. Sebald's Gothic church (Prot.) has A. Krafft's Entombment and P. Vischer's beautiful bronze tomb of St. Sebald. The ancient Burg, or *Castle*, was the residence of the mediæval emperors, and afterwards of the mayors of the town. It has a Lime 800 years old. The church of Aegidius St. (Giles), rebuilt 1718, and called the New Church, contains an altar-piece by Vandyck.

OTHER OBJECTS OF ATTRACTION.—The fine old Town-Hall, with paintings by A. Dürer; also the the old prison-hole and the Reichsfeilte, where the regalia were kept. Dürer's House, in Dürerstrasse, No. 376, near Dürer's *Statue*, by Rauch, in the Milk-market. Landauer School of Art, in an old convent. The Frauenkirche, a small rich church; Schöne Brunnen Pillar, near the Gänsemarkt (Goose market), in which is the pretty Gänsemännchen Fountain, by Labenwolf, not far from the House of Hans Sachs. Church of St. Lawrence, built 1214-1477, with its west door, stained windows, and A. Krafft's carved *Ciborium* 64 ft. high. Churchyard of St. John, out of the town, with the tombs of Albrecht Dürer and Hans Sachs. Rosenau Tea Gardens. The **German Museum** (in the Carthusian Convent) of Early English paintings, casts, antiquities. Royal Gallery of German pictures in Moritz Kapelle (St. Maurice). Town Library in the Dominican Convent. Gewerbe (Industrial) Museum, in the Fleischebank. Grammar School, near the Melanchthon statue. P. Vischer's House, near the Theatre. Many private collections.

ENGLISH CHURCH.—Divine service every Sunday till October, in the Hotel de Baviere, at 11 a.m.

AMERICAN CONSUL Col. J. M. Wilson. Visa at the Consulate, 21, Spittlerthor-Graben, near Roseman.

LETTERS "POST RESTANTE" delivered at the Post-Office at the terminus, outside the town.

OMNIBUSES to the Hotels; charge 20 pf. (2d.).

CABS, ½ hour 1 person, 40 pf.; 2 persons, 60 pf.; 3 or 4 persons, 80 pf.

RAIL, see pp. 191, 196, 198, 202-204.

Offenburg (Baden). *See* **Black Forest.**

Oldenburg. —See **Bremen.**

Passau (Bavaria).—*Stat.*—POP. 12,500.—HOTELS:— HOTEL ZUM BAYERISCHEN HOF. HOTEL WILDERMANN. Both near the steam-boat pier.

Passau, on the Danube, 148 m. from Munich, beautifully situated at the junction of the Inn and Ilz; near the Austrian border, where luggage is examined. Notice the Cathedral; Church of Mariahilf; castle of Oberhaus, from which there are charming views; Jesuits college; the convent of our Lady of Good Aic, from which there is a splendid view. Pearl mussels are found in the Ilz. The scenery down the Danube from Passau to Linz, is a magnificent succession of defiles and mountain chasms covered with forests.

The **Bavarian Forest** (Bayerische Wald), between Passau and Furth (p. 232), 3 m. N.W., is a wild district of wooded hills, extending N. about 20 m. over the Bohemian frontier. Two of the highest points, the Arber and Rachel, about 4800 ft. above sea, lie near Eisenstein and Zwiesel, where a rail goes towards Pilsen.

CONVEYANCES.—Railway, see pp. 203, 210, and 223. Steamers to Linz and Vienna; to Linz in 4 hours; from Linz to Passau in 9 hours.

Pforzheim in Black Forest. See **Wildbad.**

Regensburg (in French, **Ratisbon.**)—*Stat.*—Pop. (1875) 31,487. HOTEL GOLDENES KREUZ.

A Bavarian town, and the Roman *Regina*, 60 m. from Nuremberg, beautifully situated on the Danube, where joined by the Regen. A ruined fortress blown up in the Thirty Years war, stands on the hill above. Here are about 20 old tower-like houses, and curious gable buildings; a Rathhaus, with the dungeons of former days, the torture chamber, with instruments of torture, as they were used as late as 1784; a Cathedral, restored in a magnificent manner; an old Church behind it, of great antiquity, in good preservation, Jacob's Kirche, or Scotch church, possessing a splendid restored porch of the 12th century is now the episcopal seminary. Omnibuses to the Walhalla once a-day; 2 p.m. return 6 p.m.; fares 80pf., time 1½ hour. A hired carriage, 1 horse, there and back 4 m. 25 pf.; with 2 horses 6 m. and 7 m.

The **Walhalla**, six miles north-east, near Donaustauf, is a fine, modern Grecian Doric temple, a copy of the "Parthenon," at Athens; the two buildings having the same proportions,

85 feet by 104 feet. It is finely seated over the valley of the Danube, and surrounded by hills covered by thick forests. Built 1830-42 for King Ludwig, by Klenze, as a "Temple of the Elect." i. e., of eminent Germans of all ages and classes; whose busts are collected here, from Heinrich der Finkler, (A.D. 936), down to Goethe and Radetzky. It is richly adorned with bas-reliefs, and ornaments in marble, bronze, and mosaic

STEAMERS.—Steamers daily in summer up the Danube (very slow and tedious) to Donauwerth in 1 or 2 days; scenery fine as far as Neustadt. Steamers to and from Ingolstadt, daily in summer. The Pass from Weltenburg to Kelheim is literally a wall of rock, with sharp curves. At the latter is K. Ludwig's Hall of Liberation, a temple, built 1863.

CONVEYANCES.—Rail., see pp. 194, 195, 202, 203

Pyrmont. See Prussian Sect.

Reichenhall.—*Stat.*—Pop. 3,000.—HOTELS: HOTEL LOUISENBAD.—First Class hotel, and excellent accommodation combined with moderate charges. J. A. Wassermann, proprietor.

HOTEL AND VILLAS BURKERT.

ACHSELMANNSTEIN.

Omnibuses wait on the trains Luggage is examined here. Visitors' tax, 6 Rm. for whole season.

A watering-place in Bavaria, 1 hour from Salzburg, 4 hours from Munich, in the valley of the Saal, in a fine part of the Bavarian Alps, among mountains 4,400 ft. to 6,500 ft. high; having a peculiarly mild climate.

During the season (1st May to 30th Sept.), as many as 5,000 invalids and 10,000 visitors come here. Furnished apartments and villas at moderate prices. Brine baths and baths of all kinds may be had. Many resident Medical men. *Church Service*, supplied by the Col. and Cont. Ch. Soc. Books, music, etc., at Stihler's *Library*; one of his guide books is entitled "Bad Reichenhall und seine Umgebung." *Reading-room*, bazaar, and gardens, at the lately remodelled Kurhaus, in the new suburb of Achselmannstein.

Here are the government Brunnhaus, or Forcing house (tickets to see it, 80 pf.) supplied from 12 or 14 salt springs; the Saline or Boiling house; and the Gradirhaus (for evaporating the salt). and its Fountains. A band plays at the Kirchberg Kurhaus across the river. In the well-wooded neighbourhood are many delightful walks and much romantic scenery; St. Zeno's old convent, now a school; with St. Pancras Chapel, and the Zweisel, among good points of view. Long conduits transport the brine to Berchtesgaden, Traunstein, etc.

RAIL—see p. 209. Through tickets from all the principal places in Germany.

Rippoldsau (Baden)—In the Wolfthal, in the Black Forest at the foot of the Kniebis, 2000 feet above sea; possessing valuable saline and chalybeate springs, with fine scenery. Göringer's hotel. Two hours' drive from Hausach (pp. 128, 136.)

Rostock.—*Stat.*—Pop. (1875) 34,172.—INNS.

HOTEL DE RUSSIE; STADT HAMBURG.

A port in Mecklenburg 80 m. from Lübeck, on the Warnow; and birth-place of Blücher, whose statue is in Blücher-platz. The 14th century Marienkirche has an altar by Rhode, an astronomical clock behind, and a memorial of Hugo Grotius, who died here 1645. Peter's Church, in the Altstadt, is surmounted by a tower 350 feet high. Old Rath-haus in the market place. Kepler was for a while professor in the University, which has been rebuilt. Its portand bathing-place is **Warnemunde** (9 m.) on the Baltic, at the mouth of the Warnow, as the name implies. HOTEL LINDENHOF. Old Gothic Church.

BRITISH VICE-CONSUL.—C. Lesenberg, Esq.

CONVEYANCES.—Railway, see page 173.

Rudolstadt.—See Prussia Section.

Saxon Switzerland See **Dresden.**

Schmalkalden.—See **Eisenach.**

Schwerin (Mecklenburg-Schwerin).—*Stat.* Pop. (1875) 27,989. HOTEL DE RUSSIE.

Capital of the Grand Duchy, 10 m. from Wismar, on lake Schwerin, & other lakes. Not ce Stihler's modern Schloss or *Palace*, on the lake, surrounded by parts of the 13th cent. Palace, a chapel, gardens, and Ranch's monument of Grand Duke Paul. A 14th cent Cathedral, of restored brick, containing the family tombs, and brasses from 1473. Government offices; large Grand Ducal stables or Marstall; a Picture Gallery, open 5 days in the week; and the Antiquarium, with a good collection of Wendish relics. Steamer up the lake, 14 miles. Rail, pages 156, 163, 173, 178.

Speyer or **Spires** (Rhenish Bavaria).—*Stat* — Pop. 13,700.—HOTEL:—WITTELSBACHER HOF RHEINISCHER HOF.

An old German city, and capital of the Bavarian Palatinate, 16 m. from Heidelberg. Remarkable buildings—Trinity Church; the Altpfortel; Palace in which the Protestants first made their famous protest before the Diet of 1529; the Museum; and the noble restored *Cathedral*, a fine specimen of German Romanesque; decorated with 32 beautiful fresco paintings, statues of Emperors, etc.

CONVEYANCES.—Railway, see pp. 131, 135, 138.

Strassburg or **Strasbourg** (Alsace or Elsass). —*Stat.* Pop. (1875) 94,346. HOTELS:—VILLE DE PARIS.—First-class, well situated, and well managed. See Advt.

HOTEL D'ANGLETERRE.—Opposite the Railway Station, kept by A. Goebel. Good accommodation; moderate charges.

HOTEL DE LA MAISON ROUGE, kept by Mr Freyss. Old-established hotel; well situated on the Grand Place.

HOTEL DE LA VILLE DE VIENNE.—Opposite the Station, near the Cathedral and the Post-office.

VIGNETTE; VILLE DE LYON.

BUFFET at the Station, within the fortifications.

OMNIBUS to Hotels, 50 pf. without luggage.

CABS.—Drive in the town, 60 pf.; ½ hour 60 pf. Luggage 20 pf.

POST OFFICE, in the Schloss Platz.

CHURCH SERVICE at the English Chapel, 1 Munsstrasse; supplied by Col. & Cont. Ch. Society.

Strassburg, 100 m. from Bâle, 1 m. from the Rhine, on the small river Ill, was a free Imperial city till surprised 1681, during peace, by Louis XIV. It was ceded to France by the Peace of Ryswick

in 1697. The Fortifications and citadel, a regular pentagon) were built by Vauban, 1682. In the late war it was invested by the Germans, 10th Aug., 1870, (the bridge of Kehl having been blown up by them, 23rd July, at the outbreak) and the bombardment began on the 19th. The Library was set fire to on 30th Aug.: and on 22nd Sept. the Theatre was burnt with 300 persons in it. On 28th Sept., General Uhrich, its defender, surrendered with 400 officers and 17,000 men.

The splendid *Cathedral* was fortunately spared. Its spire 468 ft. high, ascended by about 560 steps, ranks next to St. Nicholas, Hamburg, and is 7 ft. higher than the Great Pyramid. It is of stone, cut sometimes with the delicacy of lace; was planned by Erwin of Steinbach, and completed by his brother John, in 1318. Notice a rich West door (restored by G. Klotz), with 14 statues and window; Hammer's pulpit; and an astronomical show-time (when in good order) the revolutions of the heavenly bodies. St. Thomas's 13th cent. Church has Pigalle's fine tomb of Marshal Saxe; and the New Temple, rebuilt 1871, of the same time, had a tomb of Tauler, the Dominican. At the Academy is a good Museum, Lyceum in Schloss Platz. New Theatre, in Broglie Platz. Statue of Lezay—Marnesia near old Prefecture.

Strassburg claims the discovery of printing, by Gutenberg, 1436; his statue stands in Gutenberg Platz. The University, abolished 1794, was re-opened 1872 in the old Episcopal palace; and the restored Library contains 400,000 volumes.

On Kleber Platz is a monument to Gen Kléber, a native. There is a tobacco factory. The paté de foie gras and beer are noted.

Railway, see pp. 64, 73, 74, 76-8, 107, 120, 125, 132, 137, 194, 200. Route to London, via Metz, Luxemburg, Namur, and Brussels, is the shortest and cheapest: p. 106.

Strelitz (Neu) or New Strelitz.—*Stat.*—Pop. (1875) 8525. HOTEL:—

The modern capital of the Duchy of Mecklenburg-Strelitz, on Zirkar Lake, 26 m. S. of New Brandenburg; built since a fire 1733, in the shape of an 8 pointed star. Here are the Ducal Castle and menagerie; a college; theatre; and a good *Museum* of Wendish antiquities; with Rauch's statue of Q. Louisa of Prussia. The Arsenal is at *Old Strelitz*, at Lake Zollern. The Duke is styled Prince of the Wends or Verds, and is of ancient Slavonian blood. One Wendish mark is *itz*, as in Strelitz (above) and in Leibnitz, the name of the philosopher. Rail to Neubrandenburg, p. 177.

Stuttgart.—*Stat.*—Pop. (1875) 107,273.—

HOTEL MARQUARDT.—This splendid establishment cannot be too highly recommended.

ROYAL, near the Station; KÖNIG VON WÜRTEMBERG; ADLER in the Market Platz; HIRSCH, Hirschstrasse; KRANZ; HOTEL PENSION RUTHLING.

PENSION HAUSSMANN.—27, Blumenstrasse.

HOTEL AND PENSION HOWITZ.—8, Schillerstrasse. See Advt.

RESTAURANTS: Marquardt; Tivoli, Militärstrasse; Bier Garten, in the Park.

Capital of Würtemberg, and seat of the Court, 57 m. from Carlsruhe, in a beautiful spot, with good mineral waters, and every thing requisite to make a residence agreeable in both summer and winter. Mean temp. 30° (Jan.) to 67° (July).

PRINCIPAL OBJECTS.—King's New Palace, or Residenz *Schloss* (1 to 3 p.m., 1 m.), a fine building, erected 1746-1806: has 365 rooms, many frescoes and statues, a Bacchante of Thorwaldsen, a Gladiator of Canova, a good stud, and casts; with charming gardens, which are 2 miles long. Old Palace (1570) and Duke Eberhard's statue. Theatre, adjoining the Palace. The Jubilæum Saule, or King William column of granite, 60 feet high, erected 1841. The *Stiftskirche*, a Prot. Collegiate Church, begun 1419, having a portico with bas reliefs, statues of Counts of Würtemberg, stained glass, and an organ of 64 stops. St. Leonard, Spital, and St. John, all Gothic.

Königsbau, a building (1856-60) ¼ mile long, containing a coffee-house, the Bourse, and the concert-hall. Statue of Schiller (1839), by Thorwaldsen, in the square by the Royal Palace. Good collections of natural history, in Prinzessin Palace; Library, opposite the Schloss.—Collections open 2 to 3 p.m., Sunday, 11 to 1; library, with 300,000 vols., 9000 bibles in 50 languages, 2400 early printed books, with coins, etc., open 10 to 12 and 2 to 5 p.m. The *Museum of Art*, open free Mon., Wed., Fri., 10 to 12 & 2 to 4; other days, 24 krs.—Sculpture, by Thorwaldsen, Dannecker, Rauch, and Schwanthaler; with a Picture Gallery in 4 Rooms of old and modern works. Musterlagen or Industrial Museum. Polytechnikum, and the Building Trades' School (Baugewerkeschule), two handsome modern Italian piles, in the Stadtgarten or Town Park, in the Alleen-platz.

TRAM through the chief streets, to Berg. Droschken, ½ h., 1 horse, 1 to 4 persons, by tariff.

EXCURSIONS to Rosenstein Palace with frescoes of Kaulbach, statues of Dannecker: & Cannstadt.

H. B. M.'s CHARGÉ D'AFFAIRES—G. Petre, Esq.

AMERICAN CONSUL—G. Culien Esq.

ENGLISH CHURCH SERVICE (S.P.G.)—Rev W. G. Parminter; at the English Church, in Olgastrasse. It has a fine window.

Rail. pp. 78, 107, 133, 135-7, 191, 193-4, 210.

Tegern See.—See **Munich.**

Thale.—*Stat.*—HOTEL:—Zehnpfund, (Ten Pounds.) In Brunswick, 56 m. from Magdeburg at the mouth of Bodenthal, a good place for excursions in the Harz. Rail, see pp. 154, 158, 160, 166.

Tharandt.—*Stat.*—Pop. 1,800.—HOTEL:—

DEUTSCHES HAUS.

A watering-place in Saxony, 25 m. from Dresden, at the junction of three valleys, much frequented during summer.

CONVEYANCES.—Railway to Dresden. See p. 203.

Treves, or Trier.—See page 412.

Ulm.—*Stat.*—Pop (1875) 30,222.—HOTELS:—

HOTEL DE RUSSIE.—An excellent hotel for families and gentlemen, close to the station. See Advt.

HOTEL EUROPÄISCHER HOF; KRONPRINZ.

Droschken from the railway station to the hotels.

An old Swabian town in Würtemberg, 58 m. from Stuttgart, on the Rhine, with a bridge to

New Ulm. The large Gothic *Cathedral*, begun, 1377, is 420 ft. by 165 ft., & has richly carved doors, pulpit, tall ciborium, font and altar piece, with stalls, by J Syrlin, and a great organ. There are two Churches; and a 16th cent. Rathhaus, near the New Ban or public offices. The Citadel with 30,300 men under Mack, surrendered to Napoleon, 1805. Wieland was born at Biberach, 23 m. distant. Rail. pp. 191-5, 200.

Waldshut (Black Forest). See p. 439.

Walhalla.—See **Regensburg.**

Warnemünde.—See **Rostock.**

Weilbach—In Nassau. A valuable sulphur spring, one mile from Flörsheim (p. 128), on the Taunus Rail.; useful in hæmorrhoidal complaints. Extremely quiet. Good hotel accommodation.

Weimar.—*Stat.*—Pop. (75) 17,422—HOTELS: DE RUSSIE; ERBPRINZ; ADLER.

BOARDING-HOUSE of Mrs. A. Fritz, very respectable & comfortable. Omnibus from station.

Capital of the Saxe Weimar Duchy, 31 m. from Gotha, on the rail from Eisenach, and the Ilm, built in a plain but antique style. Under Ch. Augustus, from 1776 to 1832, it was the home of Schiller, Göthe, Wieland, and Herder; whose statues are shown, with the houses of Schiller and Göthe. Good Theatre. Picture Gallery, open Thursdays 10 to 1. The Church, built 1400, has a fine "Crucifixion" by Cranach. The Grand Ducal Palace, in a beautiful Park; admission 10 to 6, 1m. Grand Ducal library—143,000 vols., 9000 maps; admission 1 m. Good Maps are published at the Geographical Institute; and geographical and statistical works, at the Landes-Industrie Comptoir. Rail pp. 170-3.

ENG. CH. Service (S.P.G.)—Rev. Dr. Beckett, at the Burgher Schule, Karls Platz; at 11 and 3.30. Holy Communion, twice monthly.

Weissenburg.—*Stat.*—Pop. 7,000.—HOTEL: HOTEL DE L'ANGE.

An old city in the Bavarian Palatinate, on the Lauter, 42 m. from Strassburg; having a fine Gothic Abbey Church, and a Museum in the restored Cloisters. It is the scene of the first battle in the war of 1870, when the Crown Prince defeated MacMahon's forces, 4th August. Here are remains of the Lines raised by Villars in the War of Succession, 1705. About 15 miles S.W. is **Woerth**, where MacMahon was defeated by the Crown Prince. General Frossard was defeated at **Forbach** and **Spicheren** the same day.

CONVEYANCES.—Rail, see pp. 76, 78, 138.

Wildbad.—*Stat.*—Pop. 3,000.—HOTELS:—HOTEL KLUMPP.—A large first-class hotel. HOTEL BELLE VUE, with every English comfort. POST; HOTEL DE RUSSIE.

In Würtemberg, 64 m. from Stuttgart, in the Enz valley, in the Black Forest; and noted for its mineral Baths, at the new Curhaus, which are efficacious in paralysis and chronic rheumatism. By Rail., via **Pforzheim**, p. 137, 193.

ENGLISH CHURCH SERVICE.—Rev. W. Ludlow, M.A., at the English Church.

Wildungen, in Principality of Waldeck. PENSION, Villa Schreiber-Hemmerich, opposite the Casual. Bad Wildungen has mineral springs, like those of Vichy, good for diseases of the kidneys; in a healthy and picturesque spot, among hills and forests, not far from Cassel. Annual visitors 2000. Above 300,000 bottles a year are exported. Coach, from Wabern Stat. (8 m.) p. 146.

Wilhelmsbad.—*Stat.*—HOTELS:—THE DUCAL PALACE; BATH HOUSE; KURSAAL.

A charming watering place in Hesse, 15 m. by rail from Frankfort-on-the-Main. Rail, p. 149.

Wilhelmshafen, or **Yade.**—*Stat.*—Pop. 1800. HOTEL KRONPRINZ. The chief German naval port on the Oldenburg rail, 21 m. from Oldenburg (p. 150); in a flat part of an estuary (20 m. by 12m.) of the North Sea, bought of Oldenburg 1854. It has a harbour fit for large ships; three dry docks, and two slips.

Wolfenbuttel—*Stat.*—Pop. 10,000.

HOTEL:—KUNST'S HOTEL.

In Brunswick, on the Ocker 7 m. from Brunswick, and noted for its *Library* (400,000 vols. and 6,000 MSS). Here is Luther's Bible with notes in his handwriting; his wedding ring, doctor's ring, spoon, drinking glass, and likeness by Cranach. Lessing was librarian here.

Rl. to Brunswick & Harzburg, pp. 149, 160, 167.

Wurzburg.—*Stat.*—Pop. (1875) 44,984.

HOTELS:—HOTEL KRONPRINZ, Proprietor, J. Ammon. First Class Hotel, well situated near the Station. See Advt.

HOTEL DE RUSSIE.

FRANKISCHER HOF; ADLER: WEISSER SCHWANN; WITTELSBACHER HOF. "Try the Leisten wine"

In Bavaria, on the Main, 56 m. from Aschaffenburg; once a seat of the German primate. Fine public and other gardens; with 30 churches. Notice the old Cathedral; the fine Church of the Augustinians; the royal (formerly episcopal) palace; Julius Spital; Marienkirche; the Citadel; and the old Scotch Church, a pretty Gothic edifice on a height across the Main, now a storehouse. Dépôt for Franconian wines.

CONVEYANCES.—Rail, pp. 135, 147, 196 7-8. To **Rothenburg** (p. 195), 41 m., a picturesque old free city, on the Tauber (pop 6,000; Hotels: Schwalb, Lamm); having a Gothic Rathhaus, and St James's fine restored Gothic Church (carved work and paintings by F. Herlen).

Zweibrucken or **Deux Ponts** (Rhen. Bavaria)—*Stat.*—Pop. 7,000. HOTEL: Pfalzer Hof. On the Erbach, here crossed by two Bridges (whence the name), 31 m. from Landau; once a Duchy held by Ch. of Sweden, whose Palace is now a Church. Here the Bipontine edition of the classics was published. **Pirmasens** (pop. 11,000), 12 m. distant, has a great trade in leather. About 200,000 hides are tanned, and 12 million pair of shoes made yearly. Rail, p. 146.

Zwickau.—*Stat.*—Pop. (1875) 31,491—HOTELS: TANNE; POST; ANKER.

A picturesque town in Saxony, 58 m. from Leipsic (p. 187), on the Mulde. The Gothic Marienkirche, built 1453-1536, has a fine altar-piece, by M Wohlgemuth (1479). Luther often ascended its high steeple to enjoy the fine prospect.

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PRUSSIA.

PRUSSIA—formerly a duchy, now an extensive kingdom of the first rank and head of the German Empire—was formed on the ancient electoral possessions, as a nucleus, by means of successive territorial acquisitions made at the expense of her neighbours after many costly wars, particularly in Poland, Westphalia, and the Rhine. It had for its original inhabitants the Slavi, or Sarmatæ, on the E. and N.E.,—the Vandals on the shores of the Baltic, to the N. of Pomerania—and the Suevi (who give name to Swabia), in the remainder of the kingdom. Her part in the campaigns of the earlier portion of this century is well known, especially in the campaigns of 1814 and 1815. At the Congress of Vienna (1814), Prussia had secured to her the restitution of the provinces formerly wrested from her, excepting part of Poland, united to the Duchy of Warsaw; and for this small sacrifice she was amply indemnified by the concession of such territories in Saxony and the Lower Rhine, as were deemed consistent with the stability and security of the balance of power in Europe. And thus we behold Prussia, after a series of unparalleled changes in another direction, again taking her station among the first sovereign states of Europe, as firm and stable as in the days of Frederick the Great—and with a territory and population far exceeding any thing he could boast of. Her political supremacy as head of the German nation, under the leadership of Bismarck, was furthered by the victory of Sadowa or Königgratz, 3rd July, 1866, against Austria; confirmed by the astonishing events of the war of 1870-1 against France (see p. 349); and consummated by the election of King William as German Emperor at Versailles, on 18th January, 1871.

William I., German Emperor and King of Prussia, was born 1797 (son of Frederic-William III.), married 1829 and has issue, Frederic-William, Prince Imperial and Royal, born 1831, and married, 1858, to Victoria, Princess Royal of England.

German Empire, as finally settled in May, 1871, comprises 26 States, in the order of precedence indicated by the *numbers* and divided into North and South Germany by the River Main, as follows:—**North German States.**—1, Kingdom of Prussia. 3, Kingdom of Saxony. 7, Grand Duchy of Mecklenburg-Schwerin. 8, Grand Duchy of Saxe-Weimar-Eisenach. 9, Grand Duchy of Mecklenburg-Strelitz. 10, Grand Duchy of Oldenburg. 11, Duchy of Brunswick and Luneburg. 12, Duchy of Saxe-Meiningen and Hildburghausen. 13, Saxe-Altenburg. 14, Duchy of Saxe Coburg and Gotha. 15, Duchy of Anhalt. 16, Principality of Schwarzburg-Rudolstadt. 17, Principality of Schwarzburg-Sonderhausen. 18, Principality of Waldeck and Pyrmont. 19, Principality of Reuss (Elder line). 20, Principality of Reuss (Younger line). 21, Principality of Schaumburg-Lippe. 22, Principality of Lippe-Detmold. 23, Free Town of Lübeck. 24, Free Town of Bremen. 25, Free Town of Hamburg. 26, Alsace-Lorraine, annexed to the Empire, 1871. **South German States.**—2, Kingdom of Bavaria. 4, Kingdom of Würtemberg. 5, Grand Duchy of Baden. 6, Grand Duchy of Hesse-Darmstadt. The Imperial Parliament consists of a Bundesrath of 58 delegates from the respective States, and a Reichstag of 382 members elected by ballot. IMPERIAL REVENUE (1880) 2·½ millions sterling, chiefly from Salt, Tobacco, Spirits, Customs, Post, and Telegraphs; Debt 12 millions. NAVY—70 steamers, 19 being iron-clads. ARMY—420,000 in peace; and nearly 1,300,000 in war; in 18 corps. RAILWAYS, 1878, about 19,650 miles. TELEGRAPHS, 37,260 miles.

Population.—Total of the German Empire (1876), 42¾ millions; of whom 30½ millions are in North Germany; 25¾ millions belong to Prussia. 1¼ million to Alsace-Lorraine; 25½ millions are Protestants, and 14⅝ millions Catholics. This is exclusive of 10 million Germans in the Austro-Hungarian Empire, now shut out from the new political Germany. Area 216,000 sq. miles.

The **Kingdom of Prussia** is situated in the northern part of Germany. It is bounded on the N. by the Baltic Sea, Denmark, and the Duchy of Mecklenburg; on the E. by Russia and Poland; on the S.E. by Austria; on the S. by Saxony and the Saxon Duchies; on the S.W. by Bavaria and part of France; and on the W. by France and the Netherlands. Previous to 1866, some parts of the kingdom were small detached portions, entirely insulated by the dominions of other powers. There was no communication between the eastern and western provinces, without passing through the States of other princes. It is now more consolidated; and is divided as follows:—Prussia, Posen, Brandenburg, Pomerania, Silesia, Saxony Westphalia. Pop. (1875), 25,742,662, and the area in square miles 137,000. Revenue (1879), 35½ millions sterling; Debt, about 55 millions. The Government is a Constitutional Monarchy since 1850. The State Religion called *Evangelical*, is a fusion of Lutheranism and Calvinism. Its surface is generally flat, except a part of the Harz Mountains, in the province of Saxony. The volcanic districts in it are the Lower Rhine, and the Riesengebirge, on the S.W. confines of Silesia, and some other mountains in Westphalia. Along the Baltic the winter is long. It is also severe in Silesia, contiguous to the Carpathian Mountains.

Commerce.—Exports consist principally of corn, wool, timber, Westphalian hams, zinc, flax, bristles, salted provisions, and other articles of raw produce; with linen and woollen cloth, silk wares, iron and hardware, jewellery, watches, and wooden clocks; Prussian blue, spirits, beer, &c. The Imports are sugar, coffee, and other coloured products; raw cotton, and cotton twist and stuffs, indigo and other dye-stuffs, &c. Of late years the steel manufacture of Prussia has risen to high importance, besides the manufacture of locomotives; and the cotton manufactures of Elberfeld are far ahead of France, and almost equalling those of England. The steel works of Krupp, at Essen in Westphalia, are of world-wide reputation. A Zollverein, or Customs Union, comprises the States

of the Empire and Luxemburg. The Imports and Exports from and to England (1878) are 29 and 23½ millions sterling.

Education.—In Prussia, the State imposes on all parents the strict obligation of sending their children to school, unless they can prove that they are giving them a competent education at home. Neglect of this duty exposes the parents or guardians to imprisonment or fine. German is spoken by all, except some Polish peasants in Posen.

Custom-House.—(*Zollhaus.*)—Baggage examined at the frontier places of Aix-la-Chapelle, Cologne, Emmerich, Eydtkühnen, Kaldenkirchen. The search is strict, but the officers are civil and alert.

Money.—See page 432, for New Imperial German System. Up to 1872 the Monetary System in North Germany (as above) was as follows: 12 pfennigs=1 Silber groschen=1d. 1-5th; 30 Silber groschen=1 Thaler=3s. In South Germany (as above) the system was as follows:—1 kreuzer=¼d.; 60 kreuzers=1 florin=1s. 8d. In North Germany the Old Bank Notes were 1, 5, 10, 25, 50, and 100 Thalers; and for 1, 2, 5, 10, 25, 50, and 100 florins in South Germany. The New Imperial Bank Notes for the whole of Germany are for 100, 200, 500, and 1000 Reichsmarks, or a multiple of 1000 Reichsmarks. Sovereigns usually pass for 20 m. at the hotels; but they will sometimes give 20 m. 20 pf. In London, the changers give 20 m. 30 pf.

Railways.—Admirably managed; the fares are low; the carriages elegant and convenient; and the train service is excellent. The 1st class carriages are scarcely ever used; 2nd class throughout Prussia being fully equal to the best 1st class carriages in England. Non-smokers and ladies will find reserved compartments. The fares for the four Classes, generally speaking, double their rates from the lowest to the highest.

Post Diligences.—(*Eilwagen.*)—These are Mail Coaches, conducted by government officials. All the seats are numbered. Rate of travelling 6 miles per hour; 30 lbs. of luggage may be taken free of charge, and 20 lbs. more if paid for. Every package must have name of owner, and place to which he is going. No outside passengers. Throughout the whole German Empire (Wurtemberg and Bavaria excepted, where the rate is less by about two-fifths), the Fare by Diligence and Post-coaches is 10 pf. per Kilometer, or 1½d. per English mile.

Measure.—German Mile, 8,096 yards, or 4½ miles English but railway distances in Germany and Austria are now measured by the Kilometer of 1094 yards—6-10ths of an English mile.

Electric Telegraph.—Telegram to U Kingdom, 4d. a word.

Postage.—Letters to England 20 pf.; to Prussia and Germany *viâ* Belgium 2½d. under ½ oz.; newspapers, 1d. for 4 oz.; books, 1d. for 2 oz. Money Orders issued at 9d. for £2. Letters above 50 grammes (1¾ oz.) containing any other enclosure than paper are charged freight.

Routes.—**1. Berlin via Hamburg** and by the Manchester, Sheffield and Lincolnshire Railway Company's Steamer from Grimsby; see advertisement, page 703.—**2. Berlin via Hamburg.**—By the Hull Steam Packet Co's and Lofthouse Glover, and Co.'s Steamers from Hull; see Steamer List.—**3. Berlin via Harwich and Rotterdam.**—By Great Eastern Railway; see page opposite Cover.—**4. Cologne via Dover and Ostend.**—Main route in 15 hours; Berlin and Hamburg in 27. See advertisement, page 693.

DESCRIPTIONS OF PLACES.

Aix-la-Chapelle (*Germ.* **Aachen**, in Westphalia).—*Stat.*—Pop. (1875) 79,696. HOTELS:

HOTEL DU GRAND MONARQUE, (Dremel's Hotel), first-rate in every respect, a splendid establishment admirably conducted, large airy rooms, & charges reasonable. A large new bath-house, supplied direct from the mineral springs, is attached to the Hotel, which is a great convenience and luxury for travellers. Mr. Dremel speaks English.

HOTEL NUELLENS.—First-rate, fare excellent charges moderate, airy and delightful situation, facing the Elisa Fountain with its garden and public promenade. Mr Dremel the proprietor is able to offer families and gentlemen superior accommodation. See advert.

NEW KAISERBAD BAINS DE L'EMPEREUR, or EMPEROR'S BATH—very superior establishment.

DUMONT'S old established and excellent family hotel is situated opposite the Baths.

HOTEL DU DRAGON D'OR, close to the Kursaal and principal Bath Houses; prices reasonable.

HOYER'S IMPERIAL CROWN HOTEL, and HOYER'S UNION HOTEL, belong to the same proprietor. Both good houses, and moderate in their charges.

H. DU NORD, opposite Rhen. Rail Stat. See advt.

HOTEL BELLE VUE.

CABS—the drive, one person without luggage, 60 pfg.; for each person more 20 pfg. Luggage above 10 lbs., 30 pfg. each article. For 2 persons, ½ hour 1 mk. 30 pf.

English newspapers at Mayer's Library.

POST OFFICE AND TELEGRAPH, Jakob Str.

Aachen, Aix-la-Chapelle, a summer and winter resort, under low wooded hills, 44 m. from Cologne; the Roman *Aquisgranum*, and the favourite seat of the Emp. Karl or Charlemagne, who died here A.D. 814. Its hot sulphur Springs (96° to 136°) in the heart of the town, and at **Burtscheid** or **Borcette** (167°) in the suburbs, are good for skin diseases, rheumatism, gout, contractions, syphilis, etc. The water from the Emperor's spring (Elisenbrunnen), is exported.

Hotel, at each of the 8 springs, less d by the town and open all the year. The upper springs are hotter. They taste like the washings of gun barrels, and contain much common salt, carb. of soda and gas. Season May to October. No cure-tax payable. About 30,000 visitors come here in the year. There are 60 resident doctors

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Burtscheid (pop 11,000), has 10 hotels, a large bath-house, old Church, and springs so plentiful as to run down the streets. Kochbrunnen, (the hotte t) is a saline hot sulphur spring.

Music at the Curhaus and Assembly Rooms near the Rosenbad, etc.; subscriptions for the month, 10½ mk. Theatre, for drama and opera.

OBJECTS OF NOTICE.—A restored Gothic Rathhaus built 1353-76, on the site of the Emperor's palace (of which it incorporates a tower), having Rethel's frescoes of scenes in the Emperor's history. *Cathedral*, an irregular pile, containing an ancient Romanesque octagon (finished 796), and a Gothic choir (1353-1413) with rich stained windows. Here 37 Emperors were crowned down to 1531. It has a Roman sarcophagus, Charlemagne's throne, his remains (in the Treasury) and other relics. St. Mary's new Church; near the War Memorial of 1866 and '71. Old Kornhaus, having Rich. of Cornwall's Curia built 1267, and statues of the Seven Electors. Museum, and Library 1 mk.), in Comphausbad-Strasse. Rhenish-Westphalia Polytechnic High School, with an Aerolite, said to weigh 7000 lbs. Hospital, under Weingartberg, with the Mariahilf or Town park. Belvedere on the Lousberg.

Excursions to Frankenburg Tower, Trimhornwood, Carlshöhe (view of town), Wilhelmstein, the Abbey Church of Cornelimünster, and Gileppe. Cloth and needles are made.

ENGLISH CHURCH (S.P.G.)—Anna Strasse; Rev. Ch. le Coëtlogon, Chaplain, 69, Hochstrasse. Services on Sundays at 11.45 and 7; holidays at 11. Holy communion, 1st & 3rd Sund. in the month, and on high festivals.

MEDICAL.—Dr. Schuster and Dr. Schumacher II., who speak English. Dr. Hall English Physician & Surgeon (see Cologne). Dr. Lersch is Med. Inspector at Aachen and Burtscheid.

CONVEYANCES.—See pages 89, 90, 105, 120, 140.

Altona.—See Schleswig-Holstein, Special Edit.

Bad-Oeynhausen.—*Stat.*—Pop. 2,000.—HOTELS:—HOTEL VOGELER; VICTORIA.

This attractive watering place, near Rehme (p. 146) 9 m. from Minden, in a fresh and healthy spot, dates from 1846, when a spring of hot saline water (93° Fahr.) was opened from a depth of 2220 ft. It has a handsome Kursaal and park, bathing houses, ladies' school, two railway stations, &c. The springs are rich carbonate, and are especially valuable in rheumatic and nervous diseases. The village (1 m. long) extends to Neusalzwerk, the works belong to the Prussian Crown. Charming views of the surrounding country, as far as the Weser Mountains. Excursions to the Porta Westphalica (Gate of Westphalia), near Porta station, formed by the cliffs of Wittekind and St. Jacob, 800 ft. and 700 ft. high; and to the valley of the river Weser; with its ruins and castles.

RESIDENT PHYSICIAN.—Dr Säuerwald.

CONVEYANCES.—Rail to Minden, Berlin, Cologne &c. see pp. 116, 117, 158, 166. Steamers on Weser.

BERLIN.—*Stat.*—Pop. (1875) 968,634; or 1,105,398 with environs. (*Map in Special Edition.*) The pop. without environs in 1878: 1,030 000.

HOTELS:—On or near the Linden Promenade. For internal decoration and goodliving they much resemble some of the first hotels in Pairs "Strasse" (str.) is street.

HOTEL DE RUSSIE, excellent first class family hotel, well recommended.

HOTEL DE ROME, one of the largest and best hotels in the capital.

HOTEL ROYAL, a first-rate Hotel for all classes of travellers; excellent English cuisine.

HOTEL D'ANGLETERRE, Place an der Bauscademie, situated in the finest part of the town.

KAISERHOF H.—Vast, splendid first-class hotel, well situated, deservedly recommended. Lord Beaconsfield's residence at the Congress of 1878.

MARKGRAF'S HOTEL DE L'EUROPE, Taubenstr. 16, fine situation; moderate charges.

STE. PETERSBURG HOTEL, situated Unter den Linden. Good Table d'hôte at 4 o'clock.

HOTEL DU PARC; DU NORD, Unter den Linden; MEINHARDT, ARNIM: LINDEN; ROTHER ADLER; KRONPRINZ; SAXE: MAGDEBURG; ZERNICKOW.

HOTELS GARNIR: Busse, Klosterstr. 89; Scheibie, Markgrafenstr. 49; Schlower, Jägerstr. 17.

CAFES RESTAURANT.—Royal; Linden 76.

CONDITOREIEN (Pastry cooks) where newspapers are seen.—Josty; Stehely; Weiss, Jaegerstr. 38. BIERSTUBEN, mostly Restaurants—Wagner, Charlotterstr. 4; Braun, Leipzigerstr. 30; Kiansing, Zimmerstr. 80; Münchner Brauhaus, Johannistr. 14. *Best Shops* in Unter den Linden, Schloss Platz, Brinderstr., &c.

POST-OFFICE, Jäger-strasse; open 7 a.m. to 9 p.m. TELEGRAPH, Franzosischestr. 33b, and all Post-offices. Telgm. to U. Kingdom 4d. a word.

THEATRES.—Opera House in the Linden. Royal Schauspielhaus, in Schiller pl. 4. Fred. William Theatre, near Louisenstr., open at 6 and 6.30.

GUIDES.—Henry Schmidt, 6, Rossmarienstrasse and 70, Under den Linden. Albert Weber, 11, Invaliden Str. Speak English.

Notice to travellers on the Continent. Charles Riesel, 42, Jerusalem Street, S.W., Berlin. Tourist Office (Cook's style.) General information. Reduced price tickets for the most important places in Europe. Money changer. Publicity, &c. Hotel Coupons.

VALET DE PLACE, 3 mk. a day, 50 pf. the hour.

RAILROAD TERMINI.—Potsdam (in 40 min.), outside the Potsdam Gate; Leipsic, Magdeburg etc., the Anhalt Gate; Stettin, the Oranienburg Gate; Frankfurt-on-the-Oder, near Stralauer Platz; Hanover, before the Brandenburg gate. The distance from four stations to the centre of the city averages 1 m. Station for Frankfort-on-Oder, Konigsberg, &c., 2 m. from that for Cologne.

Information concerning through Tickets to Paris, London, and passages to New York, by the National Steamship Co, to be had at the Office of C. Messing, in the Potsdam Railway Station.

H. B. M.'s AMBASSADOR.—His Exey. Lord Odo Russell, Wilhelmstrasse 70. SECRETARY.—Sir J. Walsham, Bt. CON. GEN.—Herr G. Von Bleichröder.

AMERICAN MINISTER.—His Excellency Hon. Dr. Andrew White. SECRETARY.—N. Fish, Esq. AMERICAN CONSUL.—H. Kreismann, Esq.

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ENGLISH EPISCOPAL CHAPEL—Palace of Monbijou, Monbijou Platz. Services on Sunday at 11 a.m. Evening Service, 6 p.m., at No. 4, Schoenberger Str.; entrance from the garden. Sacrament first Sunday in month. Licensed Chaplain, Rev. R. Bellson, 109, Königgratz Str.

AMERICAN AND BRITISH UNION SERVICE, by ministers of all denominations, in the American Chapel, 5, Junker Str., every Sunday at 11½ a.m. Sunday School at 10 a.m.; and Bible Reading Meeting, 7½ p.m. BIBLE SOCIETY'S AGENT.—Rev. J. G. Davies, 31, Wilhelms Str.

MEDICAL.—Dr. Oppert, M.R.C.P., London, Lelozigerstrasse 128, hours 1½-2½ p.m. Dr. Fritsche, 22, Königgrätzer Strasse.

OPEN DROSKIES, one horse, stand in the streets. Fare for 1 or 2 persons in a Second-class Carriage, for 15 min. (¼ mile) 60 pfs., for half-hour 1 mk.; for 1 hour 2 m. For 3 or 4 persons, a little more. For 56 lbs. luggage, 25 pf. For 1 or 2 persons in a First-class Carriage, for 15 min., 1 mk., each 15 min. after 30 pf. (For the inner circle). Night fares Double.

OMNIBUSES ply from end to end of the city, and also in the suburbs. Fare 10 pf. outside; 20 pf. inside. TRAM, from Dorotheen Str. to Charlottenburg, and in other directions.

Capital of Prussia, and of the German Empire, 21 hrs. from London, on the Spree (200 ft. broad), 127 feet above sea; founded 12th cent., by the Margraves of Brandenburg on a sandy plain, in 52° 31′ N. lat., and 13° 24′ E. long. Mean temp. 28° (Jan.) to 66° (July). It is about 12 m. round, and has 10 quarters and 6 suburbs, 500 good wide streets, 17 short bridges, 58 squares, 15,000 houses, averaging 11 suits of apartments in each; besides 60 churches, 25 theatres, above 100 learned and artistic associations and upwards of 100 public schools. Manufactures of locomotives (Borsig's great works), cotton, silk, ribbons, porcelain, stone-ware, bronze, gold and silver ware, type, iron jewellery, straw-hats, artificial flowers, &c.

One bridge is the Schloss-brücke, at the top of Linden; another the Kaiserbrücken, of 8 arches, 315 ft. long, near the great Elector's statue. Water-works, near Stralau Gate. One Fountain by Hagen is a bronze of the Prussian rivers. The best view of it is from the obelisk on the Kreuzberg, the only hill here, about 100 ft. high. The oldest part is at Alt Berlin, near the Rathhaus, adjoining another old port called Cöln or Cologne, on the Insel (island) round the Schloss. Many ministerial and public offices are in Wilhelms-str. War Office in Leipzig-str. The square Zeughaus or Arsenal (17-6) contains models of ports, &c., near the Royal Guard-house, or Königwache (1818). The fine thoroughfare called *Under den Linden* (Under the Limes), with its many public edifices, runs from the Schloss, past the Frederick statue, to the Brandenburg Gate, which is 200 ft. wide. Near the middle are the Aquarium and the handsome Kaiser-Gallerie and Concert Room.

SQUARES.—The Lustgarten (pleasure garden), the largest, opposite the Schloss, and the Museums; with Wolff's equestrian statue of Fred. Wm. III (1871). Platz am Zeughaus or Arsenal square, with statues of Blücher, etc. Platz am Opernhaus, facing the large Opera House, rebuilt 1843. Schiller platz (Gensd'armen market) with Begas's statue of Schiller, facing the Schauspielhaus, or Royal Theatre, a Greek pile by Schinkel (1821); near the German Cathedral. Friedens-Saule or Peace Column, 197 ft. high. Belle Alliance Platz, where Friedrich str. (2½ m. long) and other str. ets meet; opposite the Königs-platz, with its Sieges-Denkmal, or Victory monument of 1870-1; a column 190 ft. high, besides a statue of 42 ft.—near Count Moltke's offices (general staff).

SCHLOSS OR ROYAL PALACE AND MUSEUMS.—The *Palace*, begun 1540, and gradually enlarged, is an imposing pile, in the Lustgarten, of two courts, 480 ft. by 285 ft.; with groups of the Horse Tamers and of *St. George and the Dragon* (Kiss's last work). Inside are the silver throne, in the Rittersaal, a picture-gallery, Rauch's Victory in the White Saloon, and a beautiful chapel. At the end of the garden are the Museums, Old and New. The *Old Museum* contains the Antiquarium, coins, etc., Sculpture Gallery (1000); and *Picture Gallery* including the Suermondt collection, 1874), of different schools. 1400 works in 37 rooms; and is a Greek pile, by Schinkel (1823), 281 ft. by 182 ft., marked by a rotunda in the middle, and an 18 col. colonnade, with *Kiss's Amazon*, Wolff's Lion, and frescoes by Cornelius. The *New Museum*, behind it, 344 ft. long, by Stüler, has Kaulbach's wall paintings in the Treppenhaus Hall, with Egyptian, Northern, and Ethnological collections (the last very rich), casts, engraving, an art-room, etc. Near this is the *National Gallery* for modern works, by Stüler; designed for pictures now on view in the Academy of Arts and Sciences, near at hand. *Rhein-berg Castle*, to which Fred. the Great (when Prince) was sent, is among pine-woods, 10 m. from Gransee Stat. (p 177.)

The Royal Library is a tasteless pile (1780), like a chest of drawers, having 700,000 vols. and 1,500 MSS., an album with six beautiful miniature portraits, by Lucas Cranach, and Gutenberg's Bible, the first book printed with moveable types. The reading-room is daily open; room for periodicals open 10 to 12, by ticket from the librarian. The University (founded 1809) is a large beautiful building, with the natural history museum, and zoological cabinet, open Tu., Fri., 12 to 2; by ticket. It has 100 professors.

OTHER PALACES.—*Emperor's Palace* (built 1846), by Langhans; near Rauch's fine equestrian *Statue of Fred. the Great* (1851). Crown Prince's Palace (1687), lately enlarged. Prince Charles's, in Wilhelms-platz, with a good *Museum of Arms* (daily). Prince Albert's, in Wilhelmestr., by Schinkel. Montbijou Palace, with a Historical Museum (daily) and English Chapel.

CHURCHES.—The best, by Stüler, Schinkel, etc., are modern. Cathedral, 337 ft. long, near the Schloss. New Church, or German Cathedral, in Schillerplatz. St. Nicholas, built 1223, the oldest here, having the grave of Puffendorf. Kloster-kirche, 13th cent., Gothic, restored. Marien-kirche, of 14th cent., tower of 29x feet. Dorothea ch., restored. St. Peter's, with a tower 315 ft. high, Werder ch., two towers by Schinkel. St. Mark

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(1858), a domed building; and St. Bartholomew, tower of 220 ft.; both by Stüler. Large Garrison Church, paintings by Begas, etc. R. C. Churches of St. Hedwig, 1 ks the Pantheon; and St. Michael (1856). French ch. in Schillerplatz. Synagogue a Moorish pile 318 ft. long.

OTHER BUILDINGS.—Reichstags-Gebäude (Hall of the German Diet), in Leipzig-str; near th. Herrenhaus, or Upper Chamber; and the Navy Office in Leipzig-platz. Chamber of Prussian Deputies (Abgeordneten Haus) in Dönhof-platz. Handsome Modern *Rath-haus*, or City Hall, in Königs-str., of brick (1870), with a tower of 274 ft., portraits, library, and banqueting room. Below it is the Rathskeller restaurant. Börse, or *Exchange*, a fine Renaissance pile by Hitzig (1863). Invalidenhaus (for soldiers), built 1748, by Fred. the Great, near the Warriors' Monument, an iron column, 120 ft. high. Scharnhorst's Military Academy, in Burg str. New Imperial Post Office. Jäger-str. Industl Academy of Models, &c. (1820). Bau-Academie (Architecture), and *Beuth-Schinkel Museum* (Tues. and Fri.), by Schinkel (1835). Agricult. Museum (Tues., Thurs., and Satur.), near the Botanical Garden. *Rauch Museum* (casts &c.), in the old Lagerhaus (daily). Royal Iron-foundry; Borsig's Engine-factory, near the Cemeteries. Fr. Raczynski's *Picture Gallery* (modern) in Königs-platz. Ravené Gallery (modern), near Dönhof-platz. Berlin Art Union (Künstler-Verein), in Kommandanten-str. Radziwill Palace (Prince Bismarck's) where the Congress of 1878 sat. Royal Charité a large hospital. Bethanien Hospital Prison, near the Uhlan barracks.

Industrial Exhibition, on 15 acres, near the *Thiergarten*, the great public resort of Berlin, which has statues of Fred. Will. III, and his excellent Queen Louisa. It is a wood of birch, beech, oak; containing the Zoological Gardens, in which animals have room to move about. Tram past the Brandenburg Gate to **Charlottenburg** and Rail, p. 177 Pop. (1875) 23,900. The principal object is the Mausoleum in which are two beautiful figures of Fred. Will. III. and Q. Louisa, by Rauch. For Sans Souci, &c., see **Potsdam.** *Rheinsberg Castle.*—The Royal Museums and National Gallery are open daily (except Monday); on week-days the Museums are open 10 to 3, the Gallery 11 to 3; on Sundays, 11.30 to 2.30, and 12 to 2.

CONVEYANCES.—For Rail. pp. 112, 129, 142, etc.

From BERLIN to	Itineraries of the most Direct Routes from BERLIN to the following Alphabetical List of Towns.	ORD. FARES 1 class. £ s. d.	ORD. FARES 2 class £ s. d.	TIME Exp. h. m.	TIME Ordy. h. m.
1 Amsterdam	Minden, Oberhausen, p. 160, Emmerich, p. 114, Amsterdam, p. 113	2 13 8	2 1 0	14 0	19 30
2 Antwerp	Cologne, (No. 6), Antwerp, via Louvain and Malines, pp. 89, 86, 82, see Cologne Routes p. 423	3 3 8	2 8 4	17 3	26 0
3 Bremen	Hanover, p. 160, Bremen, p. 148	1 7 10	1 2 6	7 23	11 30
4 Brussels	a Cologne, (No. 6) Brussels, p. 89, see Cologne Routes, p. 423 No. 10m	3 2 4	2 7 2	16 23	27 0
	b Bleyberg-Dusseldorf (p. 140-143) ar. at Potsdam Rail. Sta., Berlin Hanover, (No. 11), Cassel, via Gottingen, p. 150	1 13 10	1 5 5	9 35	11 0
5 Cassel	Minden (No. 14), Cologne, p. 160	2 3 8	1 13 9	9 18	14 3
6 Cologne	Stettin, Stolp, Dantzic, p. 178	1 19 2	1 9 4	11 45	16 45
7 Dantzic	Via Roderau p. 176	0 14 4	0 10 6	3 10	4 15
8 Dresden	Via Hanover, p. 160, Cassel, p. 150, Frankfort, p. 147	2 9 10	1 17 5	11 40	19 30
9 Frankfurt-o-M	Via Wittenberge p. 165	1 3 0	0 17 2	5 15	7 0
10 Hamburg	Stendal and Hanover, p. 160	1 0 6	0 15 4	3 34	6 30
11 Hanover	Via Bitterfeld p. 176	0 13 2	0 9 9	3 0	4 45
12 Leipsic	a Hamburg, (No. 10). London direct in 48 hours, p. 312	3 8 0	2 6 2	—	—
	b Rotterdam, (No. 19), Steamer to London (in Summer)	2 17 10	2 14 0	—	—
13 London	bb Rotterdam, (19), Steamer to Harwich; Rail to London	4 7 2	3 1 9	25 0	—
	c Cologne, (No. 6), Brussels, p. 89, Ostend, p. 79, Dover, London	5 10 5	4 1 6	29 30	—
	d Cologne, (No. 6), Cologne and Calais	5 14 5	4 6 2	29 30	—
	e Dusseldorf-Bleyberg p. 140-143	6 1 —	5 7 10	—	—
14 Minden	Stendal, Hanover, p. 160	1 5 6	0 19 4	5 0	9 15
15 Munich	Via Leipsic, (No. 12), Hof., Bamberg, Nuremberg, p. 202	— —	— —	—	—
16 Paris	a Cologne, (No. 6). Cologne Routes, p. 424, (Express, 1st. £4 15s. 6d 2d £3 1s. 3d)	4 10 9	9 2	22 15	34 0
	b Dusseldorf-Bleyberg p. 140-142	— —	— —	—	—
1 Potsdam	See page 156	0 2 1	0 1 6	0 30	0 35
18 Prague	Dresden, (No. 8), Prague, p. 204	1 10 2	1 2 1	10 0	11 0
19 Rotterdam	Minden (No. 14), Rheine, 159, 113, Rotterdam, p. 113	2 13 10	2 1 6	12 25	19 45
20 Stettin	Direct See page 178	0 12 0	0 9 0	2 30	3 30
21 St. Petersb'rg	Rail to Eydtkuhnen p. 180, thence to St. Petersburg, p. 207	6 2 6	4 12 0	44 30	50 45
22 Vienna	Prague, (No. 17), Vienna, p. 204	3 4 6	2 8 2	19 15	24 30
23 Wildbad	Frankfort, (No. 9), thence rail to Heidelberg, p. 137, Carlsruhe, p. 133, to Pforzheim, p. 137, thence to Wildbad, p. 193	3 6 8	2 7 8	22 0	—

Bodethal and the **Rosstrappe**, on the north of the Harz or Hartz, near Thale station (p. 448), at the most beautiful part of the Harz district. Fine views of the valley of the Bode from the Rosstrappe (so called from the mark of a horse hoof) 1,339 ft. high, near Thale, and the Hexentanzplatz 1,525 ft. high. Over the range, to Hasselfelde, Ilfeld, and Nordhausen, 25 m. HOTEL ROSSTRAPPE, good centre, at the valley's mouth.

Brandenburg.—*Stat.*—Pop. (1875) 27,434 —INNS.—SCHWARZER ADLER. HOTEL DE BRANDENBURG Restaurant at the Station.

DROSCHKEN at the railway station.

Chief town of the old Electorate, 38 mls. from Berlin. The Katharinenkirche, built 1410 contains an antique font and a library. The Cathedral, in the Burg, on an island in the river Havel, possesses paintings by Cranach, a subterranean chapel, tombs of three Margraves, and some statues. Fine prospect from the Marienberg.

CONVEYANCES.—Railway, see page 154,

Breslau—*Stat.*—Pop. (1875) 239,050.

GOLDNER GANS; *Du Nord*, near the Railway; GOLDNER LOEWE.

Capital of Silesia, on the Oder and Ohlau. 205 m. From Berlin. The old fortified walls are turned into a promenade.

OBJECTS OF ATTRACTION.—The brick Cathedral, erected 1170, Kreuzkirche, on the site of a much older church, with a remarkable monument of Duke Hen. IV., and a bronze relief of John of Breslau, 1496, by Peter Vischer: the handsome St. Elizabeth church, with the highest tower in Prussia (364 ft.), built in the 9th century; church of our Blessed Lady on the Sand, having a beautiful interior; the Great Ring, in which is the mediæval Town hall; Blucher-platz, and a bronze statue of Blucher; Tauentzien-platz, with statue of General Tauentzien. The University, brought (1811) from Frankfort-on-the-Oder (710 students), has a Museum of natural hist. and Library of 25,000 vols. Breslau was taken by the French, 1807.

BRITISH VICE-CONSUL.—H. Humbert, Esq.

AMERICAN CONSUL.—H. Dithlar, Esq.

CONVEYANCES.—Railway, see pp. 151, 152, 156, 159 174, 178, 182–7, 189, 224 228–30, 289.

Bromberg (*Polish* **Bydgossez**).—*Stat.*—Pop. (1876) 31,310. HOTELS:—MORITZ; RIOS.

A well-built commercial town and seat of the provincial government, on a sandy hill over the Brahe, 31 m. from Posen; from which the Bromberg Canal was cut to the Ne ze and Vistula by Fred. the Great, whose statue is in the Market place. Here are a College and Salt Factory.

RAIL to Thorn, Warsaw etc; see p. 156, 176.

Brunswick.—(Germ. **Braunschweig.**) *Stat.*—Pop (1875) 65,938.—HOTELS.—BLAUER ENGEL; DEUTSCHES HAUS; DE PRUSSE; SCHRADERS; EICHE. Excellent Buffet at the station.

Brunswick, 143 m. from Berlin, on the Ocker, the ancient seat of the Dukes of Brunswick; having a fine modern Palace 410 ft. long, with many picturesque houses in the old quarter, surrounded with parks.

The *Cathedral*, of Holy Blasius, in the Gothic-Norman style, was completed 1194, by Heinrich der Löwe who is buried here; with his wife. Here, too, lie the Duke of Brunswick, who was killed at Jena; the Duke, his son, who fell at Quatre Bras; and the wife of George IV., Caroline of Brunswick.

Near the church stands a large bronze *Lion*, which Heinrich der Löwe (Henry the Lion) brought from Constantinople. In the promenades between the gates Steinthor and Augustthor, is a beautiful monument of the two Dukes who fell at Jena and Quatre Bras. Among other Churches, are St. Martin, 12th century; St. Andrew, 13th, with fine sculptures; St. Catherine, 12th century, fine stained glass. The *Museum* (open Sun., Wed., Sat.), has a Gallery of paintings (900), mostly Dutch and German. Monument of Schill, who was shot by the French in 1809. Notice the old restored Town Hall and the Altstadt Market fountain; also the Park before the Augustthor.

AMERICAN CONSUL.—W. C Fox, Esq.

CONVEYANCES.—Railway, see pages 116, 148–50, 154, 156, 158, 178, 160, 162, 166, 167, 179. The line to Hanover turns off at Lehrte, to **Celle** (pop. 16,000), on the Aller, in which is an old Castle, with a Chapel in which Geo. III's unfortunate sister, Caroline of Denmark is buried. Thence to **Luneberg**, (pop. 14,500; H. Wellenkamp), a 15th century town on the Ilmenau, containing the old Fürstenhaus, of the Dukes of Brunswick; a Rathhaus; with St. John's and three other Churches. Rail. 156, 164–5.

Cassel.—*Stat.*—Pop. (1876) 53,043.—HOTELS: DU NORD; SCHIRMER; KONIG VON PREUSSEN; FRIEDRICH WILHELM; VICTORY; GOLDENE KRONE.

RESTAURANTS.—Adolph, Cimiotti, Meyer.

CAFÉS.—Belvedere, Luttebrandt.

OMNIBUS—1 person, from Station to town, 50 pf. Carriage to Wilhelmshöhe, 4½ to 6 Rm: to Loewenburg 9 Rm.; the Hercules, 12 Rm.; trinkgelt, 70 pf to 1 Rm

Information concerning Cassel, given by Carl Riesel at Berlin, Jerusalemer Strasse, 42.

Cassel, 233 m. from Berlin, formerly the seat of an Electorate, now annexed (as Hesse Nassau) to Prussia, is on the Fulda, and divided into Old Town, Lower New Town, and Upper New Town. Manufactures of linen, cloth, hats, porcelain. In the large Friedrich's Platz, 1000 by 450 feet, is the Elector's Palace, a plain building, near the Museum, and Government Offices. Notice the prospect of the winding Fulda, and of the remote Mount Meissner, from an open side of the square, next to the Public Gardens (Augarten). In the middle of the square is a statue of Frederick II., the founder of the principal buildings and collections in Cassel

The *Museum* (open Monday, Tuesday, Thursday, Friday), contains a library of 200,000 volumes, a cabinet of curiosities, and collections of natural philosophy, statuary, mosaics clocks, models, etc.

The *Theatre* was built by Jerome Buonaparte, when residing here as king of Westphalia. He occupied the Schloss or Bellevue; now turned into the *Picture Gallery*, chiefly of Dutch and Flemish masters; open Sunday, Wednesday Saturday.

The gardens of **Wilhelmshöhe**, to which his nephew, the late Emperor Napoleon, was sent, 1870, after Sedan, are 4 miles from Cassel. Four hours to see them; guide, 1 mark. Here are the Elector's summer Palace, fine conservatories, and the Fountains which throw water 200 ft. high. They play in Summer, Wednesdays, and Sundays at half-past two. At the further end of the Gardens is the Cascade of the *Karlsburg*, reached by a flight of stone steps 900 ft. long, or by a winding carriage road. An Octagon 1,312 feet over the Fulda, is topped by a pyramid supporting a colossal *Hercules* (21 feet high) made of beaten copper. Within the hollow of his Club eight persons can be accommodated, and have a fine view of the surrounding country from a small window

CONVEYANCES. See pp. 115-6, 146, 150, 172, 176.

Cleves. See p 421.

Dantzig or **Danzig**, (or *Polish* **Gdanzk.**) —*Stat.*—Pop. (1876) 97,931.—HOTELS:

HOTEL DU NORD; BERLIN; ENGLISCHER HOF WALTAR.

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CAFES.—Sebastiani, in the Langgasse; Perta and Grenzenberg, in the Langemarkt. Restaurants—Roesch, in the Schuffelmarkt; Rathkeller, in the Artushof: Leutholz, in Langemarkt.

CABS (Droschken) for 2 persons, 50 pf; 3 persons, 75 pf; 4 persons, 1 Rm.; with baggage, 25 pf. extra; for 1 hour, 1 Rm. 25 pf. and 1 Rm. 75 pf. according to the number of persons; half a day, Rm.

A fortified city and naval port, 284 m. from Berlin, on the Vistula; with picturesque architecture of the 16th-17th century, especially in the old Langgasse, and the Langemarkt, where the houses are 7 stories high. It belonged to the Teutonic Knights, 1310-1454, and was a leading member of the Hanseatic League. The French held it 1807-14; since which it has been strongly fortified; and has an Imperial floating dock, basin, and building slips. It is a principal port on the Baltic, close to the *Gulf of Dantzic*, (a shallow inlet 65 miles wide); and has a great corn and timber trade, many ironfoundries, distilleries, sugar works, and factories for sweet-spruce beer, a tonic extract of fir. Amber is obtained. Large vessels stop at Neufahrwasser. Fahrenheit was a native.

ATTRACTIONS—The Marienkirche (14 to 15 cent.) 383 feet long, by 152 feet broad, having 50 chapels, founded by principal citizens: an astronomical clock; a picture of Memling (50 pf. to the sacristan); and a fine crucifix in wood. Hotel de Ville of 14th century, with a tower of 295 feet, (lat. 54° 21′ N., long. 18° 40′ E.) Artushof or Junkerhof, of which the ground-floor, with statues and paintings, is used as an Exchange. Mean temp. 27° (Jan.) to 66° July.)

EXCURSIONS—Convent of Oliva, at foot of Karlsberg: convent (of 1580) contains 24 altars, fine organ, &c. **Zappot**, a village near Oliva, on the sea, frequented for sea-bathing. (Omnibus 50 pf.)

H. B. M.'s VICE CONSUL.

AMERICAN CONSULAR AGENT, P. Collas, Esq.

ENGLISH CLERGYMAN, Rev. H. Lawrence.

BANKERS, Messrs. Gibson.

CONVEYANCES.—Steamers to Königsberg; and Stettin. Rail. to Dirschau, Stettin, Bromberg, Warsaw, Posen, Berlin; pages 174, 178-9, 180-2.

Dessau.—*Stat.*—Pop. (1875) 19,643.—HOTELS: GOLDNER RING; HIRSCH; GOLDNE A BEUTEL.

Capital of the Dukedom of Anhalt Dessau, 65 m. N.W. of Leipsic on the Mulde, near its junction with the Elbe. The principal edifice is the Ducal Palace containing a library, cabinet of curiosities, and picture gallery. In the Schlosskirche is a famous "Last Supper" by Cranach, in which are portraits of some of the chief actors in the Reformation. Birth-place of Mendelssohn. The Duchy includes Cöthen and Bernburg. Salt works at Leopoldshall and Stassfurth.

CONVEYANCES.—Railway to Cothen, Halle Leipsic, and Berlin; see pages 154, 167, 176, 179.

Dortmund.—See Rhine Section.

Elbing (*Polish* **Elbiag**).—*Stat.*—Pop. 38,510.

HOTELS:—KÖNIGLICHER HOF; HOTEL DE BERLIN.

An old Hanse town in West Prussia Proper, 73 m. fr m Königsberg, near the Frische Haff, on the Baltic, founded 1229 by the Teutonic Knights. It has the Marienkirche and six other churches; a synagogue; museum; a house of industry founded by an Englishman named Cowle; with ship yards and foundries. Sea-bathing at Kahlberg. Large ships stop at Pillau. At Frauenberg are the observatory and waterworks built by Copernicus.

CONVEYANCES.—Railway: see page 180.

Emden or **Embden.**—*Stat.*—Pop 16,000.

HOTEL:—HOTEL WEISSES HAUS; GOLDENE SONNE; PRINZ VON PREUSSEN, and BELLE VUE.

A fortified town and port of Friesland, 51 m. from Oldenburg, on the Dollart, near the North Sea, surrounded by a flat but fertile country. Town Hall in lat. 53° 22′ N., long. 7° 13′ E. High water at full and change 12 h. 30 min.; rise 9 ft. It has a most extensive trade in oats, cheese, butter, &c., exporting more oats than any other European port.

BRITISH VICE-CONSUL.—Y. Brons, Esq.

CONVEYANCES.—Railway to Linden, Osnabrück, Minden, Hanover, &c. see p. 115, 118, 149 158, 163.

Ems (Prus. Nassau).—*Stat.*—Pop. 6 000.—HOTELS:—H. D'ANGLETERRE; H. DARMSTADT; H. DE RUSSIE; QUATRE SAISONS; PRINCE OF WALES.

LODGINGS at the new town, on the Lahn.

Horse hire:—From 1 fl. to 1 fl. 48 kr., to the many points for excursions, occupying 3 hours. ½ a day, 2 fl.; 1 day, 4 fl. Donkeys, from 70 pf. to 1 Rm. 60 pf., if for 3 hours. Carriages, 2 horse, from 6 Rm. 25 pf., for ½ a day, to 12 Rm. for 1 day; the tariff only limits the prices from Rms to the towns around Ems.

Ems, 5 m. from Nassau, is a fashionable watering place, resorted to especially by Russians and Germans; in the narrow valley of the Lahn, with steep wooded hills on either side. Many improvements have been made by the Town Committee; trees have been planted; and water is now supplied in abundance to the houses, public gardens, fountains, &c. There are a Curhaus, two Bath establishments, &c. Bands play in the evenings.

The *Waters*, which have enjoyed a high reputation from Roman times, have a temp. up to 118° F., and are of a calcareous carbonate nature. They are prescribed early in the morning, while the air is fresh, exercise being taken between the draughts—from two to three glasses full—at intervals of a quarter of an hour. About 16,000 visitors come from May to September.

EXCURSIONS.—1. Up the Bäderlei, to the café, called the Schweitzer Haus. 2. To the Forsthaus. 3. To the Lindenbach Valley. 4. To the Castle of Sporkenburg. 5. To Baldu nstein; or a visit to the Castles of Nassau, higher up the Lahn Valley.

ENGLISH CHURCH SERVICE (S.P.G.) twice on Sun. May to Sept. Chaplain, Rev. W. G. Parminter.

MEDICAL.—Dr. Geisse.

CONVEYANCES.—Rail to Lahnstein, Rudesheim, Wiesbaden, Nassau, Wetzlar, &c., see pages 129, 150, and 154. The Rhine is 10 miles distant.

Erfurt (Prus. Saxony).—*Stat.*—Pop. (1876) 46,030.—HOTEL:—SILBER'S HOTEL, near Station.

A town on the Gera, 14 m. from Weimar, founded as early as the fifth century. Its cathedral is

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a fine Gothic building, with a good porch. The old Augustinian Convent in which Luther lived, 1508-12, was burnt down with all its relics, his portrait, bible &c, in April, 1872. Good kitchen gardens and nurseries. Here Nap. I. met Alex. of Russia, 1806. Rail., see pp. 149, 170, 172-3.

Flensburg.—See Special Edition.

Frankfort-on-the-Main.—(*German*, **Frankfurt-am-Main.**)—*Stat.*—Pop. (1876) 134,070; with environs 150,462.—(*With Map in Special Edition.*)—HOTELS:

Hotel prices of first class houses are about the same:—Coffee or tea, 1s. (1 mark); dinner, 2s. to 4s.; service, 10d.; room, 2s. to 4s. 6d.

HOTEL FRANKFURTER HOF — Excellent first class hotel beautifully situated on the Kaiserplatz. Manager: J. Fanchere Schimon. See Advt.

THE ROMAN EMPEROR, kept by Messrs. Lohr & Alten, Propts., very good house. HOTEL SCHWAN.

UNION HOTEL; DU NORD; H. WESTENHELLE; DE RUSSIE; D'ANGLETERRE.

BOARDING HOUSE.—M. Linstrasse No. 22, W. See Advt.

THEATRE.—In Theater platz. OPERA HOUSE, at Bockenheim gate; a large new pile.

POST OFFICE and TELEGRAPH.—Zeil 52.

TELEGRAM to the United Kingdom 4d. a word.

BANKS.—Messrs. Rothschild & Sons. Frankfort Bank, 2. Mainzgasse.

LOCAL GUIDE-BOOK.—L. Ravenstein's "Führer durch Frankfurt-on-Main und seine Umgebung."

ZOOLOGICAL GARDEN—In Pfingstweide, near the Hanau Station. Concert twice a day, from 3 o'clock to 5, and from 7 to 9 evening.

PALM GARDEN. Concert twice a day, in the afternoon and in the evening.

CABS.—From the railways and from station to station, 20 pf. (33 pfg.=4d); for 1 or 2 persons, 90 pf.; for 3 or 4 persons, 1m. 20pf; each package outside 20pf. A drive in the town, 50pf. for 1 to 2 persons; 70 pf. for 3 or 4 persons. All the stations are close to the town. For 15 min., for 1 or 2 persons, 50 pf.; for 3 to 4 persons 70 pf. For 30 min, 1 m. and 1 mk. 20 pf. For 1 hour, 1 m. 70 pf and 2 m. 10 pf.

VALET DE PLACE, 4 marks per day; during fair time, 5 Marks. TRAMWAYS between Bockenheim and the Zoological Gardens.

Frankfort (in Hesse-Nassau), sometime a free city and seat of the German Bund, but annexed to Prussia 1866, is an important commercial, and banking centre, on the Main, 22 m. from Mayence. It has been greatly improved and embellished with good streets, and public buildings; besides a circle of open promenades on the site of the former walls, with new spreading suburbs beyond, extending towards the Friedberg and Sachsenhausen hills. One relic of the gates is the picturesque Eschenheimer Tower, built 1346-50; most of the others are modern. Some old houses are seen in the Zeil, and on the Quay, &c. Four or five Bridges cross the Main (here 200 yds. broad), inclusive of a suspension bridge and a railway viaduct. The *Old Bridge*, built 1342, has a modern statue of Charles the Great (Charlemagne), and leads to Sachsenhausen and the House of the Teutonic Knights. The richly cultivated and wooded country in the environs is bounded by the Taunus range, about 10 miles distant. Lat. 50° 10′ N., long. 8° 37′ E. Mean temp. 32° (Jar.) to 66° (July).

OBJECTS OF NOTICE.—Town hall or *Römer*, near the Römerberg; a building of the 15th century, of some historical note. Here is the Electors' room, or Wahlzimmer, recently the Hall of the Town Senate, where the Electors used to assemble. Its *Kaisersaal* has characteristic portraits of all the Emperors, from Charles the Great to Francis II; with Charles IV.'s original Golden Bull and several paintings. On the end wall is the Judgment of Solomon, by Steine. It has been re-decorated in the ancient style, and is open to the public every day. *Gutenberg Monument*, to the Inventor of printing, in the Rossmarkt; a fine group by Launitz. 1857, consisting of Gutenberg, Schöffer, and Fust or Faustus, besides medallions of Koster, Caxton, &c., arms of towns, and symbolic figures. Near this are Dielmann's bronze statue of *Schiller*: and that of *Göthe*, by Schwanthaler. *Göthe's House*, where he was born, 1749, No 23, in the Grosser Hirschgraben, is open from 9 a.m; charge 1 mark. On the front is his father's coat-of-arms bearing the poetical device of three lyres.

A house in the Domplatz, at which Luther stopped, 1521, is inscribed:—"In silentio et spe erit fortitudo vestra." Other ancient Houses are the Palace of the Prince of Thurn and Taxis, where the German Bund met the Fürsteneck, with its carvings: the Stone House, 1464, near the Domplatz; the old house of the Rothschilds, No. 148, in the Jews' quarter (now half cleared away) near their burial ground.

The *Domkirche* or Cathedral, where several of the German emperors were crowned (the chair is here), is a good specimen of old German architecture, with a high tower, and a choir dating from 1346-51. It was half ruined by fire, August, 1867, and has since been under reconstruction. Of about twenty other places of worship notice St. Catharine's or the High Church, built 1678-80; Liebfrauenkirche (our Lady's), founded 1322, near the Brunnenäle (spring); St Paul's a modern round church; St. Nicholas's old spire church; St. Leonard, an old church; and the High Synagogue. The *Town Library*, open generally on Sunday, Wednesday, and Sat., has 100,000 vols., including some old Bibles, books, and MSS. of Luther, Melanchthon, Wallenstein, Napoleon, Göthe, Schiller, with a few antiquities. Stalhof, or Town *Gallery of Paintings*, with above 900 original pictures; open on Mon., Wed., Fri., free, from 11 to 12 o'clock. *Städel Art Institution and Museum*, a handsome building, with a collection of paintings (notice, a Christ by Guido, and a fine Giorgione), engravings, frescoes, antiquities, books; founded 1815, by J. F. Städel. Senckenberg Museum and Library, near the Eschenheimer Tower; founded 1765. Natural History Museum, open Wed., 2 to 4; on Fri. and Sun. from 11 to 1. Bethmann Museum, or Ariadneum, with Danneker's *Ariadne on her Panther* (50 to 70 pf.), open daily, 11 to 1. In

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was founded by the Von Bethmanns, the rich bankers here. The Cemetery has Thorwaldsen's bas-relief for the Bethmann tomb. Frederick William II.'s Monument to the Hessian Soldiers is at the Friedberg Gate. House in *Theaterplatz* where Bismark and Favre settled the treaty of 1871.

At the *Palmengarten* is a collection of plants bought of the Duke of Nassau and transferred from Biebrich, 1869; concerts are given here, and at the Zoological Gardens; each 1 m.: Leven's Zeoplastic Museum; ½ m. Art Union (Kunstverein), near the Rossmarkt, 1 m. *Börse*, or Exchange, open 12 to 2. Saalbau, or Assembly Room, large enough for 2,000. Holy Ghost or St. George's Hospital, near the Town Library; Town Hospital; large Lunatic Asylum, near Bockenheim Gate. A fine view of Frankfort and the surrounding country may be obtained from the Hainerwer, on which also the extensive cellars of **Messrs. Feist Brothers and Sons** have been excavated deep in the rocks for their sparkling wines. They are well worth visiting. Apply at their office, 40, New Mainzer Street.

At 16, Hinter der Schœnen Aussicht, are the establishment and cellars of **Messrs. Manskopf & Sons** (formerly **Manskopf Behrends & Sons**), the well-known wine merchants and bankers. By applying at the above offices connoisseurs obtain permission to view the extensive cellars, and may taste and select the finest wines in Germany.

English Visitors are invi ed to call at the Wine Cellars, 16, Buchgasse, and to taste the celebrated Wines of the renown d Firm of **B. J. Mayer**, purveyor of Rhenish Wines to her **Majesty**, and H. R. H. the Prince of Wales.

Two large fairs or *Messe* are held in spring and autumn. Staghorn Cameos sold at Böhler's

H. B. M.'s Consul, Theodore Kuchen, Esq., Grossen Gallusgasse.

United States Consul-Gen.—A. G. Lee, Esq.

English Chaplain.—Rev. G. W Mackenzie, M. A. English Service every Sunday at 11.30 and 3.30, at the Church in the Göthe Platz.

Bible Society's Agent.—Rev. J. G. Davies, 17, Hoch Strasse.

Medical—Dr. Simrock (Homœopathic.) Dr. Bresgen, 37, Hochstras-e; speaks English.

English and Foreign Booksellers.—C. Jügel, dépôt for *Bradshaw's Guides*. Hendschel's *Telegraph* is published at Frankfort.

Agent for *Bradshaw's Guide* and *Handbook to Germany*.—Mr. Schottenfels, Universal Railway and Steamboat Office, Hotel Frankfurter Hof, Kaiserplatz.

Conveyances.—Railway to Darmstadt, Mannheim, Heidelberg, p. 137. To Carlsruhe, Baden, Strassburg, Freiburg, and Basle, p. 132. To Castel, Biebrich, Wiesbaden Rudesheim, Ems, &c. p. 128. —To Homburg, p. 135.—To Wilhelmsbad, Aschaffenburg, Wurzburg, Augsburg and Munich, p. 128.—To Cassel, p. 146, past the Taunus springs at Gross Karben.—To Bebra, p. 147. To the Taunus Mountains by rail., to Höchst and Soden (p. 128), a mineral spa; thence by carriage to Königstein, a ruined fortress of great extent.

Frankfort-on-the-Oder. — *(German* **Frankfurt-an-der-Oder).** — *Stat.* Pop. (1876) 47,030. Hotels:—Deutsches Haus, in the Grand Place; Adler.

A city in Brandenburg, 51 m. from Berlin. A wooden Bridge laden with stones, so that the stream may not carry it away, joins the old town on the left shore of the Oder, with the suburbs on the right. Its prosperity is due to its being on the road to Silesia. In the neighbourhood of the town is the battle-field of *Kunnersdorf* where Frederick the Great was beaten, in the year 1759, by the combined armies of Russia and Austria.

Conveyances.—Rail to Berlin, Breslau, etc., see pp. 152, 170, 174, 178, 180, 182, 183, and 186.

Fulda, in Hesse-Cassel—*Stat.*—Pop. 14,000.—

Hotels:—Kurfurst; Post.

A walled town, 25 m. from Bebra, and former seat of a Prince-Bishop, near the Rhöngebirge Hills. Here are a University: St. Michael's old Round Church; and a Cathedral 215 feet long, with the tomb of St. Boniface, a native of Devonshire, murdered by the pagans, A.D. 755. His statue is close by it. At Adolfseck Hill is the Elector's country seat.

Conveyances.—Railway, see pages 130 and 147.

Glogau.—*Stat.*—Pop. 18,000.—Inns:—

Deutsches Haus

From FRANKFORT to	The most direct Routes from FRANKFORT to the following Alphabetically arranged List of Towns.	ORDINARY FARES. 1 Class.	2 Class.	TIME. Exp.	Ord.
		£ s. d.	£ s. d.	h. m.	h. m.
1 Amsterdam	See Rte. to Cologne, No. 11; thence as per Itinerary of Rtes. to Amsterdam, No. 2, p. 423	2 0 6	1 9 6	11 30	15 45
2 Antwerp	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes. to Antwerp, No. 3, p. 423	1 17 9	1 11	12 15	—
3 Augsburg	a Rl. via Bamberg, pp. 196, 198; Nuremberg, p. 198; Augsburg, p. 198	1 12 9	1 3 6	9 0	9 15
,,	b Rl. via Heidelberg, p. 137; Bruchsal, p. 132; Stuttgart and Ulm, p. 192; Augsburg, p. 194	1 14 0	1 3 8	10 0	15 0
B.-Baden	Rl. via Heidelberg, p. 137; Carlsruhe, Oos, Baden-Baden, p. 132	0 16 0	0 11 0	4 10	7 0
5 Basle	a Rl. via Heidelberg, p. 137; Carlsruhe, Freiburg, Bale, p. 132	1 10 3	1 1 0	7 40	12 45
,,	b Rl. to Mannheim, p. 137 to Ludwigshafen, p. 135; Neustadt p. 138; Weissenburg, p. 138; Strassburg, Mulhausen, and Bale, p. 24	1 12 3	1 2 6	9 0	13 0
6 Berlin	a Rl. via Wurzburg Bamberg, pp. 198, 196, 198; Hof, 197; Leipsic, p. 167; Dresden, p. 189; Berlin, p. 176	2 3 4	1 12 6	19 30	22 0
,,	b Rl. via Gunterhausen and Gerstungen, p. 146; Gotha, Weimar, p. 171; Halle, Cothen, pp. 166, 167	2 3 6	1 16 0	12	16 0
,,	c Rl. via p. 146; Hanover, p. 151; Berlin, p. 161	2 9 10	1 17 6	11 0	19 30

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Itinerary of Routes from Frankfort—*continued.*

		£ s. d.	£ s. d.	h. m.	h. m
7 Brussels	a See No. 11, Rtes. to Cologne; thence as per Rtes. to Brussels, p. 423	1 16 6	1 6 6	11 40	13 20
	b Rl. to Bingen, p. 136; Treves, p. 136; thence via Namur, p. 106	2 1 4	1 10 0	...	...
8 Calais	See No. 11, Rtes. to Mayence and Cologne; thence as per Itinerary of Rtes to Calais, No. 11, p 433	3 14 3	1 19 6	19 35	23 40
9 Cassel	Rail direct p. 146	0 16 0	0 12 0	4 15	4 45
10 Coblenz	Rl. via Oberlahnstein to Coblenz, pp. 128, 129	0 9 4	0 6 2	3 50	5 15
11 Cologne	Rl. to Mayence and Bingen, p. 136; Cologne, 128; (see also routes from Cologne, p. 423, and reverse)	0 17 9	0 12 9	5 15	8 30
12 Constance	a Rl. via Heidelberg, p. 137; Bruchsal, p. 132; Friederichshafen, p. 192; Str., p. 334	1 7 8	0 18 4	10 30	10 30
,,	b Via Bale, see Rte. to, No. 5; Rail thence to Constance, pp. 132, 133	2 4 9	1 10 7	13 15	13 35
13 Dresden	Rl. to Wursburg, Bamberg, Hof, see Rte. 6a; via Chemnitz, pp. 187, 189	2 5 8	1 13 6	15 30	20 30
14 Geneva	See Rte. to Bale, No. 5, thence as per Itinerary of Rtes to Geneva, p. 489	2 12 6	1 15 2	17 45	...
15 Hamburg	See Rtes. to Hanover, No. 16; thence via Harburg p. 156	2 2 10	1 12 3	12 0	16 48
16 Hanover	Rl. via Cassel, p. 146; Gottingen and Kreiensen, p. 151	1 9 4	1 2 1	8 10	11 20
17 Heidelberg	Rl. p. 137	0 6 2	0 4 0	2 0	3 0
18 Leipsic	a Rl. via Wursburg, Bamberg, Hof and Leipsic, see Rte. 6a	1 13 8	1 5 6	13 30	18 0
,,	b Rl. via Gerstungen, Gotha, Weimar, and Halle, see Rte. 6b	1 14 0	1 5 6	12 20	14 45
19 London	a No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. No. 22, p. 434	4 7 9	3 5 3	34 0	40 0
,,	b See No. 23 Rtes. to Paris; thence as per Itinerary of Rtes. No. 28, p. 434	4 10 8	4 5 3	24 0	...
,,	c Rl. to Treves, Namur, and Brussels, see No. 7b; then as per Itinerary p 402	4 12 0	3 7 6	...	...
,,	d Rl. to Rotterdam (No. 29), thence by Str. to Harwich, & Rl. to London.	3 8 0	2 7 6	...	...
20 Mannheim	a Rl. to, by Darmstadt, p. 127	0 6 3	0 4 1	2 0	3 0
,,	b Rl. to Mayence and Ladwigshafen, p. 126; Rl. to Mannheim, p. 125	0 8 3	0 5 6	3 0	3 0
21 Munich	a Rl. via Wurzburg, Bamberg, Nuremberg, Augsburg, see Rte. 3a	1 17 4	1 6 1	12 0	...
,,	b Rl. via Heidelberg, Bruchsal, Stuttgart, Ulm, Augsburg, see Rte. 3b	1 19 7	1 7 7	11 25	21 0
22 Ostend	Rte. No. 11, to Cologne: thence as per Itinerary of Routes No. 26, p. 434	2 8 4	2 3 6	14 0	18 45
23 Paris	a Rl. via Mayence and Worms, p. 126; Neuenkirchen, p. 138; Forbach, p. 125; Metz, pp. 73, 77; Paris, p. 65	3 6 6	2 11 0	19 30	24 0
,,	b Rl. Heidelberg p. 137; Carlsruhe, Baden-Baden, Appenweier p. 132; Kohl, Rl. to Strasburg, p. 132; Paris, p. 65	3 14 0	2 15 0	17 30	21 30
24 Rome	See Rtes to Munich, No. 21; Rail. thence to Salzburg, p. 200; Wels, p. 201; and Vienna, p. 210	8 0 0	5 4 0	57 0	...
25 Rotterdam	a Rtes. to Cologne, No. 11; Rtes. thence as per Itinerary No. 28, p. 434	1 19 3	1 9 1	14 10	...
,,	b Rail to Mayence, p. 126; thence per Steamer, p. 330	0 17 9	0 12 9	...	...
26 Strasburg	Rl. to Heidelberg, p. 137; Appenweier and Strasburg, p. 132	0 15 2	0 10 0	5 30	8 25
27 Stuttgart	Rl. to Heidelberg, p. 137; Bruchsal, p. 132; Stuttgart, p. 192	0 15 2	0 10 0	4 40	8 0
28 Vienna	a Via Wurzburg, pp. 128, 196; Nuremburg, p. 196; Passau, p. 203; and Linz, p. 210	4 2 6	3 1 6	20 0	32 45
,,	b See Rtes to Munich, No. 21; Rail. thence to Salzburg, p. 200; Wels, p. 201; and Vienna, p. 210	4 12 8	3 8 9	10 0	32 45
	Routes from Frankfort to the Principal Baths.				
29 Aix-la-Chap.	See Rte. No. 11 to Cologne; thence per Itinerary of Rtes. No. 1, 423	1 3 9	0 17 3	7 15	7 30
30 B.-Baden	Rl. via Heidelberg p. 137; Carlsruhe and Oos, pp. 132, 134	0 13 9	0 9 2	4 10	6 35
31 Brückenau	Rl. to Jossa; thence by dil. 2½ hours	...	...	...	...
32 Cannstadt	Rl. via Stuttgart, see No. 27; thence per Rl. to Cannstadt, p. 192	0 15 8	0 10 3	4 50	8 10
33 Carlsbad	Rl. via Wurzburg, pp 128, 196, 196; Oberkotzau Eger, & Carlsbad p 196	2 6 5	1 14 4	20 0	...
34 Ems	Rl., pp. 128, 129	0 11 4	0 7 9	4 30	4 30
35 Homburg	Railway direct p. 135	0 1 9	0 1 0	0 35	0 40
36 Kissingen	Rl. to Gemunden, p. 147; or Schweinfurt, Rl. thence to Kissingen p. 197	0 18 8	0 13 0	6 15	9 15
37 Marienbad	See Rte. to Carlsbad, No. 32; Rl. to Eger, p. 208; Marienbad, p. 223	2 3 8	1 12 2	16 0	...
38 Pyrmont	See Rte. No. 16 to Hanover as far as Cassel; Rl. to Pyrmont, p. 144	1 15 0	1 6 4	12 50	15 0
39 Schlang'nb'd	Rl. to Wiesbaden, see No. 42, Dil. thence to Schlangenbad	0 5 0	0 4 0	2 30	2 0
40 Schwalbach	Rl. to Wiesbaden, see No. 42; Dil. thence to Schwalbach	0 5 4	0 4 3	2 0	2 25
41 Spa	See Rtes. to Cologne, No. 11; hence as per Itinerary of Rtes No. 41, p. 434	1 11 3	1 2 6	10 0	10 0
42 Teplitz	See Rtes. to Dresden, No. 13; Rl. to Teplitz, pp. 226, 207	2 12 0	1 17 2	21 0	33 0
43 Wiesbaden	Rl. via Bieberich, p. 128	0 3 4	0 2 3	1 0	1 25
44 Wildbad	Rl. to Heidelberg, p. 137; Carlsruhe, p. 133; Pforzheim, p. 137; Wildbad, p. 193	0 16 5	0 11 4	5 50	8 20

A strongly fortified town in Silesia, 35 m. from Sagan, on the Oder. It has a Cathedral on an island, on the right bank of the river, called the Dominsel, also the former Ducal castle, the Town-hall, sugar refineries, &c.; with the Citadel and Brückenkopf.

CONVEYANCES.—Rail, pp. 174, 178, 181, 183, 186.

Glatz.—*(Slav.* **Kladsko**)—*Stat.*—HOTELS: NEU BRESLAU; WHITE HORSE.

A fortified town in Silesia, 58 m. from Breslau (p. 186), on the Neisse, 970 feet above sea, in the neighbourhood of the Heuschcu and Eulen hills to the north, and the Mense and Schneeberg to the south. Commanded by a citadel facing an old castle.

EXCURSIONS.—To the Warthaberg, a curious pilgrim church on the east; to Landeck Baths, 12 miles up the Biele, and thence 9 or 10 miles south to the **Schneeberg**, 4,340 feet high, at the head of the River March, near Moravia.

Gorlitz—*Stat.*-Pop. (1876) 45,310. H. VICTORIA

A walled town, the capital of Upper Lusatia, on the Neisse, 50 m. from Dresden, noted for it woollen and linen manufactures. It contains six churches; the chief of which has an excellent organ: another has a tall spire. Notice the lofty railway bridge over the Neisse.

CONVEYANCE.—Rail to Dresden, Kohlfurt, etc, pages 152, 174-6, 183-4, 187, 190, 229.

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Goslar.—*Stat*—Pop. 9,000.—HOTEL: KAISERWORTH, former Drapers' Guild. H DE HANOVRE.

An old mining and Hanse town in Hanover, 8 m. from Vienenburg, in the Upper Harz, where Emp. Henry IV. was born, 1050. Notice the mediæval houses, city walls, and Zwingen Tower; the Markt-Kirche, Gothic Rath-haus, and the Kaiserworth (statues of 8 Saxon Emperors) part of a Romanesque Cathedral (removed 1820), with some carvings, &c.; and the *Kaiserpfals*, or Emperor's palace, of the 11th century, including a great Hall, 170ft. long, and St. Ulrich Chapel. The Rammelsberg over the town (2040ft. high), yields silver, lead, copper, zinc, sulphur, &c.; open to visitors at half a thaler (1s. 6d.) a head.

CONVEYANCES—Rail, see pp. 142, 162.

Göttingen—*Stat.*—Pop. 12,700—HOTELS:—HOTEL KRONE; GEBHARDS.

Under the Hainberg, on the Leine, in Hanover, 39 miles from Cassel. The *University*, founded 1734, by George II., is attended by about 700 students, and has a library of 400,000 vols., 5000 MSS., collections in every branch of natural science, an observatory, &c. Blumenbach, Gauss, the Grimms, Ewald, Heyne, were professors here.

CONVEYANCES—Railway, see pp. 149, 150, 162.

Hadersleben.—See Schleswig-Holstein, Special Edition.

Hagen (Westphalia).—*Stat.*—Pop. (1875) 24,340.—HOTELS:—LUNENSCHLOSS; FLUSS.

A manufacturing town, on the Volme, in the Mark country, and Ruhr coal district, 12 m. from Barmen, where the Cassel line comes in. Locks, cotton, woollens, leather, paper are made. Here are several public buildings, and in the neighbourhood are *Eppenhausen Spa*; Hohensburg Castle (a ruin), which belonged to Duke Wittekind; and *Limburg Castle*, the seat of Prince von Bentheim. Rail, see pp. 124, 140.

Halberstadt.—*Stat.*—Pop. (1875) 27,800.

INNS:—HOTEL ROYAL PRINZ EUGENE.

An old town in Prussian Saxony, on an arm of the Holzemme, 25 miles west of Magdeburg, under the north side of the Lower Harz. The restored Gothic Cathedral of the 12th century, has near it a Romanesque Lady Church, finished in 1005. Notice, too, the Rathhaus of the 14th century; the Rolandsäule: and many old carved houses in the market place (one called Petzel's). In the neighbourhood are the Spiegelsberg, Bullenberg, from whence you have the best prospect of the town; and STR BECK, noted for its chess-players.

CONVEYANCES.—Rail to Oschersleben & Magdeburg, &c. See pages 146, 148, 154, 163, 166, 167.

Halle.—*Stat.*—Pop. (1876) 60,503.—HOTELS:—STADT HAMBURG, the principal hotel.

STADT ZURICH; EISENBAHN.

A large mining and manufacturing town in Prussian Saxony, on the river Saale, at the centre of 6 or 7 rails, 20 m. from Leipsic. Many eminent men have been professors in its *University*, including Gesenius, and Tholuck; and it is celebrated as the birthplace of Handel and Michaelis. Here are an Orphan Asylum, or *Waisenhaus*, founded by Franke, 1698, and an establishment for printing the Scriptures, erected in 1712, which has issued many millions of copies; with two public libraries, that of the University and that of the Town. Coal and salt-springs are worked in the neighbourhood. Carraway seeds much grown here. Notice the ruins of the Castle, the Cathedral of the former Archbishops of Magdeburg, the old Church of St. Maurice, and the Hampt Kirche, or Market Church—a beautiful Gothic building, with a fine painting by Lucas Cranach; also the lofty Red Tower in the market place, near the statue of Handel.

CONVEYANCES.—Railway, see pages 147, 149, 150, 152, 156, 166, 167, 170, 172, 173, 176, 179.

Hamburg.—*Stat.*—Pop. (1875) 264,675; or 353,000 including the environs. (*Map in Special Edition.*) Pop. of **Altona**, to the west, 84,220.

ENGLISH HOTEL, "Restaurant and Café" attached, recommended.

HOTEL ST. PETERSBURG, first class, well situated and recommended.

HOTELS:—HOTEL DU BELVEDERE, first class, well situated and recommended.

HOTEL DE L'EUROPE, first class family hotel, situated on the Alster Basin, the most fashionable quarter of the town.

HOFER'S HOTEL; STREIT'S; VICTORIA; KRONPRINZ; facing the Alster Bassin. Mercantile men will find **Zingg's**, opposite the Exchange, convenient.

RHEINISCHER HOF; HOTEL SCHADENDORF; HOTEL CENTRAL ET PENSION; WATERLOO HOTEL.

MARIENTHAL HOTEL AND PENSION.

COFFEE-HOUSES:—Alster-Pavillon; Alster-Halle; Zingg's. Beerhouses & gardens in all directions.

POST AND TELEGRAPH OFFICE, in Post strasse, near the Exchange.

A free city in Lower Saxony, and chief port of Germany, on the north bank of the Elbe, 70 m. from its mouth, 37 hrs. from London, 171 m. from Berlin; consisting of Old and New town and St. George on the east. St. Pauli, or the Berg, the Hamburg "Wapping," divides it from Altona. It is traversed by several fleetes or canals which unite Alster lakes with the harbour on the river side, where the quays are 3 m. long. Best view from Elbhöhe, near the Seamen's House; the old fortifications are turned into walks. The Waterworks are outside the Damm Thor. Hamburg was founded by Charlemagne 805; was held by the French 1806-14, who robbed it of 13 millions sterling; and was annexed to the Empire 1866.

The imports and exports are 80 millions sterling: and about 500,000 cattle are annually shipped for England. At the great fire of 1842, 61 streets and 1747 houses were destroyed, all since rebuilt in a very superior style. Principal shops on the Neuer Wall, Jungfernstieg, and adjoining streets, near the *Alster Bassin*, a sheet of water, covered with boats & steamers, and surrounded with villas. The Schiller statue is near the Kunsthalle, or gallery for sculpture, paintings, etc. Amongst the churches, St. Michael's Church has a fine view from its tower, 456 feet high. St. Nicholas, a beautiful specimen of pure Gothic, rebuilt by Sir G. G. Scott, since the fire, remarkable

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for the highest spire in Europe, viz.: 471 feet. St. Peter's is another restoration. Opera House, with room for 4000 persons; Thalia; and several minor theatres in the suburbs. Johanneum College (1834), including the Town Library of 250,000 vols; and the Museum of antiquities, etc. Fine Exchange or Börse, with a good library, newspapers, etc. Bank, adjoining the Börse. Great Hospital for 4,000 patients. Botanical Gardens. Zoological Gardens, opened 1862, containing a fine aquarium & concert-rooms. Zollvereins Niederlage, or Customs' depôt. Observatory (lat. 53° 33 N., long. 9° 59 E.) High water at full and change 5 h. 30 min.; rise 7½ feet.

Excursions, in the beautiful environs, to Teufelsbrücke and Blankenese, two favourite resorts. Flottbeck, with Booth's flower garden; Eimsbuttel, Wandsbeck, Barmbeck, etc. Tea Gardens with open air concerts, at Andreas Brunnen, in Eppendorf; and the Uhlenhorst Ferry-house, by steamer from Jungfernstieg. To the fruit and kitchen gardens of Vierlande, whose inhabitants retain their ancient and picturesque costume. Also down the Elbe, past Stade (which gives name to the dues levied before 1867,) to Cuxhaven pilot station, and Heligoland (90 m.,) for sea-bathing.

CABS, 8d. per course, 1s. 6d. per hour.

Money: one German mark = 100 pfenigen = 1s. "Schillings" and marks courant out of date.

H. B. M.'s CONSUL.—G. Annesley, Esq:

AMERICAN CONSUL.—E. Robinson, Esq.

ENGLISH CHURCH SERVICE.—The Episcopal Church, Zeughausmarkt, Rev. C. Weidemann, M.A. The Reformed Church, Johannisbollwerk.

CONVEYANCES.—Tramways to Eimsbüttel, Wandsbeck, and Barmbeck. Rail to Harburg, Berlin, Lubeck, Kiel, Hanover, &c, see pp. 108, 118, 148, 149, 156, 160, 163, 164, 168. To Husum, where Steamers run in summer to Wyck and Sylt, in the Frisian Islands. Steam, see Alph. List.

Hamm.—*Stat.*—Pop. 14,000.—HOTELS:—GRAFEN VON DER MARK.

Capital of the county of Mark in Westphalia, on the plain of the Lippe; 92 m. from Cologne, where rails meet from Minden, Munster, Cassel. It has a trade in hams and some metal works. It possesses three churches; a High School or Gymnasium, and excellent Baths. The water of the river is good for inflammation of the eyes. To the westward, upon the Lippe, are remains of Roman encampments. In 1790, the French Bourbons resided at Hamm. RAIL, p. 109-10, 115-6, 144, 160.

Hanau.—*Stat.*—Pop. (1875) 27,230—HOTELS: ADLER; CARLSBERG.

A town of Hesse Cassel, 13 m. from Frankfort, at the junction of the Main and Kinzig, annexed 1866. Notice the Electoral Castle, and Theatre, in the old town; and the Town Hall in the new town—a quarter built by the refugee Walloons and Huguenots, with two or three churches. Stocking and woollen manufactures. On the river is the steering place of Wilhelmsbad. Here Napoleon was defeated by General Wrede, 1813.

CONVEYANCE.—Railway, see p. 128, 147, 170.

Hanover.—(*German* **Hannöver.**)—*Stat.* Pop. (1876) 106,677; with LINDEN 127,607—HOTELS.

THE UNION HOTEL.—Immediately opposite the railway station, a first-class good hotel.

HOTEL ROYAL, a first-rate house, opposite the general railway station, and open all night.

HOTEL BOMBEMANN.

RHEINISCHER HOF; EUROPAISCHER HOF; VICTORIA; HANOVER; STADT HAMBURG.

RESTAURANTS: — Georgshalle; Knickmeyer Daseking; Hof Bayrischer. CAFÉS: — Robby, Georgstrasse; Oesterle, Bahnhof Strasse, 12.

CABS.—From stat. to town 75pf. The course, 2 persons, 60pf. in the town; in the environs 72pf.; 1 hour, 1m. 20pf, or 1m. 80pf.; ½ hour, 60pf.; ¼ hour, 84 pf.

TRAMWAY.—15 m., open.

Hanover, on a flat part of the Leine, 179 m. from Berlin, an old German town, with new growing suburbs towards Eilenriede wood, &c. It was, with the Kingdom, annexed to Prussia, 1866; the blind ex-King died at Paris, 1878. Best streets are George Frederick and Adolph-streets. Observe the statue of Ernest Augustus I., Duke of Cumberland. A handsome Theatre, noted for its excellent performances. The old royal *Palace*, has a Rittersaal, and family portraits, one being Elisabeth, Queen of Bohemia; open daily, except Sundays, 10 to 1, admission 6d. The old Gothic Town-hall, the Polytechnic School, Lyceum and statue of Schiller, the Royal Riding School, and the Marstall (Royal Stables, now the Tram Comp'a) are all worthy of inspection. Museum open daily, 10 to 1, admission 6d.; also the George V. picture gallery, and the Industrial Exhibition. The public Library has 120,000 vols., and 2000 MSS.; many of the latter from the pen of Leibnitz. Leibnitz's house is in the Schmiedestrasse. A good Zoological Garden. On the Waterloo Platz is a column of Victory to the Hanoverian troops at Waterloo. The Schloss kirche, and Christus kirche, are the best in the town. Herschel, the astronomer, was born here; he was a musician in the army. The Lindenberg has a beautiful prospect. Herrenhausen and the Guelfs' Palace of Montbrilliant are favourite excursions. Several manufactures carried on.

BRITISH VICE-CONSUL.—A. Cohen, Esq.

ENGLISH PUBLICATIONS (with *Murray* and *Bradshaw*, &c.) at Schmoral and Von Seefeld, 14, Bahnhofstrasse.

ENGLISH AND AMERICAN EPISCOPAL CHURCH.—Chaplain, Rev. N. G. Wilkins M.A., 5, Böhmer strasse. Services in the Nicolai Capelle, Klarges Markt, on Sundays, from 1st Oct. to 1st April 11 a.m. and 3.30 p.m.; 1st April to Oct. 11 and 6.30.

Railway to Minden, and Cologne, p. 116; to Bremen, 163; to Brunswick, Magdeburg, Berlin, 162; to Göttingen, 166 to 158; to Hamburg, 156; to Cassel, 150.

Heligoland, or **Helgoland,** a small island and British possession in the North Sea, 45 m. from Cuxhaven, at the mouth of the Elbe, 6 hours steam from Hamburg, 5 from Bremerhafen; noted for its fine sands and sea-bathing. The cliffs are

red; the sand and houses white. Pop. 1,913; besides 1,000 visitors during the bathing season, June to Sept. Length and breadth 1 m. by 1-3rd. m., including Sandy Island; which latter is 3,050 by 1,000 feet, with a bathing Pavilion, accessible by boat The sea is gradually wasting Helgoland away, on the N. side. It was given up by Denmark 1807, and used as a depôt in the war with Nap. I. In the Lower town stand the Theatre, Conversazion House, and shops; besides lodging-houses, *Hotels*, (Queen of England; City of London; Krüss), and restaurants, distributed above and below. The Church and the Governor's House, are in Upper Town, at the Falm a street overlooking the sea, and reached by 200 steps. There are a post-office, battery, and a lighthouse 100 feet high, 300 feet above sea. No horse, cart, or plough is seen. Boats leave Hamburg and Bremerhafen, for the Island, three times a week, in the season. It is a telegraph, life-boat, and ship-signal station. A pier and harbour are much required. Good lobsters. Lat. 54° 11 N, long. 7° 53 E. High water at full and change, 11 h. 50 min.; rise, 9ft.

Gov.—His Excy. Lieut. Col. Sir H. F. Maxse, K.C.M.G., assisted by a Legislative Council.

Herford or **Hervorden.** — *Stat.* — Pop. 11,000—Inns: Stadt Berlin; Brunnemann's.

On the Werra, in Westphalia, 56 m. from Hanover. Notice the ancient abbey of Mönchkirche; and the church of St. John Baptist, with a tower, 250 feet high, and the crucifix and cup of Duke Wittekind—his tomb is at Engern, 5 miles east. Many cotton and flax mills. Rail to Minden, Hanover, Hamm, and Cologne, see page 116.

Hildesheim.—*Stat.*—Pop. (1876), 22,666.

Hotels:—Wiener Hof; D'Angleterre.

An old Hanse town in Hanover, on the Innerste, 24½ m. from Hanover; with many old houses. The Cathedral, of the eleventh century, with curious bronze gates, fine bas-reliefs, and a rose tree 35 ft. high, 800 years old. Also the romanesque church of St. Godehard; the churches of St. Lambert and St. Andreas; the pillar on the Dom Platz; and the Knochenhauer Amphaus, or carved Butchers' Guild, a half-wood pile (restored), built 1529, with 5 or 6 stories in the gable roof.

Conveyances.—Railway to Hanover, Brunswick Harburg, &c., see pages 150, 156, 158, and 166.

Iserlohn.—*Stat.*—Pop. 15,000.—Inn.—

Hotel Welter

In Westphalia, near Letmathe, 53½ m. from Düsseldorf, having manufactures of iron, steel, and bronze. In the neighbourhood are *Felsenmere*, (sea of rocks), the Sounding Cave containing fossil-bones, and the Dechen Cave, discovered 1863. The country all around is diversified with picturesque ruins, glens, &c.

Conveyances—Railway, see page 141.

Jahde, or **Yade.**—*See* **Wilhelmshafen.**

Kiel.—*Stat.*—Pop. (1876) 27,270.—Hotels:—Germania; Marsily; Stadt Kopenhagen; Bahnhofs Hotel.

A former Hanse town, 65 miles from Hamburg, with a port, 3 m. by 1½ mls., deep enough for the largest ships, on the Baltic side of Holstein, now belonging to Germany. Here the Canal from Rendsburg, on the North Sea, falls in. It has St. Nicholas' Cathedral, of 13th century; a royal Palace; a University for 150 students; with a Museum of Natural History, Painting, and Casts; a Naval College; a Floating Dock; and strong Harbour Forts at Fredricksort and Möltenort. Commercial Fair in January. Belle Vue (3 miles), a fine look out in a wood.

English Vice-Consul.—C. Kruse, Esq.

American Consular Agent.—A. Sartori, Esq.

Conveyance.—To Copenhagen via Fredericia, p. 168, and via Korsoer per Steamer, thence to Copenhagen by rail, p. 280. Also pp. 118, 156, 164.

Kissingen (Bavaria).—*Stat.*—Pop. 3,120.

Hotels: H. Sanner.—First class family hotel of good reputation for its comfort and cleanliness. See Advt.

Hotel Victoria.—First-class family hotel, newly furnished. H. Culmbacher, proprietor.

Royal Kurhaus Hotel.

Englisher Hof; De Russie; De Saxe.

Reading-Room at the Kurhaus, on the Promenade. *Post* and *Telegraph Office* in Salinenstrasse. Visitors are taxed after a week's stay. Many houses are shut in Winter.

Kissingen, now accessible by branch rail (opened 1871), *via* Schweinfurt, 5 hours journey (121 m.) from Frankfort, is a much-frequented watering-place on the Saale, in a valley surrounded by hills, 500 feet above sea. About 9500 come here in the season, April to Oct. The *Springs* for drinking are the Rakoczy (the best), Pandur, and Maxbrunnen. Bathing, at the Kurhaus, the Actien-Badhaus, and the Saline Springs (1 mile up the river). Notice Arnold's statues of King Max II, and Hygeia, with his Germany (in the churchyard) commemorating the war of 1866. There are 3 churches, Queen Theresa's and Hohman's hospitals, good schools, a theatre, gas-works, &c.; with pike-fishing in the Saale, and many pretty walks, in the woods about. Prince Bismark's statue stands at the spot where Kullmann attempted to shoot him, 13 July, 1874.

English Church Service.—Chaplain appointed by the Colonial and Continental Church Society. The Church was built mostly through the exertions of the late Dr. Granville, author of "Kissingen; its Sources and Resources."

Conveyances—Railway, see page 197.

Konigsberg, (*Polish* **Krowlewiecs.**)—*Stat.*—Pop (1876) 122,636.—Hotels:—

De Prusse, fronting New Exchange; Königlicher Hof, near the Exchange; Deutschis Haus.

Restaurants—Skibbe; Blutgericht. Cafes—Zappa: Pomatti.

Droschken, 1 person, 25 pf. the course; 2 persons, 50 pf.; by the hour, 1 mark.

A fortified port, 366 m. from Berlin, formerly the capital of Prussia Proper, on the Pregel, near the Frische Haff, in the Baltic. The port is at Pillau.

Attractions.—The Cathedral of St. Nicholas, built in 1382. The University, founded in 1544,

with 36 professors and 350 students; a library of 60,000 vols., and Schadow's bust of Kant, the metaphysician, who lived and died here. His tomb is under a porch outside the Cathedral; and his house, is No. 3 in the Prinzessin strasse. His Statue by Kiss, in Königs-garten. The Schloss is a vast building, with a large room 274 ft. long, 39 ft. wide, and 108 high. In the Schlöss church Frederick I. of Prussia the Great Elector, crowned himself king (1701). The Town Museum has 250 paintings; open Sundays, 11 to 2: other days for 1 mark. At the Royal Library, are 250,000 vols., and five MSS. of Luther. The Observatory has obtained celebrity from the labours of Bessel. Lat. 54° 42 N., long. 20° 30 E. Near Königsberg is **Eylau**, remarkable for the defeat of Napoleon by the Russians, Feb. 8, 1807; and **Friedland**, where the Russians lost the battle which led to the peace of Tilsit, 7th July, 1807.

Trade in corn, tallow, butter, and flax. A great quantity of amber is found on the sea-coast.

H. B. M.'s Consul.—W. Hertslet, Esq.

American Consul:—G. Scroggs, Esq.

Conveyances—To Railway to Memel, Tilsit. St. Petersburg, Danzig, Bromberg, Warsaw, Posen, Stettin, Berlin, see pp. 180, 181, 182, and 287.

Königshutte (Silesia)—*Stat.*—Pop. (1875) 26,040. Hotel— A rapidly growing place, in the midst of iron foundries, zinc works, and coal mines; near Schwientochlowitz, 17 m. from Gleiwitz. Many of the factories and furnaces are in the Gothic style. Rail., p. 186.

Liegnitz (Silesia).—*Stat.*—Pop. (1876) 31,442 —Inn: Rautenkranz.

A handsome town, 39 m. from Breslau, at the junction of the Katsbach and Schwarzwasser. Its Castle, which was burned down in 1834, is rebuilt. The Fürstencapelle has tombs of the Piast family, 24 of whose members were Kings of Poland, and 123 Dukes of Liegnitz. Some suits of antique mail are shown in the Town-Hall. The Kloster Wahlstadt, built upon the spot where, in 1241, the Tartar hordes were routed, contains pictures, and affords a fine prospect from its walls. Here Frederick the Great defeated the Austrians, 1760.

Conveyances.—Rail to Berlin, Luneburg. See Brunswick, etc., 174, 183, 186.

Magdeburg.—*Stat.*—Pop. (1876) 122,789.—Hotels:—London; Stadt Prag; Schwan; Edel.

A strong fortress, and a noted commercial town in Prus. Saxony, on the Elbe, 90 m. S.W. of Berlin, and 72 N. of Leipsic; sacked by Tilly, 1631, in the 30 Years' War, when 30,000 persons were killed.

Objects of Attraction.—The noble Cathedral, erected 1211 to 1363, containing the tomb of the Emperor Otto and Editha; the monument of Archbishop Ernest (1495); a splendid alabaster pulpit, 1594; monument of Bake, a canon, who saved the cathedral when the city was half ruined, 1631; and a monument of Frau Von Assoburg, who returned home the night after her burial, had several children, and lived nine years after. The St. Sebastian's kirche, has the tomb of Otto of Guerike. In the old market, is a restored equestrian statue of the Emperor Otho (973). Fr[illegible] (churchyard) before the Krökenthor. Manufactures of cotton, woollen, sugar, tobacco. A canal here joins the Elbe to the Havel. Charming public gardens.

Conveyances.—Rail to Hanover; Hamburg Leipsic, etc; pp. 142, 154, 156, 160, 162, 163, 166. 179. Steam to Hamburg, in 15 hours.

Meinberg, in Lippe Detmold.—Hotels:—

Rose; Stern, (or Star.)

A small watering place among the Teutoburg hills, near **Detmold**, the Prince's capital. Six springs, sulphur, salt, &c., good in rheumatism and gout. *Excursions* to the Externsteine Rocks (like those of Tunbridge Wells;) the Prince's stud at **Detmold**, on the Werre—Pop. (1875), 16,966; and Von Bandel's statue of *Hermann* or Arminius, who defeated the Romans, A.D. 9. It stands on the Grotenburg (3 m. from Detmold), the highest part of the hills, 1200 ft. above sea, and is of copper, 55 ft. high, on a round temple, 93 ft. high.

Nearest Stations.—Bielefeld (p. 116), Herford, and Paderborn. Diligence from Detmold, &c.

Memel.—*Stat.*—Pop. 26,000. British Hotel; H. Victoria.

A fortified port in E. Prussia, 57 m. from Tilsit, with a good harbour, in the Kürische Haf, in the Baltic, doing a large trade in wood, grain, &c. Lat. 55° 44 N., long. 21° 6 E. Steamers to Tilsit, Königsberg, Riga, &c. Rail to Tilsit, p. 177.

H. B. M.'s Vice-Consul.—F. Richter, Esq.

American Consular Agent:—H. Fowler, Esq.

English Church. (C. C. C. Soc.)—Service every Sunday, at 11 a.m. Chaplain: Rev. W. Price, M.A.

Minden.—*Stat.*—Pop. 16,000.—Inns.—

Victoria; Stadt London; Twietmeyer's, at the Station

A fortress in Westphalia, 42 m. from Hanover, on the Weser, crossed by a bridge of 600 feet. It has a fine gothic Cathedral, lately restored; St. Martin's, with a picture by Cranach; Government Buildings. Several Diets were held in this place, some of the early German Emperors having made it their residence. At Todtenhausen, the Battle of Minden was fought 1759, when the French were defeated. The *Porta Westphalica* is near Porta stat. (3 m.) in the valley of the Weser, between two mountain ranges; the turnpike road and the rail and the river passing through the valley.

Rail to Hanover, Bremen, Münster, Cologne, Osnabrück, see p. 116, 118, 144, 145, 158, 160.

Buckeburg (H. Deutsches Haus), the little capital of the Prince of Schaumburg-Lippe, is on the Aa, 6 m. distant by rail (p. 158), near the Paschenburg (Inn), a peak 1145 ft. high. Pop. 1875, 4,832. It has the Prince's Castle and a church. Good sulphur springs and mud baths at Eilsen; salt and iron springs at Rehburg.

Munster.—*Stat.*—Pop. (1876) 35,705.—Hotels:—

Kornig von England; Rheinischer Hof; Munsterischer Hof

Capital of Westphalia, 31 m. from Osnabrück

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flourishing old town, with some good Gothic buildings and spires, among which is conspicuous the *Rath-haus*, where the Peace of Westphalia was signed, 1649, after the Thirty Years' war. In the Frieden Saal, as it is called, are portraits of the contracting parties, with the seats on which they sat. Notice the Cathedral, with the tomb of Bishop Galen, who kept a standing army, with he bombarded his own town, in a fit of ill-humour, and built a citadel; Oberwasser Kirche; St. Lambert's church, with its Jesse window, and a tower, on which still hang the three iron *cages* wherein John of Leyden and his two friends were executed; the Ludgeri Kirche, a fine specimen of the Romanesque; the Schloss, formerly the Bishop's palace, a handsome but somewhat ruinous building, with its gardens on the site of the citadel. The old fortifications have been converted into promenades. John of Leyden's house in the market place is marked with quaint carving. In the Anabaptist rising of 1534-5, he called himself King of Munster. The main street is remarkable for its arcades along the ground floor. Trade in Westphalia hams, &c.

RAIL, to Hamm, Rheine, Paderborn, Hanover, Cologne, &c., see pages 109-10, 115, 118, 158. Canals to the Ems and Zuyder Zee.

Nordhausen.—*Stat.*—Pop. (1875) 32,676.—INNS: ROEMISCHER KAISER; ENGLISCHER HOF.

In Prussian Saxony, 39 miles N. of Erfurt, in the fertile Golden Aue, or valley of the Helme, south of the Harz mountains. Chemicals and spirits are made. The church of St. Blasius has two pictures by Luke Cranach. In the neighbourhood are some castle ruins and many beautiful points of view. At 10 m. E. is Rossla, the nearest station for the *Kyffhäusser Hill* (1400 ft.), where Frederbarossa sleeps in a cave below the old castle; the Rothenburg Tower, etc.

CONVEYANCES.—Rail., see pp. 147, 149, 150, 172. rail. to **Sondershausen** (HOTELS—Monch, Tanne) 12 m.; on the Bebra Wipper, the picturesque little capital (pop. '75, 5793), of the Prince of Schwarzburg-Sondershausen, whose Schloss is here, under the Goldner and Possen hills.

Osnabruck. See Route 31, Special Edition.

Posen, (*Polish* **Poznan.**)—*Stat.*—Pop. (1876) 71,998.—INNS: DE ROME; DE DRESDE; EUROPE.

Droschken for course within the town, 15 pf. without the town, 50 pf.

A well fortified town, in the Grand Duchy, 158 m. from Berlin, on the Warta and Lowna, on the Russian frontier, formerly the capital of Poland. One of its 23 Churches, that of St. Stanislaus, is a masterpiece of Italian architecture. The Cathedral in the Wallischei, across the Warta, is remarkable for a noble simplicity of style; the Golden Chapel, painted in the byzantine style, contains two bronze statues of Polish kings. The Rath-haus is a splendid Gothic edifice, with a fifty tower. What was a Jesuits' College is now the seat of government; there is also a magnificent Palace, with a library of 20,000 volumes, presented to the town by Count Raczynski. Trade in corn, cloth, linen, leather, and tobacco; a wool [illegible] fane. Places of public amusement—theatre, casino, coffee-houses with gardens. One-fourth part of the population are Jews.

CONVEYANCES.—Railway to Stargard, Stettin and Berlin. See pp. 152, 157, 174-5, 180, 184, 186.

Potsdam.—*Stat.*—Pop. (1876) 45,003.

HOTELS:—EINSIEDLER; DEUTSCHES HAUS.

BUFFET at Station, excellent. English spoken.

CAFE:—Wackermann's Höhe. RESTAURANTS:—Lehmann; Voigt's Blumengarten.

OMNIBUSES during summer months attend each train and convey passengers to the obelisk of Sans Souci; fares, 15 pfg. Passengers are taken up at the same place 25 minutes before the departure of each train for Berlin.

CAB (Droschky), 1 or 2 persons, 50 pf.; 3 or 4 persons, 75 pfg. To Babelsberg, 1 or 2 persons, 1 m.; to the Neues Pallast, 75 pfg.; to the Pfaueninsel, 1 to 4 persons, 2½ m. Six hours' course, 1 to 4 persons, 6 m. Trinkgeld in the Palace, 1 person, 1 to 1½ m.

In Brandenburg, 16 m. from Berlin; on the Havel, which, at this part, flows into a lake. It was founded by the Electoral Prince of Brandenburg, and was, the favourite seat of Frederick the Great. Principal buildings are: the Garnison kirche, with the tomb of Frederick the Great; the St. Nicolai Church; the *Royal Palace*, with the rooms of Frederick the Great, Frederick William III, and Q. Louisa, containing many relics; the House on the Basin, where Frederick's father used to hold his tobacco lectures; Friedenskirche, or Church of the Prince of Peace, founded 1850, with a fine Pieta by Rauch, surrounded by the Lustgarten, bronze busts by Rauch, and statuary; Rathhaus, built 1754, like that at Amsterdam, and fronted by an obelisk 76 feet high; Kiss's statue of Frederick William III. in Wilhelmsplatz; Cadet Academy, &c. A. Von Humboldt was born here.

Outside the Brandenburg gate going to Sans Souci, is the grave of Frederick William IV. (1861) Englishmen will take interest in visiting the pretty Palace of Babelsberg, the home of our Princess Royal. There is no difficulty in obtaining admission. Very fine views may be obtained from the grounds, and from various points along the drive. The gardens of *Sans Souci* are laid out in the French style, with fountains, statuary, temples, &c. Here are Frederick II.'s Palace, with the room in which he died, and Voltaire's room; the New Palace, built 1763-9, in the renaissance style, containing the Muschel Saal (or Shell Room), Marble Hall, and 200 other rooms, 400 windows, and 440 statues on the roof; Frederick William IV's orangery and country seat, Charlottenhof, and the Marble Palace begun by Frederick William II, 1786; the Pfingtsberg, &c. The tomb of Queen Louisa has some exquisite sculptures, by Rauch. Notice the Russian colony of Alexandrowka; the Pompeian House; and the Pfaueninsel, a pretty spot on the Havel.

AMERICAN CONSUL.—C. Boyce, Esq.

CONVEYANCE.—Railway, see pp. 142, 164 & 158.

Prenzlau.—*Stat.*—Pop. 15,600—HOTEL: DEUTSCHES HAUS

On the Unter Ucker lake, in Brandenburg, 66 m from Berlin. Its Gothic Hauptkirche has a

beautiful altar and picture by Rode, and a fine organ. It possesses a gymnasium, library, Baths, good town gate, and pleasant gardens. The lake abounds in fish.

CONVEYANCES.—Railway, see page 178.

Putbus.—Pop. 1400.—HOTELS:—

FURSTENHOF; BELLEVUE; HOTEL DU NORD.

A watering place on the East side of the Island of Rugen, in the Baltic, belonging to the Prince of Putbus, whose *Palace* standing among fine woods on a good point of view, has been rebuilt since a fire 1865. Mausoleum and statue of the Prince, in the grounds. Promenade in the town, 2 miles from the sea. Bathing at Lauterbach, on the Rugenshe Bodden, near a Bath House. EXCURSIONS may be made round the Island, past several picturesque forests, bays, and cliffs, some of the latter being from 500 to 550 ft. high; to the lighthouse on Arkona Point, at its North corner, with the Danish Isles in view; and to *Bergen*, the capital, close to Mount Rugard, 800 ft. high, from which there is a panorama of the island. Remains of graves and temples to Hirtha, are seen. Steam to Stettin, Stralsund (p. 177), &c.

Pyrmont.—*Stat.*—Pop. 1766.—HOTELS:—

GRAND HOTEL DES BAINS, formerly a princely boarding house. Beautiful situation. See Advt.

KRONE; LIPPISCHER HOF; WALDECK.

A pretty place in the Emmer valley, under the Bemberg and other wooded heights, in the Principality of Waldeck, 35 m. south west of Hanover. It is one of the oldest Spas in Germany and is still noted for its Stahlbrunnen and a dozen other potent springs (see Dr. Seebohm's "Pyrmont Spa"), of a chalybeate, saline and acidulous quality, good for nervous and dyspeptic complaints. About 12,000 persons come in the season, 15th May to 15th Oct., and 100,000 bottles are exported. There are many new villas, Hemmerich's and other private hotels; with a Cursaal, theatre, news and concert rooms, on the Allee of old limes and chestnuts leading to the Prince's Château and Park. Good walks to the Dunsthöhle or Gas Cave, etc; fishing and sporting. Excursion to the Arminius Statue at Detmold, in the Teutoburg Forest.

ENGLISH CHURCH.—Divine Service, on Sundays at 4 p.m. during the season. Chaplain appointed by Col. and Con. Church Society.

Rail via Hamm and Hamela, pp. 144, 166-7.

Ratzeburg.—*Stat.*—Pop. (1871) 4,925.—HOTELS: RATH'S-KELLER; STADT HAMBURG.

The small capital of Duchy of Lauenburg, (ceded by Denmark to Prussia 1865), 12 m. from Lübeck, on an island in the middle of a lake 10 m. long. The Cathedral belongs to Mecklenburg-Strelitz.

CONVEYANCES.—Railway, see page 169.

Rendsburg.—See Special Edition, p. 639.

Rudolstadt.—*Stat.*—Pop (75) 7,638. HOTELS. RITTER; LÖWE; KURHAUS.

The seat of the Prince of Schwarzburg-Rudolstadt, in a pretty part of the Saale, in Thuringia, 24 m. from Jena. Here are a Church; Museum at the Ludwigsburg; and the Prince's Palace at the Heidecksburg, 200 ft. above the town; with a small porcelain factory. An older seat is Schloss Swarzburg in the forest. Rail, pp. 170, 172, to

Saalfeld (6 m), a mediæval seat of the Dukes Saalfeld. Coach to Weimar, p. 347.

Schleswig.—*Stat.*—Pop. 12,200.—HOTELS: RAVEN; STADT HAMBURG; STERN.

On the marshes of the Schiel, 25 miles from the Baltic, in a (former) Danish-speaking district annexed to Prussia 1866. It is the capital of the Schleswig-Holstein Duchy, and has a small Cathedral, (good carved door and mon. of Fred. I.), a large Hospital, and a shallow port. Near it is the Castle of Gottorp, the former residence of the Dukes; and not far are the works called *Dannewerke*, taken and destroyed by the Prussians in 1864, after a brave defence by the Danes. Rail to Hamburg by the Altona line, see page 168.

Schlangenbad.—*Stat.*—Pop.—HOTELS:

H. VICTORIA. First class hotel, opposite the Royal Bath-house. See Advt. NASSAUER HOF, or H. DE NASSAU; where, or at the village church, ENGLISH CH. SERVICE (S.P.G) is held in the season.

One of the Brunnens, till 1866 belonging to Nassau, but now in Prussia; in a sequestered little valley, 6 miles from Wiesbaden, 5 m. from Eltville station (p. 128). The *Baths* possess wonderful cosmetic properties, and tranquillise the nerves. Persons who have taken the ferruginous waters of Schwalbach, usually come here for a course at the Serpent's Spring, as the name signifies.

EXCURSIONS.—1. To Georgenborn for a view over the Rhine and the Main; thence to the castle of Frauenstein. 2. To the Monastery of Eberbach, passing the Chapel of Dubenhausen. The view from the Bos, is one of the finest in the Rheingau. To the *Niederwald*, above Rudesheim.

About 4 miles beyond Schlangenbad, by road, is **Schwalbach** or **Langen Schwalbach** 900 feet above sea, and 670 feet above the Rhine. —*Stat.*—Pop. 2,800.—HOTELS:—

HOTEL DE LA PROMENADE (Allee Saal), near the Royal Bath-house, first class hotel—Patronized by R. R. H. H. the Prince and Princess of Wales.

DUKE OF NASSAU HOTEL, an excellent Hotel, in a good situation.

HOTEL METROPOLE.—Favourite first-class hotel, situate in the prettiest and healthiest part of Schwalbach. See Advt.

TIVOLI, Private Hotel and Pension.

RUSSISCHER HOF; POST.

Schwalbach is 9 m. from Eltville Stat. (p. 128), by carriage, in 2 hrs. Or from Wiesbaden 2 hrs.

This little straggling town, much frequented by English visitors, lies in a valley, and is a rapidly improving watering place. The Waters contain iron and carbonic acid gas, and are of excellent quality. Weinbrunnen and Stahlbrunnen are still used; Paulinebrunnen is out of date. Visitors should enter their names immediately on arrival, at the Royal Baths or the Kursaal. A "Curtaxe" of 12 fr. a head is levied.

EXCURSIONS in all directions to the hills; to the ruined Castle of Adolphseck; the castle of Hohenstein; and up the valley of the Aar, to an old Castle on a high black precipice.

ENGLISH CHURCH SERVICE.—Chaplain, Rev. H. E. Owen, M.A., appointed by the Col. and Cont. Church Soc. The new Church, opened Aug.

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1875, was built at a cost of nearly £3,000, by subscriptions and donations from English and American visitors; inclusive of £860 left by an American lady. There is a debt on the church.

Rail to Wiesbaden and Ems, pages 128—131.

Swinemunde. More than 1000 ships enter the Schwelm.—*Stat.*—Pop. 4,300—Inns.—Rosenkranz; Prince of Prussia.

A busy place, in the Wupperthal, 4½ m. from Barmen. This part of Westphalia for miles round is studded with towns and villages full of life and activity, in this respect only to be surpassed by the manufacturing towns of England. Steel and cotton goods are made here. Within two leagues is the *Schwelmer Hohle* or Klutart, to be visited with an experienced guide.

Conveyances.—Railway to Dortmund, Soest, Elberfeld, and Dusseldorf, see page 142.

Soest or Sost.—*Stat.*—Population, 12,000. Hotel:—Bei Overweg.

An old Hanse town, 33 m. from Paderborn, near the Lippe, containing many singular Churches and other buildings; as the Dom or Cathedral, in the Byzantine style; the Petri-kirche, also Byzantine; and the Wiesenskirche, a splendid building in the German-pointed Gothic style. A good trade in corn, linen, and woollen. In the neighbourhood are the Saline Baths of Sassendorf and of Königsborn, with extensive salt works.

Conveyances.—Railway to Dortmund, Elberfeld, Dusseldorf, &c. see pages 115, 144, 153.

Stargard.—*Stat.*—Pop. (1875) 20,186—Hotel: Daniels.

In Pomerania, on the Ihna, 105 m. from Berlin. Its antique fortifications and watch-towers are in good preservation. The Marienkirche, built in the 13th century by the Templars, is a fine structure well worthy of a visit; as are also the Town-hall and the Johanniskirche.

Conveyances—Railway to Stettin, Woldenberg, &c., see pages 178, 180, 184.

Stettin.—*Stat.*—Pop. (1876) 80,972—Hotels: Hotel du Nord; De Prusse; Deutsches Haus. Restaurants.—Tessendorf, Grosse Domstrasse; Herbing, Reifschlagerstrasse. Baths—Moritz.

Cabs, 1 or 2 persons, 50pf.; 3 or 4, 75 pf. the course. Porters with luggage to the station (½ mile), 1m. 10pf. to 1m. 50pf.

Steamers come up to the quay; baggage is examined before leaving the vessel. Four bridges to Lastadie suburb.

A port on the Oder, in Pomerania, near the Baltic, 84 m. from Berlin. Large vessels stop at harbour yearly, and a very considerable business is carried on in ship-building, corn, &c.

Objects of Attraction—The Schloss kirche, with the tombs of the ancient dukes of Pomerania who lived in the adjoining Palace; *SS. Peter and Paul kirche*, built 1124, restored 1816; Jacobi-kirche tower, from which you have the best sight of the town and river; Königs-platz, with statue of Fred. the Great, by Schadow. Town Hall; New Exchange and Theatre. Two Russian Empresses were born at Stettin, Catherine the Great (1729), and Maria Feodorowna, consort of Emperor Paul (1759). Promenade at the Plantage. Small picture gallery at the Turnhalle. Mean temp 29° (Jan.) to 67° (July.)

H. B. M.'s Consul,—J. H. Stevens, Esq.

American Consul.—J. D. Buckelew, Esq.

Free Church of Scotland—Services during August and September.

Conveyances—Railway, see pp. 116, 177-9, 186.

Stralsund.—*Stat.*—Pop. (1876) 27,765.

Hotel Lowe, (Lion,) in the Market Place.—Hotel Brandenburg. Hotel Bismarck.

A fortified town in Pomerania, 140 m. from Berlin, on the Strealasund, or Strait facing the Isle of Rügen; famous for the successful defence made against Wallenstein in the Thirty years' War, as also for Charles XII. having been besieged in it on his return from Bender. The Rath-haus is a beautiful Gothic structure. St. Nicholas, with its monuments and font, and the brick Marienkirche with its organ, paintings, and fine view, are well worth seeing. Notice, too, a cabinet of natural history and a library. Mean temp. 26½° (Jan.) to 64° (July.) The Fährstrasse, where Major Schill was shot 1809, leads to the Ferry, 2 m. wide, over to the picturesque *Island of Rugen;* or it may be reached by steamer to Putbus, p. 464. **Greifswald**—*Stat.*—a port on the Ryck, 24 m. south-east.

Rail to Berlin, p. 177-9; Diligences, p. 348 Steamers to Ystadt for Stockholm, see Alph. List.

Swinemünde. — *Stat.* — Pop. 6,000. — Hotels: Olthoffs, Drei Kronen, Kronprinz.

The fort fied port to Stettin, and a bathing-place, in Pomerania, 23 m. from Ducherow (p. 179) in the Baltic, at the mouth of the river Swine; having two long breakwaters, a new dock, and a lighthouse. Custom-house officers come on board here. A shady walk called the Plantage leads to the Wilhemsbad. Sea Baths, and Assembly room 1½ m. off. Steamers to Putbus in Rugen.

British Vice-Consul.—C. Rose, Esq.

American Consular Agent—C. Heyse, Esq.

Thorn (*Polish* **Torunia**)—*Stat.*—Pop. 16,000 Hotel: Sans Souci.

Telegraph Station for the Russian wire to India and China, 30 m. from Bromberg.

An old Hanse town, founded by the Teutonic Knights, on the Vistula, in West Prussia Proper, with a bridge across the Mazarkämpe Island, 2,470 feet long. It was taken from the Poles by Charles XII. in 1703. Here are a Gothic Cathedral and five Churches, a Town Hall of the 16th century, and the monument of Copernicus the astronomer, in St. John's Church. The house where he was born (1473), and his statue are seen. Remains of an old Castle at the Dansk, and of the Krumme, Kulmer, and other towers.

Conveyances—Rail, see pp. 174, 175, 180, 182.

Tonning.—See Schleswig-Holstein, Spec. Ed.

Treves or Trier.—See Belgian Section.

Wiesbaden.—*Stat.*—Pop. (1876) 43,674.—

Hotel et Bains de Nassau. Large First Class Hotel, next to the Theatre. See Advt.

Rose Hotel & Baths, first-rate and reasonable, very comfortable, Messrs. Haeffner Brothers, prop.

Hotel Victoria, first-class Hotel facing the station. Private mineral water spring Turkish and other Baths. See Advt.

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RHINE HOTEL, large and splendid new hotel opposite the Railway station. Post and Telegraph direction. Large stock of Rhine and Moselle wines. E. Mosen, proprietor.

HOTEL D'ANGLETERRE, an excellent house highly recommended.

HOTEL AND BATHS, THE FOUR SEASONS (Vier Jahreszeiten) is a first-class hotel, equal to any on the Rhine.

HOTEL DE L'ETOILE (Star Hotel). Excellent Second Class Hotel. Bauer, Proprietor.

HOTEL BLACK BEAR and BATH HOUSE.

HOTEL DU NORD AND BATHS. HOTEL ADLER; GRUNEWALD; GRAND HOTEL ET BAINS.

Persons on the Rhine boat wishing to see Wiesbaden should land at BIEBERICH; thence by railway, see p. 430.

Prices of all the hotels about equal, viz: Bed 2m. 50pf. to 4m. 50pf. according to the season; cheaper in winter. Service, 35pf. to 90pf. Breakfast, 1m. 10pf. to 1m. 50pf. Table d'hôte, without wine, 1 o'clock, 3m.; 5 o'clock, 4m.

CABS (DROSCHKEN.) 1 horse, the course, 60pf.; 2 horse, the turn, 90 pf. A tariff of prices for carriages, horses, and asses. TRAMWAYS open.

Wiesbaden, the former capital of the Duchy of Nassau (now Hesse Nassau, annexed to Prussia), and one of the oldest and most attractive watering places on the Rhine, lies in the beautiful valley of the Taunus range, 6 m. from Mayence, and 27 m. from Frankfort. It is close and stifling in summer, but in early spring, and in advanced autumn, it is a delightful place, even to the end of September. The *Kursaal*, the great attraction, contains splendid banquet and ball-rooms, and reading rooms all filled with visitors, and forming a *tout ensemble* not exceeded in Germany.

On each side of the Kursaal are colonnades of handsome shops, serving as a promenade in wet weather, and a bazaar during the whole season. Behind is a beautiful garden, where the band entertains visitors, while they sip their coffee, or indulge in a cigar. There are numerous *Springs* (known to the Romans as *Aquæ Mattiaci*) all over the town; the principal one, the Kochbrunen boiling spring (temp. 156°), is frequented by the water-drinkers between 5 and 6 o'clock in the morning.

The great square, containing the Assembly room, is very handsome. Here are the Royal Palace; Palais Pauline, on Adolphsberg, in the Moorish style; Museum and Library; Theatre with bust of Schiller; Protestant Church R. C. Church, Synagogue, and a Greek Church, with a cross 183 ft. high, and statue of the late Duchess of Nassau. Military Hosp.; and Waterloo Obelisk, in Louisen platz.

The beautiful ENVIRONS afford excursions to points which command the finest views of the Rhine, and the valley of the Rheingau.

CHURCH SERVICE.—Twice on Sundays, at the Church (built 1860) near Wilhelmsstr. Licensed Chaplain, Rev. L. P. Williams, B.A., 37, Sonnenbergen Strasse.

MEDICAL.—MAX COHN, M.D., Member of Brit. Med. Association, 13, Rheinstrasse. Speaks English.

CONVEYANCE.—Railway, see pp. 124, 126, 131.

Wittenberg.—*Stat.*—Pop. 13,100.—INNS:—GOLDNER ADLER (Eagle); ZUR GOLDNEN WEINTRAUBE (Bunch of Grapes).

Refreshment Rooms at Station.

A fortified town in Prussian Saxony, on the Elbe, 39 m. from Berlin (not to be confounded with Wittenberge, on the Hamburg rail). In the *Schlosskirche*, which contains the tombs of Luther, Melanchthon, Frederick the Wise, and John the Steadfast, Luther's 95 Theses against the doctrine of Indulgences were posted up on the 31st October, 1517, being the commencement of the Reformation. This church was much damaged in the siege of 1814. On the market place stands the great bronze *Statue of Luther*, by Schadow, with the rhyme,—

"Ist's Gottes werk so wird's bestehen;
"Ist's menschenwerk, wird's untergehen."
(If it be God's work it will last;
If only man's, 't will soon be past).

Blake's statue of Melanchthon stands near it. An Oak tree protected by a railing marks the spot where, on the 10th December, 1520, Luther burned the Papal bulls. Numerous objects are carefully preserved in this place connected with the memory not only of Luther, but of his friends Melanchthon and the painter Cranach. Melanchthon's house is here. The ancient and renowned University of Wittenberg was in 1817 removed, and united with that of Halle. Hamlet says, "And what make you from Wittenberg, Horatio?"

CONVEYANCES.—Railway to Cothen, Halle, Berlin, and Leipsic, see pp. 152, 176, 179, 187.

AUSTRIA-HUNGARY.

(Austria, from the German *Oesterreich*, the East Kingdom.)

A widely-extended country in Central Europe, watered by the Danube, styled the **Austria-Hungarian Empire** since Hungary was allowed self-government, 1867; lying between lat. 42° and 51° N., and long. 8° and 26½° E. Bounded by Prussia and Saxony on the North; Turkey, the Adriatic, and Italy on the South; Turkey and Russia on the East; Switzerland and Italy on the West. Politically divided into two parts—the Cis-Leithan and Trans-Leithan Provinces—by the small river Leitha, or Leythe, which runs along the border (below Vienna). The **Cis-Leithan Division**, with Vienna for its capital, comprises Upper and Lower Austria Proper, Tyrol and Vorarlberg, Salzburg, Styria, Carinthia, Carniola, Trieste and Istria, Dalmatia, the Bukovina, Bohemia, Moravia, Silesia and Galicia. The **Trans-Leithan Division** (capital Buda Pest), comprises the Crown lands of Hungary, Transylvania, Croatia, Sclavonia, and the city of Fiume.

Area.—250,000 English square miles; one-half to three-fourths being hilly. **Population** (1876) 37¼ millions, of mixed races; of which 21½ millions were Cis-Leithan, 16½ Trans-Leithan; 9 millions were German-speaking, 16 Sclavonian, 5½ Hungarian or Magyar, 3½ Roumanian; 24 millions were Roman Catholics, 7 Greek Church, 3½ Protestant, 1½ Jews. Vienna has a population of 1,027,770; Buda-Pest, 270,480; Prague, 189,930; Lemberg, 87,100; but the annexation of Bosnia and Herzegovina in 1879, has added 1½ million of population, and 24,300 square miles to the Empire.

Reigning Sovereign.—Francis Joseph I., born 1830, succeeded his uncle in the revolutionary year 1848, and married 1854. His son Archduke Rudolph, born 1858, is heir-apparent. His ancestors of the Habsburg line were Emperors of Germany, from Maximilian I., 1493, till Francis II., in 1804, renounced the title and became Francis I. Emperor of Austria; remaining however the nominal heads of Germany down to the battle of Sadowa, 1866; since which Prussia has assumed the leadership, to the entire exclusion of Austria from Germany, as now constituted.

The *Cis-Leithan* Legislature consists of a Chamber of Lords and a Chamber of Members elected by the people; the *Trans-Leithan*, of a Table of Magnates and a Table of Deputies similarly returned; both Ministries being directed by the supreme government of the Emperor-King, presided over by his Chancellor at Vienna.

Revenue.—That of Austria (1879) about 40 millions with a Debt of 330 millions. That of Hungary, nearly 22 millions; Debt 55 millions. There are three distinct Budgets, a Cis-Leithan, a Trans-Leithan, and a common Budget: towards the latter the Cis-Leithan (Austrian) contribution is 7-10ths, and the Trans-Leithan (Hungarian) 3-10ths. **Army.**—Nearly 800,000; or 1 million on the war establishment. Service is compulsory. There are 25 fortresses. **Navy.**—50 vessels (11 being ironclads) of 106,000 tons and 320 guns, with 10,000 seamen, stationed at Pola, in the Adriatic.

Mountains and Passes.—Some of the finest are in the western part of the Empire, in Tyrol, &c. The Ortler Spitze in the Rhetic Alps, near the Engadine, is 12,815 feet above sea, with glaciers down to 8000 feet, and not far from the Stelvio Pass, on the borders of Italy and Switzerland, which has a carriage road across it from Glurns to Bormio, 9240 feet above sea, the highest road in Europe. Gross Glockner, above the Pinzgau, 12,465 feet high, and Gross Golling, 9383 feet high, are in the Noric Alps. The three-headed Terglou, 9370 feet high, in the Julian Alps, is near Warzen, on the road from Villach to Laibach. Brenner Pass, between Innsbruck and Botzen, on the German route to Brindisi, 4600 feet high, traversed by a rail with 23 tunnels, 100 feet below the road; the peak above being 6800 feet. Botzen is a starting point for the Dolomite region. The Dinaric Alps, on the Dalmatian coast, are 7000 feet high. Other Passes in Tyrol, Styria, &c., are the Katschberg, 5092 feet high, from Untertauern to Gmund, near the Gross Glockner; the Loibl, or Leobel, 4440 feet, in the Carnic Alps, from Klagenfurt to Villach; the Prebühl, 4015 feet high, over the Hochschwab; the Predil, 3820 feet high, from Villach to Görz; and the Semmering, a fine winding pass, with thirty tunnels and viaducts, 2890 feet high at the rail (the mountain being 4420 feet), between Gloggnitz and Mürzzuschlag, on the line from Vienna to Trieste. In the N. and E. provinces are the Böhmerwald, the Erz (or Metal), the Riesen (Giant), or Sudeten mountains, in a continuous chain, 5330 feet high, at the Schneekoppe, in the Riesen section. These are connected with the Carpathian or Krapack Mountains, which are 9530 feet at Mount Bucsecs, or Butschetje, Transylvania, and 8700 feet at M. Lomnitz, in the Tatra group, and embrace the great plain of Hungary in a semicircle.

Rivers.—Next to the magnificent Danube are the Theiss, Marosch or Maros, Drau or Drave, Sau or Save, Adige in Tyrol; Moldau, a feeder of the Elbe, in Bohemia; the upper part of the Dniester, in Galicia; and the Waag or Hungarian Rhine. **Baths.**—Baden (near Vienna), Carlsbad, Franzensbad, Gastein, Ischl, Marienbad, Teplitz, Buda-Pest, and Mehadia.

Products.—The country especially Hungary, is rich in grain, sheep, cattle, and fine timber, over one-third of the whole surface. It yields iron, copper, lead, silver, and other metals; coal, rice, potatoes, beet-root, wine, silk, and wool; with salt and tobacco, which are government monopolies. The eagle, wild boar, deer, bear, wolf and heron are found. Hungarian **Wines** include Red from Buda, Karlowitz, &c., and White from Bösing, &c., with Tokay, a liqueur.

Commerce.—Value of Exports and Imports (1877), 102½ millions sterling; of which only 2½ is with England. At Trieste, the chief port. 16,800 vessels of two and a half million tons, cleared in and out in 1878. Fiume, further down the Adriatic, is the chief port of Hungary (Croatia).

Routes.—**London to Vienna and Trieste,** see Through Routes, p. 7. See pages 205 and 253 for the Innsbruck and *Brenner Route*. **For Routes through the Tyrol,** see pp. 11 and 484. **London to Vienna,** via Munich, Salzburg, Ischl, Gmunden; and Linz, a beautiful Route, taking in the *Salzkammergut Tour*.—For this, leaving the main line at Lambach, proceed by branch to Gmunden by steamer on the Traunsee to Ebensee; thence to Ischl, Hallstadt, &c. For **Vienna, through the North of Europe and Berlin,** the Harwich, Grimsby, and Hull boats to Rotterdam, Antwerp, or Hamburg, may be taken. See Advertisments. **Baggage** is examined at the frontier places of Aia, Bodenbach, Cormons, Eger, Görz or Goritz, Haist in, Nabresina, Oderberg, Salzburg, Teschen.

Railways—About 11,360 mls. (1878); a great extension having taken place of late years. Even the *Alpine districts* and the provinces of Salzburg, Styria, and Tyrol are well provided for; and the tourist in search of the picturesque will find either on or within a few miles of the iron road, some of the grandest scenery in Austria. The lines over the Brenner, from Salzburg or Hallein; from Vienna by the Semmering Pass to Trieste; from Brixen *via* Villach to Bruck, Marburg and Laibach; from

Karlstadt to St. Peter; from St. Michael to St Valentin; and the route from Gmunden to Ebens (by steamer), are surpassed by none for magnificence of scenery. **Telegraph**, 30,000 mls. Telegram to U. Kingdom—from Austria 4½d. per word; from Hungary 5d.

The 2nd class carriages in Austria are like those of Germany, superior to those in England, fare for the 4 classes per English mile being 1.8d.; 1.35d.; 0.9d.; 0.45d. On many of the newly opened lines and by the slow trains on some of the old lines, the fares are very much less. There is a government tax of 2 per cent on all railway tickets, but this tax can never exceed 15 kreuzers (3d. sterling).

Postage.—To any part of Austria or Germany, 5 kreuzers; to U. Kingdom 10 krs. per ½ oz. Post Cards to U. Kingdom 5 krs. Money Orders, see page xlvii.

Hotels.—Rather inferior to, and more expensive than those of Germany. A table d'hôte is almost unknown, and at Vienna meals are generally paid for at the time, and not included in the Bill.

Passports.—See pages xlix to li

Money.—100 new kreuzers = 1 new florin = 1s. 11½d. Paper is the chief medium of payment. Average value of paper florin, 1s. 10d. sterling, or 11 florins to the £1 sterling. Gold Coins: 8 and 4 florins = respectively 20 and 10 fr., or 15s. 10d. and 7s. 11d. sterling. Silver Coins: 2, 1, ½ florin = respectively 3s. 11½d., 1s. 11½d., and 5½d. sterling; also, silver pieces of 20 and 10 kreuzers. Copper Coins: 1 and 4 kreuzers = respectively 4-5d. and 2-5d. sterling. Bank Notes: 1, 5, 10, 100 and 1000 florins. Bank notes pass current in all the Austrian dominions, and are very convenient.—[See *The Merchant's Handbook.* By W. A. Browne, LL.D. London: Stanford.]

Navigation of the Danube.—The Steamers of the Imperial Austrian Danube Steam Navigation Company, descend the Danube, from Donauwerth to Regensburg in one day; from Passau to Linz, in four hours. From Linz to Vienna, in seven hours. From Vienna to Galatz and Constantinople, in about five days. That part between Galatz and Constantinople is done by the Austrian Lloyd boats from Trieste. The ascent takes much longer time, and ought not to be attempted. The Steamers are good. The **River Danube** (German *Donau*; ancient *Danubius* and *Ister*), the largest river of Central Europe, drains parts of Germany, the Austro-Hungarian Empire, Turkey and Roumania. It rises above Donaueschingen in two heads, near Furlwangen and Villingen, among the Suabian Hills of the Black Forest, 24 miles from the banks of the Rhine, 2900 feet above the Black Sea, and 1800 miles from its middle mouth at Sulina. The Inn, another head, rises at the Bernina Pass. *Scenery*—The best parts above Vienna, are the defiles at Weltenberg near Regensburg; at Passau where the Inn joins; the bends called Strudel and Wirbel, near the Hausstein; Mölk Convent and Aggstein Castle; and Dürrenstein Castle, or Tyrnstein (belonging to Prince Stahremberg), where Richard Cœur de Lion was confined. Above Passau are Donaustauf and the Walhalla; and above Donauwerth is Blenheim. Tuttlingen to Friedlingen is compared to the lower Wye. Below Vienna, the scenery is for the most part flat and uninteresting; except about Komorn, where the Waag or Hungarian Rhine comes in; at Buda-Pest, the capital of Hungary; in the mouth of the Drave, at Peterwardein; and the defiles and rapids about Moldova, Kazan, the Iron Gate, and Trajan's Bridge, between Basiasch and Widdin, under the Little Carpathians. Direct Railway communication from the west extends to the Black Sea. Ice is seen from November to May. The mouth in the Black Sea is kept clear by a mixed Commission.

DESCRIPTIONS OF PLACES.

Adelsberg.—*Stat.*—Pop. 1,500—Hotels:—Krone; Eisenhahn.

Adelsberger Hof Hotel and Pension.

In Illyria, 23 miles from Trieste. Every one passing between Vienna and Trieste, should stop to see the splendid "Grotto of Adelsberg" in a mountain, about three quarters of a mile from the Hotel. It is, without exception, the grandest natural excavation in Germany; and the startling effect of a river, the Poik, here named the Unz, suddenly appearing in the dark bowels of the mountain, with the lights reflected from the narrow bridge in the roaring waters beneath, will never be forgotten. The cost of seeing this beautiful Cave thoroughly is £1 2s 5d. (11 florins 17 soldi) for two persons; that is, 70 soldi for each person. 60 soldi for each guide (three required); same for each lighter (two required); the rest is for candles. It takes about two hours. Grosse Dom Calvarienberg. Noah's Ark. 7054 ft. from the entrance; Black Grotto and Madelin Grotto are principal spots. Notice the rare *Proteus anguinus*, a minute indigenous fish-lizard, almost blind.

Conveyances.—Railway, see page 211.

Agram, or *Zagrab.*—*Stat.*—Pop. (1869) 19,857. Inns: Pruckner's; Goldenes Lamm. The capital of Croatia, and residence of its Ban, 85 m. from Laibach, on the Save. It has a Cathedral, College, Archbishop's Palace, and fine Park. Distance to Warasdin sulphur Baths 28 miles.

Conveyances.—Rail, see pp. 213, 220, 235.

Aussee.—*Stat.*—Hotels:—Carl Hackl; Post; Sonne; Johann Stuger. Pop. 1500. In Styria, on the Traun; and has salt works, yielding daily 5000 quintals of salt, saline baths, and a whey cure. Excursions to the fine lakes of Alt-Aussee, the Grundlsee, Toeplitzsee, and Kammersee. The Tressenstein may be best ascended from this centre.

Conveyances.—Rail, see p. 220.

Baden.—*Stat.*—Pop. 5,000.—Hotels:—Schwarzer Adler; Stadt Wien; Hirsch; Gallner Baum; Löwe. Restaurant—Passegger. Cafés, Otto; Schimmer. Buffet at the Station.

The ancient *Thermæ Cetiæ*, in Lower Austria, a watering place, on the Schwechat, at the base of the Styrian Alps, 15½ m. from Vienna. The waters are sulphurous, impregnated with carbonic acid gas; temp. 93° to 99° Fahr. They are effi-

cacious for cutaneous diseases, gout, or rheumatism. Delightful excursions to valley of Helen, etc.

CONVEYANCES.—Railway to Vienna, Oedeaburg, Gratz, Trieste, &c. see pages 211 and 215.

Bad-Gastein, or Wildbad-Gastein.—HOTELS: BADESCHLOSS; HIRSCH; STRAUBINGER; MITTERWIRTH; GRUBER: SCHNEIDER

A watering place in Upper Austria, 20 m. from Lend (nearest Stat., p. 218), 3300 ft. above sea; reached by carriage from Lend, over the beautiful Klamm Pass. It has a hot mineral spring (118° Fahr.), powerful in cases of apoplexy; and the two falls of R. Ache. Here a Convention with Prussia was signed in 1865. The surrounding scenery is exceedingly grand. It is about 14 hrs., via the Gold mine, to Heiligenblut, under Gross Glockner (12450 feet) away to the west. See **Lienz.**

Botzen (*Germ.* **Bozen**; *Ital.* **Bolsano**).—*Stat.*—Pop. 10,200.

HOTEL KAISERKRONE, in the best part of the town, close to the Railway Station. See Advt.

HOTEL VICTORIA.

A flourishing commercial city in Tyrol, the old *Pons Drusi*, at the junction of the Talfer with the Eisack, 27 m. from Brixen. Notice the long arcades or piazzas; Cathedral with an old tower; and a flood dyke 2 m. Terlaner and other wines are good and cheap. Four large Fairs. From here it is 20 m. to Predazzo; and thence 8 h. to Val Travignolo or *Panveggio*, among the forests of the Fassa Alps. Then 12 m. to Primiero, and 20 m. to Agordo, or 20 m. to Caprile, near the **Dolomite Mountains** (see p. 471).

Rail, see pp. 200, 205, 236, and 259.

Bregenz.—Pop. 3,000.—*Stat.*—HOTELS:—OESTERREICHISCHER HOF; KRONE;

Formerly *Brigantia*, in Vorarlberg, on Lake Constance, 20 miles W. of Feldkirch. View from the Gebhardsberg. CONVEYANCES.—Rail to Feldkirch, Landeck, and Innsbruck, see pages 234 and 244. Steamers to Lindau, Rorschach, etc.

Brixen, (*Italian* **Bressanone.**)—Pop. 4,000.—HOTELS: HOTEL ELEPHANT, near the Post; SONNE, the Dil. office. RESTAURANT at Station.

In the Tyrol, 30 miles from the Brenner Pass; with a Cathedral.—Railway, see page 205.

Brunn, (*Slavonian* **Brno.**)—*Stat.*—Pop. (1869) 73,771—HOTELS:—

HOTEL NEUHAUSER; GRAND HOTEL WERNER; DREI FURSTEN. Restaurant at the Station.

Capital of Moravia, the Leeds of Austria, at the junction of the Schwarzawa and Zwittawa; 89 m. from Vienna, noted for its woollen, linen, leather, glove, carpet and vinegar Factories. In the Altbrünn or old quarter is the *Spielberg*, or citadel (850 ft. high), once the prison of Baron Trenck, General Mack, and Silvio Pellico. Here are St. James's Cathedral; the Rathhaus or Town Hall; Franzensberg Park and Column; Augarten Park; and the Moravian Museum. About 14 miles east is **Austerlitz,** celebrated for the victory gained in 1805 by Napoleon, whose head quarters were at Brünn.

AMERICAN CONSULAR AGENT, G. Schoeller, Esq.

Rail., see p. 205, 212-3, 228, and 230, 232.

Brenner Pass or **Brennero.**—*Stat.*—Pass in the Tyrol, 24 m. from Innsbruck, on the rail to Italy, between the heads of the Inn and Adige, 4600 ft. above sea, the mountains being 2000 ft. higher.—See 205, & Special Edition.

BUDA-PEST (or **PESTH**), *Pest-Ofen*, the Capital of Hungary.—*Stat.*—Pop. (1869) 270,460.

HOTELS—all on the Pesth side.

HOTEL DE L'EUROPE, First-class Hotel, Jos. Rainer, Propr.

GRAND HOTEL HUNGARIA; QUEEN OF ENGLAND; ERZHERZOG STEPHAN; H. NATIONAL; H. FRÖHNER; STADT LONDON; JÄGERHORN; TIGER; KONIG VON UNGARN.

CABS, 1 horse, 80 kr. an hour; half a day 3 fl. 30 kr. OMNIBUS, 16 kr. TRAM open.

Budapest, 172 miles from Vienna, consists of Pesth, walled round in the 13th century, on the east side of the Danube, in the plain of Rakosfeld, and Buda the site of the Roman *Transacincum*, to which it is joined by several bridges, one being a suspension *Bridge*, 1,220 feet long, erected 1849, by Clark, architect of Hammersmith Bridge. Pesth is low and flat, but has wide streets, with tramways. Notice the parish church (Hauptpfarr-kirche), once a mosque; a Moorish-looking synagogue: handsome Rathhaus, with a good view from the square tower; Exchange, near the Archduke Joseph statue; Redoute, a large new Moorish pile, in Deakgasse, for concerts, &c.; *Academy* (1865) with the Esterhazy Gallery of 800 paintings, in fifteen or sixteen rooms; National Museum, containing arms, vases, pictures, &c., Luther's Will, and Nelson's stick, cut after the battle of the Nile; Landhaus, or Hall of the Hungarian Estates; University, richly endowed, having 1000 students, 50 professors, and 70,000 books and MSS.; Ludoviceum, now a military hospital; Neugebaüde, built 1786, by Emperor Joseph, now an Artillery dépôt; new Custom House, 470 ft. by 170; National or Hungarian theatre; a German theatre; Fine Art Society (1870).

The old town, **Buda**, called **Budin** in Sclavonian and **Ofen** by the Germans, was a Roman colony, down to the 4th century, and was held by the Turks from 1527 to 1686. It covers a long ridge with the neighbouring valleys, under the Blocksberg and Spiessberg, 700 ft. to 800 ft. high; the streams from which run into a ravine called the Teufels-Grabon or Devils Ditch, below. This was flooded 1875, with great damage and much loss of life. Here, among old houses, are the royal Palace, with the Hungarian insignia; a Citadel, cannon foundry, and the monument to General Hentzi; the Stadthaus; garrison church or Cathedral, marked by a tower; large timber yards; and the hot sulphur springs at Bruckbad and Kaiserbad, from which the place derives its German name of Ofen (oven). Kaiserbad is near a Turkish mosque. Good wine, silk, velvet, and meerschaum pipes are produced here. Visit Dreher's large breweries at Kobanya; and the sulphur Springs and Gardens on St. Margaret's Island, facing the Danube Steam Comp.'s Wharf.

TELEGRAM to U. Kingdom 5d. per word.

FREE CHURCH OF SCOTLAND.—In English, every Sunday, at the English Hall, Mondgasse, 8; at 11.45 a.m. Minister, Rev. Andrew Moody; residence, Rudolf Quai, 11.

H. B. M.'s Consul-General.—Hon E. Monson, C.B. American Consul.—M. Faber, Esq.

Bible Society's Agent—Mr. E. Millard, 3, Deak's Platz.

Conveyances.—Rail to Vienna, Szegedin, Stuhlweissenburg, Oderborg, Przemysl, and Lemberg. By steamer, up the Danube to Vienna, passing Pressburg, &c.; and down to Peterwardein, Neusatz, and Semlin, &c. See pp. 188, 212, 214, 215, 217, 219, 220, 222-5, 231, 235-7.

Carlsbad.—*Stat.*—Pop. (1877) 10,000. Hotels: Hotel de Hanovre, well situated, comfortable, and moderate charges.

Hotel Victoria and King of England—Kept by Emil Teller. English & French spoken. See advt.

Hotel de Russie.

Anger's Hotel.

Hotel Konigsvilla.

Wiesinger's Hotel National (Gartenzeile). Zum Goldenen Schild.

Lodging Rooms cost by the week from 5 to 10fls., and apartments 20 to 30fls., according to size and the season of the year. A floor, with kitchen, 40 to 50fls. Service is paid in proportion. Be careful when engaging private lodgings, as there is a law which compels visitors to pay for 14 days certain. A cure-tax of 10fl. 1st class, and 6fl. 2nd class, is paid by visitors who stay longer than eight days. Carriages the half day, in the afternoon, 6fls.; one day, 10fls. Asses, half a day, 1½fl.; if drawing a char, 2fl.

Carlsbad, "Charles's Bath," in Bohemia, 32m. from Eger, is picturesquely situated in a narrow valley along the river Tepel, near the Eger, and surrounded by lofty granite hills, clothed to their summits with forests. The town consists entirely of lodging-houses, hotels, cafés, and shops. It has a theatre, hospital, and granite bridge; with large Public buildings, including baths, a museum, libraries, concert rooms, restaurant, &c., erected by the Municipality in 1868. About 22,000 visitors come here in the season, which lasts from 22nd April to 30th Sept., and is at its height during June, July, and August.

The nearest way from England is by Frankfort, Oberkotzau and Eger; but there is a fast through route *via* Leipsic, and from thence to Eger and Carlsbad—72 hours (sleeping at Leipzic); cost about £8. Another route is from Cologne, *via* Mayence, Darmstadt, to Nuremberg; thence to Eger, and Carlsbad, sleeping at Nuremberg. A beautiful route is *via* Dresden, and up the Elbe to Bodenbach or Aussig; taking through tickets at Hanover for Madgeburg and Dresden. Luggage is examined on the Austrian frontier.

All the *Springs* are hot (111° to 167° Fahr.), and contain the same mineral constituents,—sulphates and carbonates of soda, lime, potash, etc.; highly useful in dyspepsia, gout, rheumatism, liver complaint, gravel, stone, hypochondriasis, dysentery, constipation, etc.; the course is generally four weeks. The Sprudel (167° Fahr.), Schlossbrunn, and Mühlbrunn (132° Fahr.), are the most remarkable. Bits of wood, plants, etc. are covered by the Sprudel, with a crust of lime, or siliceous earth. The time for drinking is between 6 and 8 a.m., when the band plays from a pavilion. It is necessary to see a medical man every third day, who watches the effects of the water. Living is plain and wholesome. Early or late in the season thick top-coats are required.

In the Environs, the Elbogen and the Hans Heilings Rocks are well worth seeing.

Eng. Ch. Service, on Sundays at 11 a.m. and 4 p.m., at the new church. Chaplain, Rev. P. Schaffter, appointed by the Col. and Cont. Ch. Soc.

Medical Men.—Dr. Isidor Gans, Senior, Parkstrasse, Prinz Eugen. Dr. Seegan. Dr. Krauss. Dr. London, formerly Chief Physician and Director of the Rothschild Hosp., Jerusalem. Dr. Kafka (homœopath). All speak English.

English Commission Agent Money Changer.—Benedict Brothers.

Bookseller and Circulating Library.—Hans Feller; where English is spoken, and *Bradshaw* and *The Times* are taken in.

Bankers.—Alfred Schwalb; Gottlieb Lederer.

Conveyances.—Rail. pp. 188, 196-7, 208, 218, 223.

Cortina. H. Grusch; Croce; Stella d' Oro.—See **Dolomite Region.**

Cracow (*German and Polish* **Krakau**).—*Stat.*—Pop. (1869) 49,835.—Hotels: De Russie; De Londres; Weisses Ross; De Dresden.

An old Polish city, and sometime a Republic before the insurrection of 1846; 256m. from Vienna on the Vistula, here crossed by bridge to Podgorze

Chief Buildings—Schloss, or K. Casimir's Castle, on the Wawel Hill, near the Cathedral, founded by him 1359, containing 20 Chapels, with the graves of John Sobieski, Poniatowski, Kosciusko, Potocki, &c., and Thorwaldsen's Christ. Monument of Copernicus, in St. Anne's church; St Mary's Gothic church, and 35 other churches; Town House, in the Market Place; Florian Gate, built 1498, when the Turks besieged the town: Bishop's Palace; old University, including a library of 30,000 vols; Academy of Painting; Observatory; and Botanical Garden. The Memorial to Kosciusko (1824), at a fine point of view, on a hill outside the town, is an artificial grassy mound, 150 feet high, erected by the Poles, 1820-4.

Wieliczka Saltmines (7 miles S.E.), are 1½ miles long, and very striking.

Conveyances.—Rail., see pp. 184 5 187, 205-8 212, 216, 217 222, 224, 237, 289, 293.

Debrecszyn.—*Stat.*—Pop. (1869) 46,111.

Hotel Weisses Ross.

A manufacturing town in Hungary, 93m. from Grosswarden, which with its unpaved streets and one-storied houses resembles a collection of villages rather than a town. Most of the inhabitants are Magyar Calvinists. It has a Town Hall, large College, Churches, Theatre, &c.; and extensive manufactures of boots, pottery, soap, coarse cloth, pipes, prepared sheep skins, &c. Four Fairs yearly draw vast crowds of strangers.

Conveyances—Rail., see pp. 207, 214, 219, 225, 237

Dolomite Region, in Tyrol, near the Ampezzo and Fassa Valleys; accessible *viâ* Botzen, on the Brenner line, and via Vigo. Brunneck,

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Cortina, Pinzolo and Caprile are good centres for the mountains: the loftiest here, being Marmolata and Monte Civetta, 11,005 ft. and 10,440 ft. high. They are named after Dolomieu, the French geologist, and consist of soft, yellowish, slaty limestone, without a tree, rising into fantastic peaks and spires, and threaded by narrow, deep cracks or passes. Church service at Hotel Aquila Nera, at **Cortina,** in Val d'Ampezzo; supplied by the Col. and Cent. Church Society. Schluderbach (an Inn) is 800 ft. above it. From here you may ascend **Monte Cristallo,** 10,645 ft., over Dürren Lake (dry in autumn), or Piz Popena, Drei Zinnen (or Tre cime), and the Marmarole (over the Italian border). From **Caprile** there is a beautiful mountain walk to St. Lucia under the Palmo. Near **Primiero** (25 m. from Caprile, via Agordo) are S. Martino di Castrozzo (an *Inn*), the Palla, the Sass Maor (9500 ft.), and Passo di Ball (8300 ft.); all remarkable for good scenery. For a fine drive, take the rail from Franzensfeste (on the Bronner line) to Toblach; thence by Landro, Cortina, S. Vito, under Monte Antelao (Albergo al Antelao), **Cadore** (in Italy, 9 m. from Cortina) the birthplace of *Titian*, and Serravalle di Vinezia (La Giraffa *Inn*), to Conegliano. **Vittorio** (Hotel) a Stat.—(p. 266) between Serravalle and Oneda, 10 hrs. from Caprile.

Ebensee.—*Stat.*—HOTEL POST.—Pop. 2,300, with Langbath.

In Upper Austria, 9 m. from Gmunden, close to the beautiful Traunsee; and having a trade in the brine from Ischl and Hallstadt. On Kranabitsattel (5175 feet), reached in four hours, there is a grand panoramic view. Pine timber is floated from here for descending the Danube. Rail., see p. 220.

Eger (Bohemia.) — *Stat.* — Pop. 12,000.—H. WELZEL, GOLDENE SONNE, ZWEI ERZHERZOGE.

A garrison town on the Eger, called *Cheb* in the provincial language, 107 m. from Leipsic. Here is the Burgmeister's house where Wallenstein was assassinated 1634, after his friends had been killed in the old Burg or Castle. RAIL. pp. 157, 160 175, 188, 196, 202, 208, 212, 218, 223, 232.

Feldkirch.—Pop. 3,000—*Stat.*—HOTELS:—POST; LOEWE, the Diligence office.

A small town in Vorarlberg, on the Ill, 20 miles S.E. of Bregenz. Rail to Bludenz, etc., 228, 284.

Fiume, (*Illyrian* **Rika.**)—*Stat.*—Pop 14,000.—HOTELS, EUROPA; RE D'UNGHERIA.

A free port belonging to Hungary, (though divided from that inland kingdom by Croatia), 35 miles S.E. of Trieste by land, but much longer by sea round the Istrian peninsula. It stands in the mouth of the Fiumara, where the Julian Alps end, at the head of the beautiful gulf of Quarnero, in the Adriatic; and has a college, theatre, shipyards, new harbour works, and lazaretto; with a trade in grain and flour. In 1879, above 657,000 tons of shipping went in and out, (half being English). Marshal Nugent's seat, Tersato Castle, is near a pilgrimage church.

H. B. M.'s CONSUL, G. Faber, Esq.

AMERICAN C. AGENT.—L. Francovitch, Esq. Steamer to Glasgow. RAIL. p. 211, (by branch from St. Peter, across hills 2,740 ft. high) 213, 235.

Franzensbad or **Franasbad** (Bohemia.) *Stat.*—Pop. 1200.—HOTELS: MÜLLER'S; LEIPZIG; POST; KAISER VON OESTERREICH. Lodgings are numerous; 3 good rooms about 40 fl. a week.

RESTAURANTS.—Holzer's; Hubner's; Leipsic; Curaaal; Post; Kreus. Meals at "fixed prices."

CARRIAGES dear—a 1 horse fly 5 fl., an a 2 horse cab 8 fl., the afternoon, besides driver. Season, May to September.

ENGLISH CHURCH SERVICE, (S.P.G.)

A modern Bath, and much-frequented resort of the Austrian nobility, 3 m. from Eger; handsome and cleanly, and well laid out on a plain, in a tame country. The best part is the Morgenzeile, having many extensive lodging-houses, forming a square, with a central Well, a planted promenade, large gardens, and statue of its founder, Francis I. The waters are cold of four kinds—saline chalybeate, saline aperient, saline, and acidulous—adapted to almost every kind of ailment; superior to Carlsbad, because not so penetrating. The "Mud Baths," however, are the great attraction of Franzbad. There are three Bath establishments; charge 1 fl. 40 kr. each bath. It has no Bank or resident merchant; is best to bring circular notes. There are several libraries, a theatre, assembly-room, and reading-room; but no Club. Visitors should have their newspapers from England.

PHYSICIANS.—Dr. Klein; Dr. Boschan.

CONVEYANCE.—Rail, pp. 157, 185, 196, 208, 223.

Fured (Baths of), on Lake Balaton, in Hungary. May be reached from Stuhlweissenburg and Sió Fók, p 220, and thence by steamer.

Gleichenberg (Styria).—HOTELS:—VEREINS-HAUS: STADT MAILAND; WIENERHOF; BERLINER HOF; VILLA SOESS.

This bath-place, once known to the Romans, may be reached from Feldbach, the second station from Gratz, on the line to Raab, p. 225. It lies in a wooded valley, near an old Castle and a lake. The springs are acidulous, alkaline, and ferruginous

Gmunden—*Stat.*—Pop. 5,000.—HOTELS:—HOTEL DE BELLE VUE; GOLDENER BRUNNEN; GOLDENEN HIRSCH; STADT GMUNDEN, GOLDENES SCHIFF.

On the *Traunsee*, or *Lake Gmunden*, in Upper Austria. 20 m. from Ischl, near the finest part of the **Salzkammergut.** Here the salt from the surrounding mines is shipped. The prospects are splendid, taking in the lake, and the snowy Alps of Salzburg and Dachstein. Falls of the Traun; view from Calvarienberg. The **Traunsee,** 8 m. by 2 m. is the finest lake in Austria. At the top, towards Ebensee it has rocky banks and dark waters; at Gmunden it resembles the lake of Zurich. It is surrounded by high mountains, especially the Traunstein (5580 feet).

To see **Falls of the Traun** give notice to the guard at Lambach, and get out at the Station for the Falls; twenty minutes walk through fine woods; train calls later for Gmunden; well worth staying one or two days. The Fall-barges go down the river from the lake in about 2 hours; past very beautiful scenery; they descend many shoots, the last being about 1300 feet long; no

danger. Walk up to the Falls; luncheon of cray fish, trout, bread and butter, can be had at the inn. Hire a carriage from Gmunden to wait above the Falls to take you back, about nine miles of lovely drive. The landlord of the Belle Vue, will arrange everything; very fine echo on the Lake.

Beautiful drive through the **Salzkammergut** sleeping at Ischl, Gosau, Golling, Berchtesgaden, and Salzburg; on by rail to Innsbruck. Most of this fine district is now accessible by rail. Excursion down the river Traun for the lake of Gmunden, one gulden a head, and a little more for drink money. Carriage to Falls of the Traun, 4 florins.

The Station at Gmunden is on the Steamboat Pier. At Ebensee, there are generally conveyances enough for Ischl; where, apartments should be engaged.

CONVEYANCES.—Railway to Linz and Budweis, pp. 201, 210, 220. Steamers in summer, several times daily, to Ebensee, on the opposite end of the lake *en route* for Ischl. Fare, 50 kreuzers.

Gran.—*Stat.*—Pop. 9,000.—HOTELS:—

The ecclesiastical metropolis of Hungary, the ancient *Strigonium*, in the picturesque vale of the Gran (Sclav. *Garam* or *Hron*), on the right bank of the Danube, 23 m. north west of Buda. It is noted for its Baths, and the magnificent but still unfinished *Cathedral*, on the Castle Hill, commenced in 1821, in the Italian style, surmounted by a dome 85 ft. in diameter, and faced by a portico; built chiefly at the cost of the Prince-Archbishop.

CONVEYANCE.—Railway to Pressburg, Vienna, Temesvar, Basiasch, &c. see page 214

Gratz.—(*Sclav.*) **Niemetzki-Gradetz).**—*Stat.*—Pop. (1869) 81,119—HOTELS:—

HOTELS: ELEPHANT; ERZHERZOG JOHANN; GRADETZ; GOLDENES ROSS, near the Bridge.

Restaurant at Station.

Capital of Steyermark (Styria,) 141 m. from Vienna, on the Mur (crossed by a chain bridge 318 ft. long), 1,900 ft. above sea, in a spot noted for its fine environs, and cheapness of provisions.

OBJECTS OF ATTRACTION.—The Cathedral, with an altar painting by Tintoretto, and tomb of Ferdinand II; the Arsenal, at the Provincial Hall; Townhall; Convent of the Jesuits; Castle, on the Schlossberg, (a beautiful prospect), in which the crown of Steyermark is kept; Picture Gallery; Theatre; colossal statue of the Emp. Francis; University; *Joanneum*, a technical institute founded by Archduke Johann (John), 1812, including a museum of fans, etc., library, lecture and reading-rooms, and laboratory. Walks and Excursions to the castle of Eggenberg, with a collection of paintings; the ruined castle of Gösting: Buchkogl and Schöckel (5970 ft.) in the Schwanberg Alps, via rail to Liboch, etc.

CONVEYANCE.—Railway, see pages 211, 218, 220, 222, 225, 235, and 236.

Hallstadt.—Pop. 1,200.—HOTELS:—

SEHAUER; POST; GRUNER BAUM.

A small town in Upper Austria on the Lake of Hallstadt or *Hallstadtersee* in the Salzkammergut, built on the side of a hill, almost a precipice This Lake, and the neighbouring Gosau Thal may compare with any part of Switzerland. It is 5 miles by 1½ miles, and 415 feet deep; and is surrounded by a circle of Glaciers, above which rise the Dachstein, the Thorstein, and the Sarstein, 6358 feet high, with its splendid view.

Near Hallstadt are the pretty lakes of Gosau Zwieselalp, and the Traunwand. Near **St. Wolfgang** (Hotels—Hirsch, Zum Korlisen) is the Schafberg, 5837 feet high (3½ h. ascent) with a fine panoramic view. Salt works in the neighbourhood. Aussee is the nearest station; p. 220.

Hermannstadt.—(*Hung.*-**Nagy Szeben**—*Stat.*—Pop. 16,300—HOTELS.

A walled town, the military capital of Transylvania, 172 m. from Arad, on the Zibin, near the Wallachian border. Palace and Museum; Cathedral and five Churches. To the west is VARRELY, in the beautiful Hatzeg Valley, containing a Roman Amphitheatre and other remains of *Ulpia Trajana*, the former capital of Dacia. Railway communication with **Karlsburg** to the N.W., on the Maros; rich in gold and silver mines. See pages 201, 233.

Innsbruck.—*Stat.*—Pop. (1869) 23,000.

HOTEL DU TYROL, newly opened by the proprietor of the Hotel d'Autriche (now closed). Mr. Carl Landsee, proprietor. Magnificent view over the town and valley from the Belvedere at the top of the house.

HOTEL DE L'EUROPE.—Kept by J. Reinhart, newly built, well situated, moderate charges.

HOTEL GOLDENE SONNE.

HOTEL ET PENSION KAYSER; ADLER; STERN. Diligence office at the Post office.

There are no street carriages. By hired carriages with two horses—to Ambras, 4 fl.; Martinswand, 6 fl.; Schönberg, 5½ fl.; Neustift in the Stubaythal, 12 fl. English sovereigns at a premium.

The capital of the Tyrol, in a beautiful spot, 1920 feet above sea, 109 m. from Munich, at the junction of the Sill and Inn, on the Brenner route. It is the meeting place of the Tyrolese Estates. The Rudolf Fountain (1863) commemorates the union of Tyrol, 1363. One church has a collection of works of art. Other objects of interest are the Franciscan Church, containing the celebrated *Tomb of Maximilian* surrounded by 28 colossal statues in bronze of various real and mythical persons, and the tomb of Hofer; the Palace, and palace garden; the University and the Ferdinandeum Museum, which contains good collections of the natural history of Tyrol. Mean temp. 27° (Jan.) to 65° (July.)

ENGLISH CHURCH SERVICE, at the former Hotel d'Autriche, at 11 a.m. & 6 p.m.; Chaplain supplied by the Colonial and Continental Church Soc.

ARMS.—Mr. Johann Peterlongo, large manufacture of guns, revolvers, &c. BOOKSELLER—Fr. Unterberger (near the Franciscan church).

"Al Jénbach (between Innsbruck and Kufstein) is an inviting Inn, Zur Toleranz. Instead of going by rail to Munich from Innsbruck, drive by carriage from Jenbach by the lovely lakes of Achen See and Tegern See to Holzkirchen, which

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is within 1¾ hours run by rail to Munich—one long, or two easy days' drive. Stop at the Inn 'Zur Scolastica,' if dividing the journey."—C.P.S. Between Jenbach and Brixlegg lies the entrance to the fine valley of the **Zillerthal**, from which the Protestants were expelled, 1837.

CONVEYANCES.—Rail pp. 200, 202, 205, 218, 236. The line over the Brenner to Botzen passes, 17 Tunnels and 11 Bridges, and cost £28,000 a mile.

Ischl.—*Stat.*—Pop.—5,600.—HOTELS:—
HOTEL BAUER.
HOTEL KAISERIN ELISABETH.
CHURCH OF ENGLAND SERVICE here, (S.P.G.), every Sun., at 11 & 4 during the season.

POST; KREUZ; STERN; KRONE. Private lodgings.

A watering-place in Upper Austria, 61 m. from Linz, at the junction of the Traun and Ischl; the favourite summer residence of the Emperor. It stands at the centre of the Salzkammergut, surrounded by many villas, including the Emperor's and is a good head-quarters for that beautiful district; Trinkhalle very large. Parish church has fine paintings. Price per bath, 1 fl. Mud baths. Whey cure. ENVIRONS very fine, and especially renowned for chamois shooting, and trout fishing. Salt mines and brine springs.

CONVEYANCES.—Rail, see p. 220.

Omnibus to Ebensee, on the Lake of Gmunden, to meet the Steamer from Gmunden. Rail to Vienna, Gratz, Linz, and Salzburg, page 210, 201.

Koniggratz.—*Stat.*—Pop. 5600—H. LAMM.

A fortress in Bohemia, on the Elbe and Adler, 75 m. from Prague, near which the battle of **Sadowa** was fought, and the Austrian army under Benedek defeated, July 3, 1866, by the Prussians. It has a Cathedral.

CONVEYANCES.—Rail. see pp. 219, 227, 229.

Laibach or **Laybach** *(Sclavonian* **Lublana)**—*Stat.*—Pop. (1869) 22,593.—HOTELS:—
STADT WIEN; ELEPHANT, POST.

The Capital of Carniola or Carinthia, on the Laibach, in a plain, surrounded by mountains, 92 miles north-east of Trieste. Notice the Cathedral; old Jesuits church; Bishop's palace; Lyceum; theatre; Auersperg palace (containing a Museum) and gardens, in the handsome Congress Platz, in which is a statue of Marshal Radetsky. Bridge over the Laibach, near the promenade; and a viaduct across the Moos or Marsh, now drained. Fine prospect from the Old Schloss, now a prison. The women were a peculiar head-dress. A Congress was held here 1821. Excursion to the beautiful lake of Veldes (half hour from Radmannsdorf stat.) with three Inns on its banks.

CONVEYANCES.—Railway to Cilli, Gratz, Vienna, and Trieste, *&c.*, see pages 221, 231.

Lambach.—*Sait.*—Pop. 1,300.

Beautifully situated on the Traun, 21 m. from Linz, in Upper Austria, near salt works. Notice fine Benedictine Monastery, containing a good Library, some old German pictures, and a collection of engravings; and at a short distance from the town the curious *Church* of Baura, built 1722 by an Abbot of Lambach, and dedicated to the Trinity, built in the form of a triangle, having three towers, three doors, three façades, three windows, three organs, three altars ornamented with marble of three colours, three sacristies, and which cost 333,333 florins.

Rail to Linz, Gmunden, &c. pp. 201, 210.

Landeck—Population 1,600—HOTELS—POST; GOLDNER ADLER.

In North Tyrol, on the Inn, 56 m. W. of Innsbruck; where the road to Innsbruck meets the Klosterthal to Feldkirch, and the Finstermünz to Meran and Botzen. The intended rail to Bludenz (p. 234), will traverse the **Arlberg** (5930 ft.), by a tunnel 6 m. long.

CONVEYANCES—To Innsbruck by Stellwagen 2 fl.

Lavis.—Pop. 2,200.—Inn:—CORONA.

A town in South Tyrol, 5 m. north of Trient (p. 205); between which and St. Michele is the ferry over the river Adige to the road to the beautiful Val di Non (Annone) and Val di Sole; the former leading to the Tonale Pass.

Lemberg *(Polish* **Lwow.)**—*Stat.*—Pop. (1869) 87,110—20,000 being Jews.

HOTELS:—d'Angleterre; de Russie.

The capital of Galicia, 212 miles E. of Cracow, in the valley of the Peltew, east of the Carpathian range, and the river Dneister. Principal buildings,—Governor's palace; Roman Cathedral, and Greek Cathedrals, 16 Churches, and 2 Synagogues; University (1000 students), with library of 50,000 vols.; Literary Institute, containing 60,000 vols. of Slavonian works and MSS., museum of coins, and paintings.

The Baths of Szekio and Lubien are near. Trade in woollen, cattle.

CONVEYANCES.—Rail to Jaroslau, Cracow, Brody, Czernowitz (in the Bukovina), Jassy (in Roumania), Galatz, Moscow, Odessa, etc.; see pages 184, 206, 207, 216, 217, 222, 231, 291, 293.

Lienz (Tyrol).—*Stat.*—Pop. 2000. HOTELS:—POST; LAMM; SONNE.

The Roman *Leontium*, 66 m. from Villach, on the Pusterthal rail, on rivers Isel and Drave, under the Spitzkofel (8915 ft.), and other dolomite peaks; and a starting-place for the Glockner district. It has an old church and two castles—the Lieburg, (or Town Hall) and Schloss Bruck. From here it is 15 hrs. to Gastein Baths (hence to Lend, p. 218); and 22 m. to **Heiligenblut** (Inn), in Carinthia, via Winklern and Dollach. Heiligenblut stands 4265 ft. high, and is the favourite spot for many trips, (fixed tariff)—such as the Pasterze Glacier; Gössnitz Fall; Franz Joseph's Höhe, 8100 ft., 4½ hrs. (fine view); but especially **Gross Glockner**—a two days' trip, and not a difficult one with guides; 12,455 ft. high, with a splendid prospect. From Linz, up the Isel, to Windisch-Matrei (8 hrs.) for the **Gross Venedig**, a peak of 12,055 ft., and comparatively easy. KALS, near Windisch-Matrei, is also a good central point for all the mountain excursions. Rail. p. 236.

Linz.—*Stat.*—Pop. (1869) 33,394. HOTELS—ARCHDUKE CHARLES; ADLER; KREBS.

Railway Buffet. Stop 30 minutes.

Capital of Upper Austria, 117 m. from Vienna, near the site of the Roman *Lentium*, in a beautiful spot on the Danube, here crossed by a bridge. There are 3 large suburbs. Notice the old Castle

sow & barrack. Mathias Kirche (St. Matthew), with the tomb of Montecuculi (1680); the Landhaus and Museum where the States assemble; Trinity Column on the Hauptplatz; Jagermayer's garden, with the best view of the town; the Pöstlingberg, the highest point in the neighbourhood; and the fortifications consisting of 32 detached forts, after a plan by Prince Max. of Este. Try the fish called schill. The river scenery to Passau, and to Vienna, surpasses the Rhine.

CONVEYANCES.—Railway to Gmunden, Vienna Salzburg, Munich, and Budweis, see pages 187, 194, 200, 201, 210, 216, 221. Steamboats daily to Vienna at 7.30 a.m.; change about 5 miles from Vienna. To Passau at 6.30 a.m.

Marienbad.—*Stat.*—HOTELS:—KLINGER, the first and largest hotel. Pretty situation on the Kurort. See Advt. NEPTUN or POST; ENGLISCHER HOF; BELLEVUE.

Lodgings as at Carlsbad.

A pleasant watering-place in Bohemia, 9 miles from Eger, in a small valley among pine clad hills. Round a meadow which has been changed into a Jardin Anglais, numerous hotels have been erected, besides houses and a handsome church, a conversazione house, &c. The Springs are six or more in number, saline, aperient, chalybeate, and acidulous, in temperature, 50° to 53° Fahr., and particularly efficacious in certain abdominal and skin diseases. Diet and regimen similar to Carlsbad. Season from May to August, closing earlier than Carlsbad. The shady groves and hill walks offer many pleasant excursions.

CHURCH OF ENGLAND.—Rev. Dr. Robbins, Chaplain, (S.P.G.) licensed by the Bishop of London.

CHURCH OF SCOTLAND.—Occasional Services, in the season, in the German Reformed Church.

CONVEYANCES.—Railway, see pages, 196, 223.

Meran.—Pop. 2,800.

HOTELS: — ERZHERZOG JOHANN, or POST; Diligences and Stellwagen. GRAF VON MERAN HOTEL AND PENSION HASSFURTHER. Fares to Schlanders, 1 fl.; to Mals, 1 fl. 36 kr.

The old capital of the Tyrol, beautifully situated on the Passer, 17 miles from Botzen, near the Etsch or Adige. Invalids come here in autumn and winter for the mild climate, and the milk and grape cure. Good red wine. Near this are *Dorf Tyrol*, on the Küchelberg, the former seat of the Counts of Tyrol, which gives name to this country; Lebenberg, belonging to Count; Fuchs; and the picturesque castle of Schönna.

ENGLISH CHURCH SERVICES are held at the Hotel Erzherzog Johann; Chaplain supplied by the Society for the Propagation of the Gospel.

CONVEYANCES.—Diligences and stellwagen to Mals, Botzen, and Brixen. To Botzen at 2 p.m., in 3 hours. Walk to Hofer's House, 3 hrs. and Sterzing, by the Jaufen Pass, in one day; and thence to Innsbruck in another day.

Oedenburg (*Hung.* **Sovrony.**)—*Stat.*—Pop. (1869) 21,108.—HOTELS:—KŒNIG VON UNGARN; ROSE; HIRSCH.

A town in Hungary, 48 m. from Vienna, near the SW. side of the Neusiedler See (now dried up), celebrated for its cattle market, wines, and coal mines. It has several churches, two colleges, and a large old Watch Tower. *Forchtenstein*, 13m., the castle of Prince Esterhazy; contains a large collection of arms, a rich gallery of portraits and the family treasures, vessels of gold and silver, and many objects of art. Orders to view from the Prince himself.

CONVEYANCES.—Rail. to Neustadt, Baden Vienna, Gratz, Laibach, Trieste, &c. see page 218, 220.

Olmutz (*Moravian* **Olomauc.**)—*Stat.*—Pop. 15,300.—HOTELS:—GOLIATH, IN OBER-RING (opposite the Trinity Pillar, KRONE; LAUERS.

A fortress, and former capital of Moravia, 129 m. from Vienna, on the March. The Cathedral is a noble specimen of old German architecture; in St. Maurice's is an organ with 2,332 pipes. Other objects are the Bishop's Palace; University buildings, restored in 1827; Arsenal; and handsome Rathhaus. Lafayette was confined here in 1794. Chief market of Moldavian and Russian horned cattle. Here the Emperor Ferdinand abdicated, 1848. The Holy Mountain is a place of pilgrimage outside.

CONVEYANCES.—Rail, to Böhm.-Trübau, Cracow Warsaw, Vienna, pages 185, 205, 212-3, 237.

Peterwardein (*Hung.* **Petervarad**)—Pop. 6750. A strong garrison at a bend of the Danube, 45 miles north-west of Belgrade; the "Gibraltar" of Hungary, and the residence of the Commander of the Slavonian Military Frontier; so called from Peter the Hermit, who here collected his volunteers for the First Crusade. Two fortresses hang one over the other on the south cliff of the river; with a town in the lower, containing the arsenal, church, barracks for 10,000 men, bridge of boats 700 feet long, to Neusatz. Here Prince Eugene defeated the Turks, 1716.

Pinzolo (Tyrol).—HOTELS—CORONA POSTA.

A good centre for the Lombard or Rhætian Alps, in the Rendena valley, 11 m. from Tione, 30 to 55 m. from Trent or Riva. Within a short distance are Madonna di Camriglio 8 mls. (Hotel Stabilimento Alpino); the fine Val di Genova and its waterfalls coming from glaciers in the Nardis Alps; the granite peaks of Presanella (11690 ft.); Adamello (11665 ft.), Brenta Alta (10770 ft.), and the Dolomites to the north. Ortler Spitze and Zebru are to the N.W., beyond the Wormser Joch.

Pola—*Stat.*—Pop. 11,000. HOTELS:—RIBOLI; PARANETTO.

An Austrian naval port, in the south corner of Istria, and a very ancient town (called *Pietas Julia* by the Romans) on the Adriatic, 8 hours from Trieste by steamer (page 328). It is famed for its Roman *Amphitheatre*, still in excellent preservation. There are also parts of the temples of Augustus and Diana, one near the cathedral, the other converted into a Town Hall; the Porta Aurata, Porta Erculea, and Porta Gemina (double), formerly the Capitol. The walls were built by the Venetians, 1148. Its harbour is one of the best on the coast. Rail to Divazza, p. 235.

Prague (*Bohemian*, **Praha**).—*Stat.*—Pop. (1869) 189,930, of whom 12,000 are Jews, who live in the Judenstadt.

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There are four STATIONS:—The *Staats Bahnhof*; *K. Franz Josef Bahnhof*, *Nord West Bahnhof*, and the *West Bahnhof* at Smichow, where the bridge crosses the river.

HOTEL D'ANGLETERRE (ENGLISCHER HOF) first class for families and gentlemen.

HOTEL GOLDEN ANGEL, near the Railway Station.

HOTEL BLUE STAR.

BLACK HORSE HOTEL.

HOTEL STADT WEIN; KAISER VON OESTREICH.

RESTAURANTS.—Steinitz; Wenzely; Binder.

CAFÉS.—Francaise; Wien; Prag. Good one at Terminus.

CABS.—1 horse, 2 persons, 40 kr. the drive: each ½ h. after 15 kr. Half-a-day 2½ fl. BOX, 20 krs. Omnibus from Staats Bhanhof to West Bahnhof.

POST-OFFICE and TELEGRAPH.

FREE CHURCH OF SCOTLAND.—Service in English every Sunday at 11 a.m.; in the Scottish Chapel, Postgasse. 7, Residence, Obstgasse, 767.

BIBLE SOCIETY'S AGENT—Mr. E. Millard, 46, Brennte Gasse.

Examination of baggage on the Frontiers, at Bodenbach. Tobacco is liable to seizure. Paper money is at a heavy discount. A Commissionaire costs 2fl. 50 a day.

Capital of Bohemia, 221 m. from Vienna, on the Moldau, or Vitava, surrounded by pleasant heights, and adorned with numerous picturesque towers and spires, with a lordly Castle at the back of the Hradschin hill, and two noble bridges. It is divided into Altstadt and Neustadt, on one bank of the Moldau, and into the old Kleinseite or Little Prague, and the Hradschin on the other; and contains 50 churches, 22 chapels, 17 convents, 2 Protestant churches, 11 synagogues, 8 public libraries, with above 300 factories. Carlsplatz is now a public park. The Belvedere or Observatory is a good point of view. Mean temp. 28° (Jan.) to 70° (July).

Neustadt, or New Town, where travellers are generally deposited, was founded in 1348. In Untere Neustadt stands the Königshof or ancient royal palace, containing K. Vladislas's great hall and 150 rooms, now barracks. *National Bohemian Museum*, in the Old Nostitz Palace, in Kolowrat Strasse; open Tuesday and Friday, 9 to 12; other days, 35 kreuzers. It contains good collections of natural history, manuscripts, etc. The large Ross, or Horse Market, with a statue of St. John Nepomuc, patron of the town. In Obere Neustadt are the fine Garden of Salm, with 25,000 plants; the large Lunatic Asylum; and the Church of the Assumption, erected 1351—a masterpiece of Gothic. In the Carolinenthal suburb are the Hôtel des Invalides, for 2,000 veterans; the Church of St. Methudius and St. Cyril, and the Railway Viaduct, on 87 arches.

Altstadt, or the Old Town, contains the Grosse Ring, or Great Square. The Hussite Church, called Teynkirche or Theinkirche, built in the ninth century, has a two spire front, and the tomb of Tycho Brahe. John Huss preached in St. Gallus, church before he and his friend Jerome of Prague were burnt at Constance. At the new Rathhaus (1848) is a mechanical clock, made 1496, by Master Hanuscht. Chas. IV.'s *University*, founded 1348, had 200 professors and 30,000 students; reduced to 5,000 when Huss tried to exclude foreigners. Number at present 2,000. A dingy Synagogue in Josephstadt dates from 7th century; its curious old Jewish burial place is in a ravine.

The Kreuzherrenkirche is an imitation of St. Peter's of Rome. The Theatre of 1783 can hold 2,000 persons; the Bohemian Theatre gives four representations a week. The Clementinum (formerly the Jesuit College) contains two churches, two chapels, a great many collections, the Observatory, and the University Library with 35,000 MSS. The Ch IV. Monument was erected in 1848. at the 500th anniversary of his University. Monument to Francis I. on the Quay. The Moldau Bridge (called Karl's or König's brücke), 1742 feet long, has been rebuilt, and has the venerated statue of St. John Nepomuc, with an old watch tower at the end. The Kleinseite, or aristocratic quarter, contains the palace of Count Nostitz Rhineck, with a picture gallery (35 kr.); and the palace of Count Waldstein—fee 35 kr. to view it. The Artillery Arsenal, the Botanical Garden, and the statue of Radetzki (1858) are here.

The *Hradschin*, on the Schlossberg, above the Kleinseite, contains the Wyssehrad or Acropolis of Prague, first built by Duchess Libussa. Here is the *Burg* or Imperial Castle, (open, 11 to 1, 1 florin), with its 440 chambers; the residence of ex-Emperor Ferdinand, till his death, 1875. From one window the Imperial Councillors were thrown out, 1618, before the Thirty Years' War. The *Cathedral* of St. Vitus, founded 930, has a fine tower of 422 ft., good frescoes, the rich silver shrine of St. John Nepomuc, and 12 chapels, including St. Wenceslas's, with the Regalia. Notice St. George's old Church close by. Here also are the Archbishop's Palace; the old palace of Sternberg, with a gallery of the Amateur Society (35 kr.); and the Monastery of Strahow, with a gallery and 65,000 vols. Near Prague Frederick the Great defeated the Austrians in 1757.

AMERICAN CONSUL,—*H.* N. Congar, Esq.

WALKS, MUSIC.—The Sophien (with eating and bath-houses), Schützen Insel, Koppmann's and Schary's Gardens. Bohemian glass, and ornaments at Hofmann's Hotel.

CONVEYANCES.—Railway to Dresden, Leipsic, Berlin, page 204; to Breslau, Cracow, Warsaw, p. 229; to Olmütz, Pressburg, Pesth, and Szolnok, in Hungary, p. 214; to Vienna, and to Pardubitz, a great aristocratic sporting centre, p. 204. To Pilsen, pp. 216, 223, and 237.

Pressburg (*Hungarian* **Posony**.)—*Stat.*—Pop. (1869) 46,545.

HOTELS: GRUNER BAUM; NATIONAL; ROTHER OCH-.

An ill-built town on the Danube, 40 miles from Vienna; formerly the seat of the Diet, and often regarded as the capital of Hungary. It has a Cathedral, Rath-Haus, and Primate's Palace. Also the old Castle where Maria Theresa appealed

to the Hungarian States, 1741. Near to the Bridge of Boats is the artificial mound called Königsberg, to which every new king of Hungary repairs on horseback after his coronation in the Cathedral, and waves the sword of St. Stephen to all the cardinal points, as indicating that he will protect the country from enemies from all quarters.

Trade in cotton, silk, tobacco, wines, brandy, prosoglio.

Railway to Tyrnau, Szered. To Vienna and Pesth, pp. 212, 214, 219. Steamers daily to Pesth.

Ragusa.—See **Zara.**

Riesengebirge (The) or *Giant Mountains*, the principal part of the Sudetic chain of hills, a frontier range, separating Silesia from Bohemia and Moravia; 40 miles long (or 120 miles in all). They give rise to the Elbe and Oder rivers, and are rich in coal, iron, copper, tin, and lead. They have also many mineral springs, the most noted being those of Warmbrunn, Salzbrunn (both in Prussian Silesia), Liebwerda, Charlottenbrunn, Altwasser, Johannisbad, Cudowa, Reiners, &c., and the alma mater of hydropathic establishments, Gräfenberg, founded by Priessnitz. The best railway approaches are Hirschberg, Landeshut, Liebau, Waldenburg, Altwasser (p. 174) on the Prussian side: Friedland, Reichenberg, Freiheit (pp. 190, 229-30) on the Austrian side.

Warmbrunn, 8 m. from Hirschberg, has some excellent, much frequented hot Springs, and is the centre of many excursions. HOTELS:—Schwarzer Adler: Preusser; Breslauer. Hence 2 m. to Hermsdorf (Hotel Tietze) and Kynast Castle; and 10 m. (via Erdmannsdorf Castle) to **Schmiedeberg** (Hotel Schwarzer Ross) where guides may be had (5hrs.) (or **Schneekope** or **Reissenkoppe,** 5255 ft., the highest point of North Germany; a granite cone, with a chapel and Inns on the top; and a fine panoramic view. Down to Freiheit about 10 m. Schmiedeberg to Landeshut 9 m. over the Landshuter Kamm; a fine point of view at the Friesensteine. Landeshut to the curious sandstone *Rocks* at **Adersbach** 11 m., and Weckelsdorf bach 2 m. further. (Inns; and guides, 60 nfg.)

From Altwasser Baths and Sorgan, it is a short distance to Schloss Fürstenstein (Prince of Pless), or to **Salzbrunn** (Hotels, Kursaal, Krone, Elisenhof), noted for good carbonate and sodic waters.

Reichenberg (Bohemia).—*Stat.*—Pop (1869) **22,400.** HOTELS: Goldene Löwe; Frank's. A commercial town, on the Neisse, 16 m. from Zittau, between the Elbe and the Riesengebirge Mountains, near the borders of Saxony. It has 4 churches (Kreuzkirche, ancient), an old Castle and Rathhaus, college, woollen and cotton works, dye-houses. The rail towards Vienna (p. 190) follows the scene of the battles of 1866. Jeschken in the hills is 3200 feet high.

Riva.—*Stat.*—Pop. 3408.—HOTELS: HOTEL ET PENSION DU LAC, spendidly situated, 10 minutes' walk from the town. See Advt.

GIARDINO; ALBERGO TRAFELLINI; ALSOLE D'ORO CAFE—Andreis: CAFE near the pier.

In the Tyrol, beautifully placed on the Lago di Garda, 20 miles S.W. of Roveredo. Grand road cut for 8 or 10 miles on the rock along the lake.

CONVEYANCES.—Steamers on the lake to Garda, Peschiera, etc. Coach to Roveredo and Trient. Railway, see page 252.

Roveredo.—*Stat.*—Pop. 9,000.—HOTELS:—CERVO; CORONA.

A city in South Tyrol, most beautifully situated on the Leno, near the left bank of the Adige, 40 south of Trient. This is a flourishing centre of the silk trade. Italian only is spoken.

Rail. to Verona, Trient, Botzen, Brixen, and Innsbruck; see pp. 205, 250. Steamer to Riva in 4 hours.

Saas or **Saatz** (Bohemia)—*Stat.*—Pop. 7300. HOTELS: Goldener Engel; Krone. A hop market noted for beer, on the Eger, and the Prague and Carlsbad rail, 66 m. from Prague (p. 206), under the Erzgebirge Hills; formerly held by the Hussites. An old church, built 1393; and Rathaus.

Sadowa.—See **Koniggratz.**

Salsburg.—*Stat.*—Pop. 18,000.

HOTEL DE L'EUROPE—Beautifully situated in the middle of a park, opposite the station. See Adv.

HOTEL D'AUTRICHE; NELBOECK (with a pension); GOLDENER SCHIFF; MOHR, &c. On the right bank of the Salzach—OCHS: GOLDENE TRAUBE.

CAFE, Tomaselli. Fiacres as per tariff.

A walled town, in a fine part of Upper Austria, 28 m. from Linz, near the Bavarian frontier, on the Salzach, 1,340 feet above sea; much improved by new streets, squares and parks. The Festung, or Citadel, stands on a hill in the town; but the best point of view is from the Capuzinerberg. Mozart's bronze statue by Schwanthaler, 14 feet high, is in Mozart Platz, near the House where he was born. The convent of St Peter has a library of 100,000 volumes, and a statue of Haydn, another musical native. Library at the Imperial College, formerly the University. Good walks and views along the Mönchsberg, which has the Neuthor Gate and tunnel beneath, and a colossal statue of St Sigismund. Other objects—Museum, Theatre, Town-house, Cathedral, University church, Riding-school, Mirabell Palace and the Bath establishment.

Baggage examined here, causing 15 min. delay.

ENGLISH CHURCH SERVICE held in the German Evangelical Church, at 11 a.m. and 4 p.m. Chaplain supplied by the Col. and Con. Ch. Society.

Excursions to the salt-mines of **Berchtesgaden,** (by rail to Hallein), near the Königs-See and Obersee, two lakes among mountains 7,000 to 8,000 feet high. Eng. Ch. Ser. in Summer. (C.C.C. Soc.) **Reichenhall** (see page 447) is beyond it, on the Bavarian side.

CONVEYANCES.—Railway to Linz, Vienna, and Munich, see pp. 201-2, 209-10, by Gisela Rail to Hallein, Golling, Lend; thence by carriage to Baths of Gastein, p. 470. Carriage to Ischl 7 hrs.

Salzkammergut, or **Austrian Switzerland,** a fine mountain pass in Upper Austria, between **Gmunden** and **Ischl**; watered by the Traun and Ischl, and some splendid lakes—the Traun, Hallstadter, Mond, St. Wolfgang, Atter,

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and Gosau Lakes. Easily viewed in two days. Rail to Gmunden; steamer and omnibus to Ischl.

Sanct Johann-in-Tirol, or St. John.—*Stat.*—37 miles from Kufstein, by the Worgl (Gisela) rail. HOTEL—POST. Splendid view over valley of the Salzach and on the Tannengebirge (6000 feet). Eight miles from it, **Lend** (*Stat.*) (Hotel Post), with the gold and silver works of Bœckstein. The road proceeds by the fine defile of the Klamm Pass (2,576 ft. high) to **Hof Gastein** (HOTELS: Moser, Blaue Traube, Schwarzer Adler). Baths, with waters brought 3½ m. from Wildbad. Ascent of Gamskahr-Kogel (7917 feet), 4½ hours up; guide useful; splendid view. Eight m. from Hof Gastein is **Wildbad Gastein** or **Bad-Gastein**, see p. 470. Beautiful country; delightful walks, especially the Bœckstein (with an inn). 3607 feet; and Nassfeld, mountain valley, under Glockner.

Schmeks (Hungary).—A mineral Bath (the name signifies smack or tasty), on the south side of the Tatra group, the highest of the Carpathian mountains; about 100 miles south of Cracow, or 10 miles N.W. of Poprad *Stat.* (p. 224), in the Valley of the Wasg. Good *Hotel* and *Pension*, 3,320ft. above sea, or 1,040ft. above the village. Fishing and hunting. *Excursions* to Kohlbach Lake, or Five Lakes (6,805ft. high), and the Fall (3,968ft.) up the Velka Valley, under the Lomnits Peak. The *Tatras* extend about 37 m. by 9 m.; the highest points, all granite or gneiss (where snow lies till June), being Gerlsdorf (N.W.), 8,722ft.; Lomnitz, 8,648ft.; Mittelgrad, 8,091ft.; Schlagendorf, 8,047 W. From Cracow the approach is via Bochnia (by rail, p. 217), thence by dil. or cart to Neumark and the Javorina and Zakopana iron and copper works. See Capt. Hutchinson's "Try Cracow."

Semmering Pass—See **Wiener-Neustadt.**

Sterzing.—*Stat.*—Pop. 2,000—INNS: KRONE, POST, and SCHWARZER ADLER.

A very ancient town, standing on the site of a Roman station, in North Tyrol, on the Eisach, 14 miles from the Brenner Pass. Houses curiously painted outside. The Church contains many monuments, and some quaint old pictures. An excursion may be made on foot over the Jaufen to Hofer's house, in the Passeyer Thal; 4 hours.

Rail to Innsbruck, Brixen, Botzen, page 205.

Stuhlweissenburg.—(*Hung.* **Szekes-Fejervar.**)—*Stat.*—Pop. (1869) 22,685—HOTEL SCHLENCK, formerly ULLMANN.

A capital of the county, 42 m. from Budapest, in a marshy part of Hungary, near the Sarwitz; founded in the 11th century by King Stephen, called *Alba Regalis*, and for 500 years the place where the Kings of Hungary were crowned and buried. In 1543 it was taken by Soliman the Magnificent. Principal buildings are the courthouse; the bishop's palace; palace of Count Schmidegg; the Cathedral; and the church of St. Mary, built by Stephen I., which contains his skull, and the graves of 14 Hungarian Kings. Statue of Vörösmarthy, the poet.

Rail to Vienna; to the Balaton Lake or Platten See (16m.), and Baths of Füred, Warasdin, Agram, and Trieste; see pp. 220, 225, 228, 236.

Szeged or **Szegedin** (pron. "Segedin") in Hungary.—*Stat.*—Pop. (1869) 70,200. HOTELS:—

On the Theiss and Maros, near the Banat, 119 m. from Budapest, a town of unpaved streets and mud-built houses, taken from Kossuth by Haynau, 1849. The floods of 1879 laid 60,000 acres under water, and washed away most of the houses. Remains of a Turkish Castle; and a bridge of boats. Rail, pp 214, 237. Steamer down to Semlin.

Temesvar.—*Stat.* Pop ('69) 32,755.—HOTELS: Kurfurst; Krone.

A border town, in the Banat, 70 m. from Belgrade, having a mixed population, mostly German, and a good trade. It contains a Town Hall; arsenal, and military school; a Piarist college, bishop's palace, &c. It was taken from the Turks by Prince Eugene, 1716; and from the insurgents by Marshal Haynau, 1849.

Rail to Arad, Bazias or Basiasch (on the Danube), pages 213-4. 216, 222. At Orsova (3m. from Verciorova in Roumania), near the Iron Gates, the line to Bucharest begins. See p. 238.

Teplitz or **Toplitz** (Bohemia).—*Stat.*—Pop. 6,860.

HOTELS:—NEPTUNE; SCHWARZES ROSS; STADT LONDON; POST.

A pleasantly situated town, 11 m. from Aussig, under the Erzgebirge range, 690 feet above sea, celebrated for its *Baths*, which are among the most frequented and fashionable in Germany. The springs are hot (some 119° Fahr.), and alkaline-saline, almost exclusively used for baths, and excellent for stiff joints, gout, rheumatism, &c. The principle are Stadtbad, Fürstenbad, Herrenbad; besides the Steinbad, Neubad, Stephansbad, Schlangenbad, in the handsome Schönau suburb.

The beautiful Park and Gardens contain reading rooms, dining rooms, ball-room, and theatre; and the Château of Prince Clary, the owner of the town; with about 90 bathing houses, in three classes—gratis, private, and royal; and military and civil hospitals.

Daily routine:—Bathing in the morning till 10 o'clock; at 11 the band in the garden; 1 o'clock, dinner; the afternoon is devoted to drives in the vicinity; in the evening theatre, and balls.

Excursions to Schlossberg, 45 min.; fine view. Kulm, noticeable for a victory over the French, 1813. Donnersberg, (2m.); fine panorama. About 15 m. south-west is **Brux**, with a sprudel or spring, ferruginous and alkaline, like Ems; not far from the Sedlitz and Pullna waters.

Railway to Bodenbach, Dresden, Aussig Prague, Brunn, Vienna, &c. see pp. 207, 217. 223, 234.

Tokay.—(Hungary).—*Stat.*—Pop. 5,700.

At the junction of the Bodrog with the Theiss, 43 miles from Debreczin, under a steep hill, called Kopacs Teto. The Tokay wine, first grown by K. Lajos, about 1342, is of four different sorts. Ausbruch is the one best known here; a good sort is raised at Kassau or Kaschau; but in truth "Imperial Tokay" is hardly more than a name.

Railway to Kaschau, see pp. 214, 219.

Trent (*German* **Trient**)—*Stat.*—Pop. 17,000.

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HOTELS:—GRAND HOTEL TRENTO, near the Railway Station. Modern comfort. Moderate Charges. ALL' EUROPA; ALLA ROSA; HOTEL DE LA VILLE.

The Italian *Trento* and ancient *Tridentum*, in the Tyrol, on the Adige, 34 m. from Botzen; the most considerable town of the province. Long arcades in the streets; trade in silk and wine. In front of the Cathedral is a fountain with some mediocre sculpture; the best picture is at the first altar, on the left hand of the main entrance. The church of St. Maria Maggiore, wherein was held the famous *Council*, 1545-63, is fast falling to decay. An old Castle was the seat of the Prince-Bishop. The environs are very beautiful: villages rise one above another on the fruitful declivities of the mountain range. Rail to the Brenner, Verona, &c. see pp. 205, 259.

Trieste (*German* **Triest.**) — *Stat.*— Pop. (1869) 109,238.—(*With Map in Special Edition*).

HOTEL DELORME, first class, on the Grand Place, just opposite the Exchange and the Theatre.

HOTEL DE LA VILLE; HOTEL EUROPA; DANIEL; AQUILA NERA; TIGER AND OBELIQUE, on Mount Opcina; PELLEGRINO, Pellegrino Antico; NAZIONALE, Buon Pastore.

RESTAURANTS: Armonia, Monte Verde, Cervo d'Oro. CAFES: Litke's, under the Town Hall—*The Times*, etc., kept. Specchi, Tergestes Tommaso, Stella Polare, Chiozza, Tedesco. WINE: Try the Red Istrian. Variety of fish.

OMNIBUS—Station to hotels, 20 kr.; night, 30 kr. Cabs to Hotel, 60 kr.; for ½ hr. in day time, 30 kr.; at night, 35 kr. Boat to steamer, 60 kr.

MONEY.—The traveller going to **Adelsberg Grotto** (see p. 469), Vienna, or Hungary, must get the paper money. In Italy, paper money of the Banca Nazionale is the best. Gold, especially the English sovereign, bears a high premium.

The Roman *Tergeste*, in Istria, 370 m. from Vienna, 143 m. from Venice; on a gulf of the Adriatic, at the foot of the dreary Karst hills; a free port, and the first seaport of Austria, and by far the most thriving commercial place in the Adriatic. It consists of an old and new town, the latter (called the Theresienstad, &c.), divided by the Corso, or main street, on which stands the statue of the Emperor Charles VI. A mole incloses the harbour. *Lat.* of light-house 45° 39′ N., long. 13° 46′ E. Highwater at moon's full and change 9 hrs. 35 min.; rise 3½ ft. Mean temp. 39° (Jan.) to 73° (July). Here is the depôt of the Austrian Lloyd Steamers, about 70 in all. The main population is Italian, a language spoken generally, and used in all the newspapers, except one, which is in German. The country people are of the Illyrian race.

OBJECTS OF ATTRACTION.—The Cathedral, an old Byzantine building which has near it a Museum, containing antiques, and the tomb of Winkelmann, the antiquary, who was murdered in Trieste. Piazzetta of Riccardo (*i.e.* Cœur de Lion), a small square, with a triumphal Arch of Roman origin. Exchange or *Tergesteum*, an extensive building, with large conversation and reading rooms, and the Casino club, to which a stranger may be introduced. Town Hall, a handsome pile, in the great square. The Teatro Grande was built by Selva in 1800; other theatres are the Manroner, Filodrammatico, and Armonia—a beautiful building. The Corti is now a riding school. There is a new Public Garden (Giardino Pubblico), with a Botanical Garden. Also the Nautical Academy; the Grande Lazaretto, or hospital; and the ship Docks.

The Castle of Miramar, was the summer residence of the unfortunate Emperor Maximilian, whose statue was uncovered by the Emp., 1875.

H.B.M.'s CONSUL.—Capt. Burton, the traveller.

BRITISH CHAPLAIN—Rev. R. O'Callaghan, M.A.

AMERICAN CONSUL.—A. Thayer, Esq.

BOOKSELLER.—Coen's Library, 608, Al Corso Bradshaw's *Guides* and *Handbooks* on sale. Collection of British authors, Tauchnitz edition.

BIBLE SOCIETY DEPOT—3, Via Ponte, Rosso.

LINGUIST.—Mr. J. Pincherle, at Coen's Library.

CONVEYANCES.—Railway to Pola, Fiume, Venice, Vienna, &c.; see pages 211, 219 21, 231, 235, 259. To Vienna is a fine highland line, *via* the Sömmering. **Gorz**, or Gorizia, a *Stat.* 35 m. distant, on the Venice line, on the Isonzo, under the Illyrian Alps. For Austrian Lloyd Steamers, see Alph. List. Those down the Dalmatian coast stop a few hours at each place of call, allowing passengers to land. They are small boats, with close cabins, and many deck passengers.

VIENNA (*German* **Wien**)—*Stat.*—Pop. (1875) 1,020,770, with the adjacent villages; (1869) 833, 855,—(*Map in Special Edition.*) It is 19½ hrs. from Berlin, 50 hrs. from England. Lat. 48° 13′ N., long. 16° 22′ E. Mean temp. 30° (Jan.) to 71° (July).

GRAND HOTEL, in the most fashionable and much frequented part of the town, 9 Kärnthnerring; Table d'hôte. See Advt. Also an excellent Restaurant.

GOLDENES LAMM, LEOPOLDSTADT, a large first-class hotel, in an open and healthy situation, near the Danube canal.

HOTEL IMPERIAL (formerly the Palace of the Duke of Wurtemberg). Beautiful first-class hotel. See Advt.

HOTEL METROPOLE.—Vast first-class hotel, beautifully situated. Recommended to English and American travellers.

HOTEL TEGETTHOFF, first class family hotel, situated in the most fashionable quarter of the town. Carl Sacher, Proprietor.

HOTEL ARCHIDUC CHARLES (Erzherzog Carl H.) First Class. Recommended. See Advt.

HOTEL KAISERIN ELISABETH. HOTEL WANDL. OESTERREICHISCHER HOF. HOTEL MUNSCH; HOTEL HAMMERAND, Florianigasse, 8; HOTEL TEGETTHOFF; HOTEL KUMER; ERZERZOG KARL.

GOLDENER ADLER. Leopoldstadt, Taborstrasse. WEISSER WOLF, Stadt, Fleischmarkt. Ross and SCHWARZER ADLER, in the Taborstrasse. KRONPRINZ VON OESTERREICH, Aspergasse. HOTEL NORDBAHN, in the Praterstrasse. GRAND HOTEL NATIONAL; MATSCHAKER HOF; UNGARISCHE KRONE; WEISSES ROSS; SCHROEDER; VICTORIA; STADT FRANKFURT; STADT TRIEST in the Wieden.

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No table d'hôte at the hotels. It is best to dine at the *fixed* price of the hotel, which is generally four or five shillings. Bachelors will find it well to dine in the restaurant attached to the hotel frequented by the citizens, where the same excellent food is given as up stairs, at one-third lower. Carp is frequently seen at the dinner, cooked in various ways, and is held in high esteem by the natives; those caught in the Danube are richer in flavour and more delicate than in most other countries. Red Voslauer, an excellent Austrian wine. Here as elsewhere it is well to try the wines of the country. Of white wines *Gumpoldskirchner Auslese* at about 1 fl. 20 kr. the bottle, *Klosterneuburger* at 1 florin the bottle, and Tokayer wine at 1 fl. 80 kr. the bottle; and of red wines, *Voslauer Auslese* and *Vilanyer* at about 1 florin the bottle, *Erlauer* about 72 kr., and *Ofner Aldesberger* about 76 kr. a bottle, are worth trying.

ENGLISH CLUB OF VIENNA.—Secretary, Mr. R. D. Romans, Hotel Erzherzog Carl, in Kärnthner Str. An Association of English-speaking gentlemen of every nationality, meeting regularly every Wednesday in winter (1st October to 30th April); and for occasional gatherings in summer.

CABS.—One horse (comfortable) the first quarter of an hour, 50 kr.; every quarter of an hour beyond, 20 kr. Two horses (Fiacre), the first hour or less, 1 florin; every half hour beyond, 50 kr. From 11 at night till 7 in the morning, half price more. From and to all railway stations—One horse, 1 fl.; two horses, 1 fl. 50 kr. From 11 p.m. to 7 a.m.—One horse, 1 fl. 30 kr.; 2 horses, 2 fl. 20 kr. Luggage outside, each article; for a 1 horse carriage, 30 kr; 2 horses 40 kr. For a take up, however short, the fare of a Fiacre is not less than a florin. When hired by the week fiacres allowed to go without the number. Stadtwagen or remises, 2 horses, for 4 persons inside the lines, 4 fl. half a day; outside, 3 fl., and 1 fl. trinkgeld; a day, 8 fl., and 2 fl. trinkgeld.

OMNIBUSES to and from the railway stations (Express Cours) 15 kr.; after 10 at night 20 krs. Omnibuses from one end of Vienna to the other 12 kr.; after 10 o'clock, 15 kr. TRAMWAYS in the leading thoroughfares. The fare for most distances is 10 kr. (2d.); the fare from Dornbach to the Schottenring is 15 kr. (3d.), and to the Praterstern 20 kr. or (4d.); from Döbling to the Nussdorfer line, 5 kr. (1d.); Penzing to the Praterstern, 20 kr. (4d.) The carriages are comfortable.

COMMISSIONER, or GUIDE, through the city, costs 4 florin 40 kreuzers to 2 florins a day.

BIBLE SOCIETY'S AGENT—Mr. E. Millard, 6, Elisabeth Strasse.

MONEY CHANGERS.—Anglo-Austrian Bank, in Stephen's platz. Vienna Change Comp., Stock-im-Eisen platz. Vienna Lombard and Escompte, and Lower Austrian Escompte, both Kärnthnerstrasse. Sothen, in the Graben. Kanitz, in the Kohlmarkt. When about to leave the Austrian dominions, calculate how much money you will require up to the last moment, and change your paper florins into silver or gold.

H. B. M.'s AMBASSADOR.—His Excellency Rt. Hon. Sir H. Elliot, G. C. B. SECRETARY OF LEGATION.—H. Fraser, Esq. CONSUL.—G. Nalder, Esq. AMERICAN MINISTER.—His Excellency, John A. Casson; SEC. OF LEGATION, J. F. Delaplaine, Esq. CONSUL GEN.—J. R. Weaver, Esq.

Vienna (the Emperor's city, "Kaiserstadt" as it is called in Germany,) lies on the right bank of the Danube (Donau). The canal of the Danube divides the city from the suburb Leopoldstadt. The little river Wien, from which the city receives its name, separates it from the suburbs Landstrasse, Wieden, &c. It contains 10,000 houses; and its principal trade consists in gold, silver, jewellery, and silk manufactures, pianofortes and furniture. The best points of view are, the steeple of St. Stephen's, the Spinnerinn am Kreuz (female spinner at the cross,) the terrace in front of the Upper Belvedere, the Turk's Bulwark, the Gloriette at Schönbrunn, the top of Leopold and Kahlen hills, the Krapfenwaldchen, the Himmel, and Gallitzinberg.

The city has been greatly altered and improved within the last few years, especially by the erection of new hotels, monuments, fine houses, public buildings, and gardens, in the Ring, on the site of the Boulevards separating the old town from the environs. The gates are removed. It is well lighted, cheerful and healthy.

Objects of Attraction.—CHURCHES.—The *Cathedral* of St. Stephen's, built in 1115, now under restoration. Take notice of the spire, 453 feet high, the giant gate, the carved pulpit, and the statue of Oechsel, the builder. Entrance to the spire from a small house, No. 873, Stephen's platz. It was begun in 1359 and completed in 1433. The largest bell is cast out of 180 Turkish cannon, and weighs 357 cwt. In the interior, is the chapel of the cross (Kreuzkapelle) in which lies the celebrated Prince Eugene. Church of the Capuchins in the New-market, with the vault of the royal family, the sarcophagus of Emperor Frederick III., also the sarcophagus of young Napoleon, Duke of Reichstadt, and the tomb of Emperor Max of Mexico. Church of St. Augustin, with a noble marble Monument to the memory of the Duchess of Christiana, of Sax-Teschen, a most beautiful work by Canova. There is to be seen here likewise, the grave-chapel of the Emperor Leopold II., of the distinguished General Laudon, and of Professor van Swieten; in the Lorette Chapel, the hearts of the members of the Emperor's family are preserved in silver urns. St. Michael's Church, with the burial place of Metastasio. A church well worth seeing in the suburbs is the St. Carlo Borommeo, built (in fulfilment of a vow which the Emperor Charles VI. made when the plague raged in Vienna) after a drawing by Fisher of Erlach, 1737; also the Scotch church in the north-west of the inner city. Other Churches worth notice are the Minorite; St. Maria Stiegen; St. Rupert's, the oldest in the city; University Church; the Gothic Heiligenkirche or votive church of St. Salvator (commemorating the Emperor's escape from murder, 1855); and the Churches of St. John (with some good frescoes), and Altlerchenfeld. At Corpus Christi there is a procession of Court, Clergy, etc.

PALACES.—Imperial Palace, or *Hofburg*, or Burg.

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an extensive pile, partly as old as the 13th century. Contains a *Library* of 300,000 vols., 20,000 oriental and other MSS., 300,000 engravings; the Redoutensaal or Ball-room; the large Winter Riding School; Court Theatre and Chapel; Museums, with various rich scientific collections, such as the Cabinets of Natural History, and Ethnography (including 260 specimens from Captain Cook's collection), Mineralogy, Coins; also the Treasury or Schatzkammer, in the Schweizerhof or Swiss Court, including the regalia of Charles V. and other relics. In the *Upper Belvedere*, built by Prince Eugene, is the *Imperial Picture Gallery* containing about 1500 pictures, classed under the Italian school—Titian, Paolo Veronese, Giorgione, Caravaggio, &c.; Flemish school—with Vandyck, Teniers, Rubens, Dow, &c.; Spanish school—Velasquez; French school—Poussin; German—Dürer, Holbein, &c. It also contains a permanent exhibition of works of modern painters. (Open free, every day except Monday. Shut in October and April, from 11th to 24th.) In the Lower Belvidere are the Ambras Museum, Egyptian Museum and collection of antiquities. Other Palaces are those of Archduke Charles, Archduke Albert, Archduke Louis Victor, and Archduke William, a modern one, built 1865. At the Palace of the States in Herrengasse, the revolution of 1848 broke out. The Modena Palace is now a Government office. Notice the *Picture Galleries* of Prince Liechtenstein, (1500, in 16 rooms), Count Czernin, Von Chudenitz (many Dutch), and Count Schönborn; the Schönfield museum of Baron Dietrich; and the collection of Count Harrach.

GOVERNMENT AND PUBLIC OFFICES.—Imperial Arsenal or Zeughaus, near the Belvedere Palace, like a fortress, built 1569. It contains 180,000 stand of arms, a gun and cannon factory, and target range. Rath-haus, in Wipplinger-str. A new Gothic Rathhaus, begun 1872, by F. Schmidt (who restored the Cathedral, etc.), will extend 505 ft., near the new University and the Houses of Parliament; which last make Greek pile, by Von Hansen; and adjoin the new Law Courts, by Von Wiehemans, 364 ft. long. Civil or Town Arsenal and Armoury. Mint, a large building in Heumarkt, with a collection of Coins. Von Hansen's new Exchange, in the Borsenring, is 300 feet square, facing the old one. National Bank, Herrengasse. Francis-Joseph and other Barracks.

ACADEMIES, MUSEUMS &c.—University, in Postgasse; Kunstverein or Society of Arts; *Academy of Fine Arts* (pictures), in a fine building, on Schiller Platz; Oriental Academy; Polytechnic Institute at Wieden; Theresianum founded by Maria Theresa; Josephinum or Academy of Medicine, with its rich collection of preparations by Fontana, and Botanical Garden; Academy of Sciences, founded by Francis I.; Geological Institution, founded by Francis-Joseph, 1849; Geographical Institution, Alser Vorstadt; Veterinary Institute; Museum of Zoology, in Josephsplatz; Museum of Botany, at the Botanical Gardens.

HOSPITALS AND ASYLUMS.—General Hospital, in Alserstrasse, founded 1783; 2,500 beds in 164 rooms, with 50 physicians and 400 nurses. Lunatic Asylum, 250 beds, in Alsergrund; Lying-in Hospital; Hotel des Invalides, near the Custom-house; Joseph II's Poor-house; Foundling Hospital; Rudolph, Elizabeth, and other Hospitals; Asylum for Incurables; Deaf and Dumb Institution; Institution for the Blind.

STATUES AND MONUMENTS.—Francis I. in the Emperor's Palace; Archduke Charles and Pr. Eugene, near the Burgthor; Joseph II, the column of the Trinity, in the Graben; the Virgin's Pillar (Marienäu'e), in Hof Square; Schiller, in Schiller Platz; Theseus, and the Minotaur, by Canova, in the Volksgarten. G. Donner's beautiful Fountains, near the Town Hall, and in the Neue Markt.

CHURCH OF ENGLAND SERVICE.—At the British Ambassador's residence. On Sundays at 11.30 a.m. Chaplain, Rev. G. L. Johnston.

SWISS PROTESTANT CHURCH, Dorothea Strasse.

IRISH PRESBYTERIAN CHURCH.—Service at the Scotch Church, 7, Breite Gasse, Mariahilf, at 11 a.m., Minister, Rev. J. D. Pirie, 8, Frankenberg Gasse, Wieden.

THEATRES. — Burgtheater, for the regular drama. New Opera House, for operas and ballets. City, or Stadttheater, for the drama, in the Sellerställe, opened 1872. Theater an der Wien, in the Wieden; Carl theatre, in Leopoldstadt; Opéra Comique, in Schottenring; all for operettas and comedy, in the Viennese dialect. Theatre in the Josephstadt, comedy; Stadt Orpheum, in Tuchlauben.

SCIENTIFIC CLUB.—(Wissenschaftlichen Club, at 9, Eschenbachgasse; with a collection of Journals, Reviews, etc., in the Reading Room. Secretary Baron C. Gagern. AUSTRIAN RAILWAY CLUB.—II, Taborstrasse, 70, 2nd Floor.

GARDENS AND WALKS.—The Prater, the Hyde Park of Vienna, thickly studded with lime and chesnut trees, and containing the site of the International Exhibition of 1873.—As erected by Scott Russell, it occupied a space of four English square miles, including the grounds. The Palace of Industry was 3000 feet by 670 feet, with an immense Rotunda, 300 feet diameter and 250 feet high. The Machinery Hall was 3600 feet long. The Art Gallery (a permanent building), comprises Annexes for amateur and public collections, a conservatory and pavilions. A new International Theatre stands in the gardens, and a branch of the Danube has been turned through the grounds. The other gardens are—the Imperial Garden, or Burggarten, near the Palace, open on application; Stadtpark, or City Park, on the Wien; Botanical or University Garden, Rennweg; Belvédere Garden, Rennweg; Horticultural Society's Garden; Zoological Garden (Thiergarten); Prince Schwarzenberg Garden, open to the public. The Volk's garden near the Burg: much frequented; military band daily. The Brigittenau is now a part of Leopoldstadt.

NEW CHANNEL OF THE DANUBE.—Begun 1867 and opened 1875. It is 938 feet long, in front of the Prater, adjoining the new Donaustadt quarter, and part of a new Quay which will be 8 mls. long. An old arm called the Kaiserwasser

has been filled up, and a square mile of land gained for building. Another arm, the Danube canal, has been deepened; and a Winter Dock of 164 acres is made at a point where the canal joins the new channel; which is crossed by three railway viaducts and two Bridges—viz, Francis Joseph Br., near the old Tabor, and Reichstrassen Br., over to the Marchfeld.

TELEGRAPH OFFICE.—Central Renngasse, 50, Leopoldstadt; Hotel National. TELEGRAM to the United Kingdom 4½ f. a word.

POST-OFFICES.—Alte Post Gasse, 10; 9 a m. to 9 p.m. Letter-boxes in every street. Letters received till 6 in the evening. Postage for the whole Empire, 5 kr.; for England, 10 kr. for a single letter of 15 gr., or half an ounce. A letter can be insured for delivery at a small charge. The post-office authorities have the sole privilege of carrying small parcels. Money, if sent, must not be sealed up at the office; but can be sealed (with 5 seals) at home. The sender must write his name and address on the outside. Letters for all parts of the Continent are in time till 3 at the small offices, and till 4 at the General Post-office.

SHOPS—Best are in the Kohlmarkt, Graben, Kärnthnerstrasse, Stephansplatz, and Ringstrasse.

COFFEE HOUSES—The first coffee house in Europe is said to have been established at Vienna, 1684, by a certain Koltschitzky, a Polish spy, who received permission to open it, as a recompense for his services. Most of them have a billiard table, smoking room, and an ordinary supply of newspapers. A cup of coffee without milk, (called black coffee,) costs 16 kr.; a cup with milk is called a mixture (mélange) 20 kr. Principal Cafés: Daum's, Pfob's Opera Café, Schlegel's, Fuchs's, Walch's, Grunsteidl's, Berner's, Hochleitner's, Frel's in the Wieden, Orban's, in Praterstrasse, and many others.

CLUB-HOUSES—Access can be most easily secured by means of a banker.

BEER HOUSES.—There are 700 in the city and suburbs. They are much frequented by foreigners.

BATHS.—Swimming Baths in the Danube, reached by Tramway and Omnibus.

PASSPORTS.—Formerly the police were very strict throughout Austria. Passports are necessary on the frontier, and are always useful.

LUGGAGE—Inspection takes place immediately upon arrival, and the traveller must be cautious not to carry upon his person, or to smuggle anything that pays a duty; as tobacco, playing cards, and books. Forbidden books are placed in the Central Inspection Office, and remain in official custody until his departure.

Sights.—Days and hours for visiting the most remarkable establishments and curiosities in Vienna:—MONDAY.—The royal mint and cabinet of antiquities, 10 A.M. TUESDAY.—Royal cabinet of Egyptian antiquities (Landstrasse, No. 641), 9 to 12, or 9 to 2, according to time of year. The royal Ambras collection (in the same building and at the same hours).—The royal gallery of Paintings, in Upper Belvedere, in the summer from 9 to 12, and 3 to 5; in the winter 9 to 2. WEDNESDAY.—The royal cabinet of Mineralogy 9 to 1. Technical collection of the Emperor's, in the Polytechnic Institute, at 10 A.M. THURSDAY.—The royal cabinet of Curiosities (Joseph's-platz), 10 o'clock.—Blind Institute, (Joseph's-platz, No. 188); public examination of the children every Thursday. FRIDAY.—The royal Mint and cabinet of Curiosities (same as Monday). Royal cabinet of Egyptian antiquities (ditto). Royal Ambras museum (same as Tuesday). Royal gallery of Paintings (ditto). Schatzkammer, (very fine) by Ticket, at 10, A.M., only in summer. SUNDAY.—The royal cabinet of Minerals (same as Wednesday). Schatzkammer (same as Friday). Josephine academy (Währingergasse, No. 221), every week or fortnight. Royal collection of Pictures of the royal academy of plastic arts (city, No. 980). Royal Polytechnic Institute, only in the summer. Royal Deaf and Dumb Institution (Wieden, No. 162); public examination from 10 to 12 o'clock. As these days are liable to alteration, the tourist should consult the porter of the hotel. A ticket for seeing the new Arsenal can be obtained by applying to the hotel commissioner.

The Route to London, via Simbach, Munich, Strassburg, Metz, Luxemburg, Namur, and Brussels, is the shortest, and cheapest. Book first to Strassburg, thence to Brussels, and from Brussels to London. See page 106.

CONVEYANCES.—Steamers on the Danube, see Alph. List. Railway to Salzburg and Munich, see page 200; Pressburg, Pesth, and Szolnok, see page 214; to Oderberg, Oswiecim, and Lemberg, see page 206; to Brunn, Prague, Dresden, see page 204; to Bruck, Raab, Neu Szony, and Buda Pest, see p. 286; to Neustadt, Glognitz, Cilli, Laibach and Trieste, see page 211; to Berlin page 226.

Environs of Vienna.—The three finest general views of Vienna are from the *Kahlenberg*, the *Gloriette* at Schönbrunn, and the *Exelberg*, near Dornbach. To Schönbrunn, omnibuses every half-hour, from Am Peter, on the Mehlmarkt, and on St. Stephen's Platz, or by tramway (Pferdebahn) from Praterstern to the Schönbrunn bridge. *Schönbrunn*, the summer residence of the Emperor of Austria, was begun under the superintendence of Fisher, in the reign of the Emperor Mathias, and completed in the reign of Maria Theresa. The Duke of Reichstadt, son of Napoleon I, died here (1883). Its garden is well attended on Sunday. Stapps, the German student who made an attempt upon the life of Napoleon, was shot and buried here. The beautiful spring, from which the castle derives its name; the Gloriette, with a view of Vienna, the flower garden with the palm-house, and a menagerie, are worthy of attention. The *Hetzendorf*, or Emperor's summer palace, is behind Schönbrunn. At *Hütteldorf*, further up the Wien is the *Emperor's deer park*, containing 3000 wild boars.—*Lainzburg* (a Station) to the South. Notice the Castle, with its beautiful park; Temple of Diana, the little Prater, Temple of the Eintracht, Dorfchen, artificial waterfall—the Ringelspiel, the Holzstoss, the Meierei; above all, the Knight's Castle (Ritterschloss), a correct

imitation of a stronghold of the middle ages.—*Liesing*, (a Station) noted for its beer.—*Mödling*, (a Station) in the Bruhl Valley. If you take the road to it you pass the Spinnor at the Cross (Spinnerin am Kreuz), a Gothic cross, erected by Crispinus Pellitzer, 1547, with the statues of Crispinus and Crispinianus. At Mödling are the old Knight-Templar church of S. Othmar, the castle and the park of Prince Liechtenstein, and ruins of the old family castle of Babenberg. Another road on the Vienna Wald leads through *Dornbach*, where Prince Schwarzenberg has a park. Thence to the Upper Wald, Hainbach, Steinbach, and Mauerbach, where refreshment can be had; through a lovely valley, to the Passauer Hütten; and in half an hour to the Tulbinger Kogel, for a beautiful prospect.

The *Kahlenberg*, or Josephsberg, (Mons Citius), above 1100 feet high on the N.W. of the city, is reached by way of *Döbling*, near the observatory. It stands near the Danube, and has a view, taking in the Alps on one side, and the Carpathians on the other; it is accessible by a wire-rope rail from Kahlenbergerdörfer Station, on the Francis-Josef line, or by a cog-wheel rail (on the Rigi plan) from Nussdorf Station. Near this is the *Leopoldsberg*, with an old castle. From this point may be taken pleasant walks on the Cobenzelberg, to the Krapfenwaldchen, to Sievering, to the Himmel, to Grinzing and Heiligenstadt; and to Nussdorf and Klosterneuburg adjoining, one mile from which are the ruins of Greifenstein, where Richard the Lion-hearted, lay in prison. Another trip may be made to the Sophien Alpe; by a wire-rope rail from Hütteldorf Station; returning through shady woods to Dornbach, etc.

Richenau, under the Schneeberg. *Voslau*, see below.

CEMETERIES.—Beethoven and Schubert are buried at Währing. Mozart is buried at St. Mary's; Gluck, at Matzleinsdorf. Haydn was interred at Gumpendorf, after the battle of Austerlitz, 1809.

Villach (Carinthia)—*Stat.*—Pop. 4500.

HOTELS: Post: Golden Lamb.

The ancient *Villa ad Aquas*, 24 m. from Klagenfurt, at the junction of rails to Vienna, Trieste, Brixen, etc., and of the rivers Drave and Gail, under the Dobratsch (7070 ft.) in the Carnic Alps. Easy ascent of the *Dobratsch*, 6 hrs., with a noble prospect of M. Terglou (9370 ft.) and other peaks. To Spittal in the Pusterthal; thence to Gmünd, for Gastein Baths, Salzburg and Ischl.

To Graffenburg, by rail; thence to Hermagor in the Gailthal, at the mouth of the Gitschthal, the home of the *Wulfenia* (which blooms here only, May to June), on the slopes of the Gartnerkogel.

Voslau.—*Stat.*—Pop. 2000.

HOTEL—BACK; a large well-furnished house, above the swimming Baths; Schweizerhof, good red wine is got.

A favourite summer resort of the Viennese, in Lower Austria, 19 m. from Vienna; on account of its fine air, and beautiful scenery. It stands among pine woods, on the top of a hill, near Baden, and its sulphur springs, on the main line from Vienna to Gratz. Some visitors prefer this place to Baden. There is a capital bath here, in Count Fries's park, the water being about 74° Fahrenheit, and perfectly transparent. When the cholera was raging in Austria some years ago, and Baden suffered in common with other places, Vöslau excepted, and the towns people erected a small chapel in memory of their deliverance. Several delightful excursions can be made, especially to the castle of Merkenstein, belonging to an Austrian Baron; it is a ruin, but is well worth seeing.—(A.P.)

CONVEYANCES—Railway, see pages 211, 215.

Waag River, the "Hungarian Rhine," is the most westerly of Carpathian streams, and the finest in Hungary, rising in the Tatra Mountains, and following the Little Carpathians to the Danube, at Komorn, below Vienna. It is accessible by rail from Oderberg (Silesia), or from Pressburg to Trencsin (Trentschin), p. 212; and runs among wooded hills, past many castles and interesting sites; one of which is Tyrnau, or "Little Rome," where the Primate of Hungary formerly resided. The finest part begins at Joko and Szomolany Castles. Then come the Pistjan Baths of hot sulphur and mud, with an old church built by St. Stephen, the patron saint of Hungary, near the Maiden Well; At Mount Csejtje are four old *Castles*, where (says the story) the cruel Countess Nadasdy sacrificed 700 young girls to restore her own vigour by bathing in their blood. Temetveny Castle, and Betsko, or Fools Castle, are followed by Trentsch Castle, the largest of all on this river.

Waitzen (*Hung.* **Vacz**) *Stat.*—Pop. 11,350.

HOTEL BLAUER STERN.

A town 21 m. from Budapest, on the Danube; one of the oldest settlements of the Magyars. Cathedral, and Deaf and Dumb Asylum.

Railway to Pressburg and Vienna, and to Pesth and Szegedin, see page 214.

Warasdin (*Hung.* **Varasd**)—Pop 9200.

INNS.—Hirsch; and Goldenes Lamm.

The frontier town of Croatia, on the Drave. There are sulphur baths, and good vineyards in the neighbourhood. Distance to Agram, 25 miles.

CONVEYANCES.—Railway to Vienna, Trieste, Stuhlweissenberg, and Ofen, p. 213.

Wiener-Neustadt.—*Stat.*—Pop. 18,000.—

HOTELS:—HIRSCH; STADLER.

An ancient town of Lower Austria, 27 miles south of Vienna, and one of the finest in the Archduchy. Principal objects—Military Academy in the old Ducal Castle, which contains a beautiful Chapel in the Gothic style, with some fine stained-glass windows; the Cathedral; and the Cistertian Abbey. Manufactures of velvet and silk, and a great trade in iron.

A Canal 33 miles long runs to the Danube. From here it is about 40 miles, to the fine scenery about the Sömmering Tunnel, beyond Gloggnitz, on the Trieste Line, where some fine examples of engineering in the Tunnels, Viaducts, &c. are seen, as the line winds up and down the **Soemmering Pass**, which is 3,256 feet above sea. The *Tunnel* by which it is penetrated is 4,518 feet long. The whole length of the line from Gloggnitz to Mürzzuschlag is 25½ English miles. From Gloggnitz to

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the Tunnel, 18 miles, the ascent is 1,520 feet, and from the Tunnel down to Mürzzuschlag, 7½ miles, the descent is 700 feet. Accordingly, the respective gradients are 1 in 63 and 1 in 55½. The maximum incline at each end is about 1 in 40.

CONVEYANCES.—Railway to Baden, Mödling, Vienna, Raab, Oedenburg, Gloggnitz, Gratz, Trieste, &c. see pages 202, 211, 215, 218, 220.

Zara or **Jadara.**—*Stat.*—Pop. 9,000.

The capital of Dalmatia, on the Siveric rail. (p. 231), and on the Adriatic, opposite Ancona; with a view of the islands in front, and of the Dinaric Alps behind. Its old Venetian walls have been converted into a promenade. It has a fine Byzantine Cathedral, and six other Churches; Arsenal; Theatre, on the site of a Roman building; and a small harbour inside Ugliano Island. Trade in silk and maraschino. **Old Zara** is 17 m. south east; and beyond the hills are the former Turkish provinces of *Bosnia* and *Herzegovina*, now occupied by Austria. **Spalato** or *Spalatro* (Stat. page 221) with its extensive remains of Diocletian's Palace, is 50 miles further down the coast. **Ragusa** (pop. with suburbs 21,494); H.B.M.'s CONSUL, C.L. St. John, Esq; another old Venetian town, under Mont Sergio, is 70 miles beyond; followed by **Cattaro**, 40 miles; the last place on Austrian ground, up a picturesque gulf or Bocche, under the steep Montenegrin Hills. **Cettigne**, or "Tstinie" the capital of *Montenegro*, is about 15 miles inland, and about 4,000 feet above sea: with the Prince's small palace, an Hotel, telegraph office, etc.

CONVEYANCES.—Austrian Lloyd Steamers.

TYROL AND STYRIA.

The following **Tour of six or eight weeks** in the Tyrol, &c., can be recommended only to pedestrians who are prepared to rough it, and can speak German and Italian. If unacquainted with these languages, they should procure a guide, by writing from Munich to Innsbruck, to the innkeepers.

Munich to Innsbruck, the Solstein, Schonberg, Ambras, Zirl, Martinswand, Umhausen, the Oetzthal and its glaciers, Hofer's Haus, Meran, Finstermunz, Wormserjoch (Monte Stelvio,) Bormio, Tonal Pass Cles in Val di Non, Trent, Riva and Lago di Garda, Roveredo, return to Trent, Botzen, Castelruth, Gröden (Val di Gardena), Enneberg, or Gaderthal, Bruneccken, Pusterthal, Taufers, Antlhoz, Tuffereckenthal, Windisch-Matray, Pass of St. Ruprecht, Heiligenblut, Rauriser Tauern, Bad Gastein, Werfen, Pass Lueg, Abtenau, Gosau, and thence to Hallstädter-See, Ischl, Aussee, Gmunden, Traunstall and Salzburg. From Botzen the *Dolomite region* about Caprile and Cortina, may be reached, see p. 471. The languages spoken are German in North Tyrol, and Italian in the South. French not understood except at the large hotels in Innsbruck, Botzen, &c. The Eilwagen are good, and a separate carriage may be had on all the high roads, by paying beforehand the fare for four persons. Fare by Stellwagen is about 1d. per mile. Mayr's Map of the Tyrol is the best.

Money.—The best is the Austrian bank-notes. **Books.**—DR CHARNOCK'S *Pedestrian Tour in Tyrol.* BRADSHAW'S *Notes for Travellers in Tyrol and Vorarlberg*, price 3s. 6d.

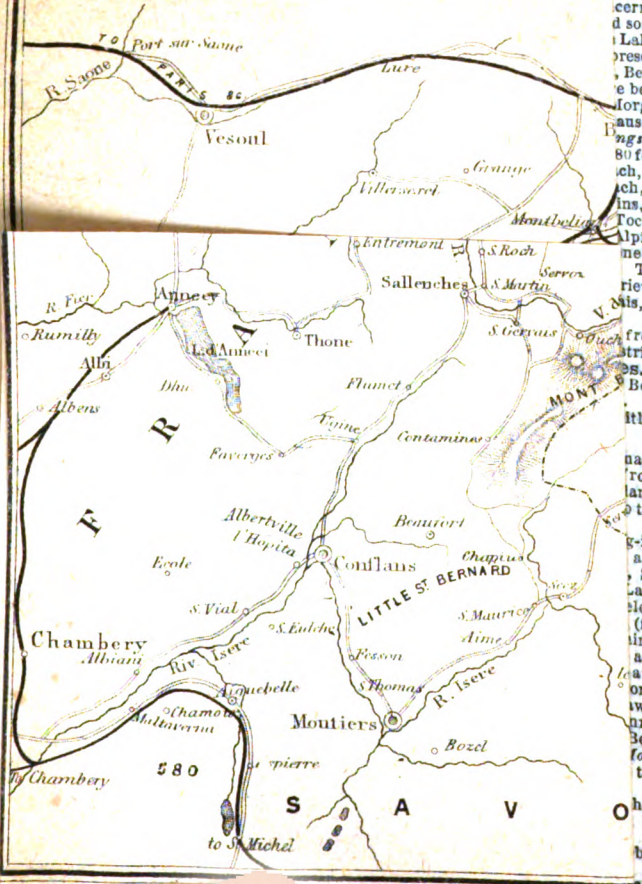
SWITZERLAND.

(With Map in Special Edition.)

Switzerland (the land of the Switzers; Germ. *Schweits*; Fr. *La Suesse*; Ital. *La Svizzera*) the culminating ridge of the mountains bordering on France, Germany, Austria, and Italy; including the head water-systems of the Rhône, Rhine, Aar, and Inn. To these all the rest run; except the Tesino, which runs to Lake Maggiore and the Po. **Surface**—about 220 m. by 110 m., or an area of 15720 sq. m.; equal to about half of Scotland. From Bâle to Monte Rosa (about 100 m.) there is a total rise of 14,000 feet—a rise divided by naturalists into seven Regions, or more generally into four: 1.—The *Jura region*, mostly on the W. and N.W. or French border, extending in parallel ridges through Neuchâtel and Soleure to Bâle and Aargau, about 150 miles. They are clothed with pine and other timber. 2.—The *Plain*, so called, though covered with hills, 150 m. by 50 m., extending from the Lake of Geneva through Fribourg and Bern, to the river Aar. 3.—The *Hilly region* of lake and central Switzerland having the Rigi and Lakes for its centre. 4.—The *Alpine or Mountain region*, S. of Interlaken and Brienz. The great ridge of the **High Alps** in Switzerland extending to the Italian frontier, has its middle at St. Gothard, near the sources of the Rhône and Rhine. Besides Lower Alps of the Oberland strike off W. past the Jungfrau, etc., along the N. side of the Rhône; while the main ridge passes E. through the Grisons, into Tyrol. Wheat and oats grow to the height of 4,300 feet; barley grows to 5,100 feet; oaks grow to 2,500 feet; pine to 6,500 feet; pasture is found to 6,000 feet; snow line at 8,000 to 8,500 feet. Timber forests are estimated to cover 1-6th of the surface. Among the Animals are good mountain horses and mules, cattle, the chamois and the lamergeyer.

The **Swiss Alps** are distinguished into—1st, *Pennine Alps*, from Mont Blanc to the Matterhorn and Monte Rosa, including the Passes of Great St. Bernard and St. Théodule. [The Cottian *Alps* round Cogne, in Italy, are to the south.] 2nd, *Helvetic Alps*, from Monte Rosa to the Bernardhin or Bernardino Pass in the Grisons: taking in the Passes of the Simplon, St. Gothard, and Lukmanier. 3rd, *Rhaetic Alps*, from the Bernhardin, eastward; taking in the Passes of

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the Tunnel, 18 miles, the ascent is 1,520 feet, and from the Tunnel down to Mürzzuschlag, 7½ miles, the descent is 700 feet. Accordingly, the respective gradients are 1 in 68 and 1 in 55½. The maximum incline at each end is about 1 in 40.

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TYROL AND STYRIA.

The following **Tour of six or eight weeks** in the Tyrol, &c., can be recommended only to pedestrians who are prepared to rough it, and can speak German and Italian. If unacquainted with these languages, they should procure a guide, by writing from Munich to Innsbruck, to the innkeeper.

Munich to Innsbruck, the Solstein, Schonberg, Ambras, Ziri, Martinswand, Umhausen, the Oetzthal and its glaciers, Hofer's Haus, Meran, Finstermunz, Wormserjoch (Monte Stelvio,) Bormio, Tonal Pass Cles in Val di Non, Trent, Riva and Lago di Garda, Roveredo, return to Trent, Botzen, Castelruth, Gröden (Val di Gardena), Ennsberg, or Gaderthal, Brunecken, Pusterthal, Taufers, Antlhos, Toblach, enthal, Windisch-Matray, Pass of St. Ruprecht, Heiligenblut, Rauriser Tauern, Bad Gastein, Wildfen, Pass Lueg, Abtenau, Gosau, and thence to Hallstädter-See, Ischl, Aussee, Gmunden, Traunstein and Salzburg. From Botzen the *Dolomite region* about Caprile and Cortina, may be reached, see p. 472. The languages spoken are German in North Tyrol, and Italian in the South. French not understood except at the large hotels in Innsbruck, Botzen, &c. The Eilwagen are good, and a separate carriage may be had on all the high roads, by paying beforehand the fare for four persons. Fare by Stellwagen is about 1d. per mile. Mayr's Map of the Tyrol is the best.

Money.—The best is the Austrian bank-notes. **Books.**—DR CHABNOCK'S *Pedestrian Tour in Tyrol.* BRADSHAW'S *Notes for Travellers in Tyrol and Vorarlberg*, price 3s. 6d.

SWITZERLAND.

(With Map in Special Edition.)

Switzerland (the land of the Switzers; Germ. *Schweitz*; Fr. *La Suisse*; Ital. *La Svizzera*) the culminating ridge of the mountains bordering on France, Germany, Austria, and Italy; including the head water-systems of the Rhône, Rhine, Aar, and Inn. To these all the rest run; except the Tessin, which runs to Lake Maggiore and the Po. **Surface**—about 220 m. by 130 m., or an area of 15720 sq. m.; equal to about half of Scotland. From Bâle to Monte Rosa (about 100 m.) there is a total rise of 14,000 feet—a rise divided by naturalists into seven Regions, or more generally into four: 1.—The *Jura region*, mostly on the W. and N.W. or French border, extending in parallel ridges through Neuchâtel and Soleure to Bâle and Aargau, about 150 miles. They are clothed with pine and other timber. 2.—The *Plain*, so called, though covered with hills, 150 m. by 50 m., extending from the Lake of Geneva through Fribourg and Bern, to the river Aar. 3.—The *Hilly region* of the north central Switzerland having the Rigi and Lakes for its centre. 4.—The *Alpine or Mountain region*, S. of Interlaken and Briens. The great ridge of the **High Alps** in Switzerland extending to the Italian frontier, has its middle at St. Gothard, near the sources of the Rhône and Rhine. Here the Lower Alps of the Oberland strike off W. past the Jungfrau, etc., along the N. side of the Rhône, while the main ridge passes E. through the Grisons, into Tyrol. Wheat and oats grow to the height of 4,300 feet; barley grows to 5,100 feet; oaks grow to 2,500 feet; pine to 6,500 feet; pasture is found to 6,000 feet; snow line at 8,000 to 8,500 feet. Timber forests are estimated to cover 1-6th of the surface. Among the Animals are good mountain horses and mules, cattle, the chamois and lamergeyer.

The **Swiss Alps** are distinguished into—1st, *Pennine Alps*, from Mont Blanc to the Matterhorn and Monte Rosa, including the Passes of Great St. Bernard and St. Théodule. [The Graian *Alps* round Cogne, in Italy, are to the south.] 2nd, *Helvetic Alps*, from Monte Rosa to the Bernardhin or Bernardino Pass in the Grisons: taking in the Passes of the Simplon, St. Gothard, and Lukmanier. 3rd, *Rhaetic Alps*, from the Bernhardin, eastward; taking in the Passes of

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Septimer, Maloya, Julier, Albula, Flüela, and Stelvio or Wörmser Joch, near the the Tyrol. Highest points are Matterhorn or Mont Cervin, and Monte Rosa, on the ns. Mont Blanc is half outside Switzerland, on the borde. line of French Savoy and point of the Alps actually within Swiss territory is the Dom, or Mischabel, near igh. Rhododendrons are seen in summer on the Col de Balme, 6,000 feet high. t 1-16th of the surface is covered with snow, and glaciers to the number of 400; the the Aletsch Glacier near *Eggischhorn*, is 5 leagues long. They form an icy sea of re the great feeders of the rivers.

re-eminently a land of **Lakes**; the principal of which are the Lake of Constance; r Lake Leman, 54 m. long; Lake of Zurich; Lake of Vierwaldstätten or Lucerne; Neuchâtel; with the Lakes of Bienne, Thun, Briens, Zug, Wallenstadt; and some rat, Sempach, Sarnen, Egeri, Greiffen, Pfäffikon, etc. On the Italian side are Lakes and Como. Most of them are traversed by steamboat (see pp. 331, 332); and present **Lake Habitations**; of which the specimens in the museums at Geneva, Bern, stone articles and bones of the bison and elk. Remains of pile houses have been e, in Lake Neuchâtel; Nidau, in Lake Bienne; Guévaux, in Lake Morat; Morges ake Geneva, and also opposite the city; Bauschanz, Lake of Zurich; Robenhausne, lensdorf and Wangen, in Lake Constance.—See J. E. Lee's *Lake Dwellings of*

Waterfalls.—Some of the most striking are, the Rhine, at Schaffhausen, 80 feet broad; Aar, at Handeck; Staubbach (*bach* is a stream) and Pletschbach, at Reichenbach, at Meyringen; Giessbach, at Brienz; Seerenbach and Baierbach, in Scronft and Schreyenbach, near Stachelberg; Saane, near Gsteig; Pèlerins, in ear Chamouni; Plasevache, near Martigny; Pianazzo, near the Splugen; Toccia ormazza, near the Simplon. **Points of View.**—For distant prospects of Alpine Fascille, near *M.* Reculets and M. Dôle, above St. Cergue; both near Geneva. Neuchâtel. The Weissenstein, above Soleure. The Hanenstein, above Olten. The ich and Zug. Rigi, between Zug and Lucerne. Faulhorn and Rothhorn, near Briens, hun. Monte Salvatore, near Lake of Lugano. The Kamor or Stoss, near Gais, in the Observatory at Turin; and many other points.

Cost of Living.—In Switzerland the traveller can manage to live for from ance per day, excluding all charges for conveyances, horses, guides, &c. A pedestrian for about 8 francs, provided he knows German and French. **Hotel Expenses.**—Breakfast or Tea, in eating room 1½ to 2 fr. Table d'hôte Dinner, 3, 4, 5 fr. Bed, e (servants), per day, ½ to 1 fr. Pensions (boarding houses) 4 to 8 f. a day. If should travel in parties (two or four are the best numbers, as they exactly fill either two-horse *voiture*), and make all their arrangements over night.

N SWITZERLAND.—The most common approaches are through Germany and Schaffhausen, for E. Switzerland; and Geneva or Neuchâtel, coming from ound should begin with Bâle, etc.; thence to Zurich, Lucerne, and the Oberland, Mont Blanc and Geneva. In this way the scale of magnitude increases to the f you begin with Mont Blanc, all the rest is dwarfed by him.

Rotterdam, Ostend, or Antwerp, thence to Cologne, Frankfort, Freiburg-in-Bâle. Thence to Schaffhausen, Constance, Rorschach, St. Gall; Appenzell and newald, Ragatz. Baths of Pfäffers, Wallenstadt, Coire (for the Via Mala, St. Engadine.) The Splugen, Chiavenna and Lake Como, (or Bellinzona and Lake sen, Rapperschwyl, Zurich, Zug, Goldau. Rigi, Lucerne and Bay of Uri. Fluelen, Tödi, Devil's Bridge, Andermatt, Geschenen Gorge, St. Gothard, and Airolo (for and Milan). Furca, and Gries Passes, at the heads of the Rhône and Rhine. e, Joch Pass and Meyringen. Brunig Pass, to Sarnen and Lucerne. Brienz and Shoideck Pass, Faulhorn. Grindelwald, Lauterbrunnen, the Jungfrau, Mönch, &c., and the Oberland. Gemmi Pass and Baths of Leuk; Brieg and the Simplon (for Domo Lake Maggiore). Visp for Zermatt, Monte Rosa, the Matterhorn, &c. Sierre, Rawyl enk, Simmenthal; Interlacken, Thun, Bern, Solothurn (Soleure), Weissenstein, Bienne, rat, Avenches (ancient *Aventicum*,) Fribourg. Lausanne, Geneva, Vevey, Bex, Great St. Bernard and Aosta), Tête Noire, Col. de Balme, Chamouni, and *Mont* Martanvert, Sallenches (for Chambéry and Annecy). Geneva, for M. Reculets, in the Paris, and London.

the North of England, *vid* **Grimsby,** by the Manchester, Sheffield, and Lincolnshire Company's Steamers—see advertisement, page 703. And *vid* **Hull** and **Antwerp** by low, Lemsden, & Co.'s Steamers.

me for Travelling.—The latter part of June, July, August, September, and October best months for a tour; but even May is a delightful month.

ints.—Cold water, &c., should not be taken in large quantities by tourists when heated, and larly when much fatigued. No traveller should attempt to cross a *glacier* without a guide, ring at least rope tied round his waist; in all cases the guide should take the lead. A strong ck is indispensable upon a mountain journey. Take as little luggage as possible, but do not

omit a good water-proof coat or a plaid, and a pair of strong shoes to walk in. Take paper, pens, ink, and soap, as they are articles difficult to be met with.

A small phial of glycerine is useful for rubbing the face and hands when sunburnt, or for the feet when blistered. Rowland's Kalydor is also good. Homœopathic Tincture of Arnica is a valuable remedy for a sprain or bruise. Cold tea and chocolate cakes are useful to the traveller. For sore feet, rub in a little brandy mixed with a few drops of grease; or put a bit of greased paper next the skin. The following additional hints are derived from Dr. Allbutt's valuable paper on the "Health and Training of Mountaineers," in the *Alpine Journal*, for August, 1876:- Growing lads and women should not attempt too much at a time. Small eaters must be content with fewer excursions than others. The most useful wrap is a waterproof Scotch shawl. As to knapsacks, it is better to pay 5s. to another man than to load yourself with the burden. The best stick is a short ice axe. Honey (carried in a hollowed loaf), chocolate, raisins, milk, are all nourishing. Do not, on any account, overload the stomach. Alcoholic drinks are poison to a climber. A good wash with soap and water, is always refreshing. A few drops of Ammonia, in a glass of water, makes a good lotion. Cold cream is better than glycerine. For a white frost-bite, rub first with snow, then cold water. For sickness and diarrhœa, take three or four times a day, a mixture of carbonate of soda, 10 grains, and of syrup of ginger and tincture of rhubarb, each a teaspoonful. A simple antidote is half a wine glass of good cognac, repeated if necessary. For constipation, take two or three grains of rhubarb, at meals. Rest is best for sprains and bruises; Arnica is a "ticklish remedy." If caught in a snow storm, build a snow hut, leaving a hole for breathing; it will be found sufficiently warm. Sucking a lemon now and then is the best thing when ascending a mountain.

Luggage.—All luggage is charged for: charge by weight; about 5 c. per 220 lbs. per kilometre (⅝ m.) Heavy articles should be sent, if time be no object, by "*Train commerce*." Baggage is examined at the frontier places of Bâle, Lugano, Schaffhausen, Splugen.

Conveyances.—In Canton Berne all prices of conveyances, &c., are regulated by tariff, which may always be demanded; elsewhere more precaution is required. Tariff placed in every hotel. Diligences generally belonging to Government and carrying the mail, traverse all the chief roads where the railway does not run. They have room for 12; average day's journey, 10 to 12 hrs. The fare is, however, high; and three or four travelling together will find it more convenient to hire a private conveyance (*voiture, vettura*); charge with 1 horse (2 persons) 12 francs a day; 2 horses (5 persons) 20 francs, besides 1 franc per horse to driver; return fare must also be paid. The traveller should ascertain whether a return carriage may not be in the town before hiring one belonging to the place; but in the height of the season return carriages are charged higher. Horse or mule, 6 fr. and half-pay for return journey. Muleteers, 3 fr. a day; same for the return. Steamers navigate all the chief lakes. The *Swiss Federal Post* run carriages (2, 3, or 4 horses) at a special tariff—From Bellinzona to Lugano; Brieg to Andermatt (over the Furka); Coire to Andermatt (by the Oberalp), to Colico (by the Splugen), to Bellenz (by the Bernardin), to Davos-Dorfli (via Lenz or via Schyn); Coire to Samaden (via Schyn and the Julier, or via Lenz and the Julier, or via Schyn and the Albula, or via Lenz and the Albula); Davos Platz to Schuls (by the Fluela); Fluela to Biasca (by the Gothard); Landquart to Davos Platz (by the Prättigau); Samaden to Cläven (by the Maloja); to Puschlav (by the Bernina); and to Schuls; Loueche to Arona (by the Simplon); and Zernetz to Münster (by the Ofen).

Guides are absolutely necessary in mountain excursion, at other times than the months named for a tour; since the paths are then liable to be obliterated by snow. Their almost invariable honesty and good temper render them on all occasions useful. Travellers should bargain *beforehand* with guides, for such excursions; the hiring should be made through the landlord. Pay, 6 fr. a-day and half-pay for the return journey. They will carry 25 lbs. luggage.

Money.—100 centimes = 1 franc = 9½d. English. Gold Coins.—The 100, 50, 20, 10, and 5 franc pieces of France, Belgium, and Italy; there being no Swiss Gold Coins. Silver Coin.—5, 2, 1, ½ franc pieces, of Switzerland, France, Belgium, and Italy. Billon Coins.—20, 10, and 5 cent. pieces. Bronze Coins.—2 & 1 cent. pieces.—See "*Money, Weights, and Measures*," by W. A. Brown, LL.D.

Weights and Measures.—Kilometre = 3-5ths mile = nearly ⅝ furlongs. Stunde, the average hour's walk = 2½ miles. 3 mls. = a league. Post = 3 stunden.

Wines.—"The best vin ordinaire is the Veltliner. Have it drawn from the cask."—B.S.C.

Railways.—About 1550 miles were open in 1877. The carriages are excellent; with the exception of those in the three French Cantons, on the American principle. First class carriages are fitted up with tables, looking-glasses, foot-stools and other conveniences; 2nd class are roomy and enable the traveller to view the country. Geneva time is 20 minutes before Frenchtime. Return Tickets at a reduction of 25 per cent. Children 3 to 10, half price. Short lines from Vitznau, on Lake Lucerne, and Arth on Lake Zug, to the summit of the Rigi (Rigi Kulm.) A line for Rialp in progress from Altorf, through the St. Gothard Tunnel.

Telegraphic Lines almost universal. Telegram to U. Kingdom, 5d. a word; for Switzerland, 2½d. In 1878 there were 4050 miles with 985 stations. Money can be sent by Telegraph.

Postage.—To U. Kingdom, 25 c. for ½oz. (15 gr.): 5 c. & 10 c. in Switzerland according to distance. Cards 10 c. (to U. Kingdom), and 5 c. For Money Orders, see p. xlvii. In Switzerland Orders up to 500fr. (£20), at a small commission, may be got in the form of Coupons, to be used as required. The Coupons may be written on. There were 799 Offices in 1877.

Cantons.—Twenty-two; three being divided into two sections each. Bern, Valais, Grisons, are by far the largest; Valais, Geneva, Vaud, Neuchatel, Bern, Bâle, are on the French border; Bâle, Aarau, Zurich. Schaffhausen, Thurgau, on the German borders of Baden, Wurtemberg, and Bavaria. St. Gall, and Grisons, on the borders of Austrian Tyrol; Valais, Ticino (or Tessin), and Grisons, on the Italian border.

The Provinces or Cantons now constituting the Federation were formerly held by the neighbouring Sovereigns of Austria, Germany, Burgundy, &c. In 1307, three Forest Cantons, under Tell and others, rose against Austria, and after defeating her at Morgarten, 1315, were joined by 10 other Cantons. They defeated Charles the Bold, 1476–7, and the Duke of Savoy, 1602; and were finally declared independent by the Treaty of Westphalia, 1648. In 1815, the Confederation was revised, and the Cantons increased to their present number.

Population (1878) 2,792,260, estimated. Of these (in 1870) 1,566,347 were Protestants, mostly in the Cantons of Zürich, Vaud, Schaffhausen, Glaris, Bâle, Appenzell, and Thurgau; 1,084,369 Catholics, mostly in the remaining Cantons; and 94 per cent. were Swiss-born. As respects **Language**, 1,843,000 were German-speaking in 14 Cantons on the North and North-East; 640,000 in the French-speaking Cantons on the West (viz Bern, Valais, Fribourg, Neuchatel, Geneva, Vaud); 144,000 Italian-speaking (in Ticino) south of the Alps; 42,000 Romansch-speaking in Grisons, next to Tyrol. The Romansch is a curious remnant of provincial Latin; a newspaper in this dialect is published at Disentis. Some of the most populous Towns (1870) were—Geneva, 68,165; Zürich, 56,695; Bâle, 44,834; Bern, 36,000; Lausanne, 26,520.

Government.—A Federal Assembly, or Legislative body, consisting of a National Council of 135 members (1 for 20,000 pop.); and a Council of States, of 44 members—2 for each Canton. A Federal Council or Executive, of 7 members, is nominated by the Assembly for three years, under a President and Vice-President, elected annually, seated at Bern, where the Foreign Ministers reside; a Federal Tribunal, or Judicial body, is nominated for three years.—**Army** (1879) 215,000; of whom 119,400 were regulars, from 20 to 32 years of age; the remainder consisting of the Landwehr, from 33 to 44 years. There were 178,000 infantry, 24,000 artillery, 5,300 cavalry. A Federal Polytechnic School at Bern.—**Navy**—represented by 86 mercantile steamers, of 8,500 horse-power, on the lakes.—**Universities.**—Four, at Bern, Bâle, Zurich, and Geneva; and two Academies at Lausanne and Neuchâtel. A Tir Federal, or Swiss "Wimbledon," is held every two years. Wrestling matches or Schwingfeste, are also held at Meyringen, &c.

Commerce.—Among Swiss productions are silk, lace, linen and cotton, embroidered curtains, watches, (1,600,000 in 1876), clocks, jewellery, cheese, wooden toys, charcoal, preserved milk, fruits, kirschwasser, and absinthe (from wormwood). The Federal Revenue is about 1½ million sterling. Cantonal Expenditure, about 2 millions.

Mountains and Passes.—Heights above sea level:—

	feet.		feet.		feet
Bernard, Grt. St. (Pass)	8130	Jungfrau	13760	Simplon (Pass)	6595
Blanc, Mont (France)	15780	Lukmanier (Pass)	7290	Splügen (do.)	6945
Finsteraarhorn	14025	Matterhorn	14705	Stelvio (do.)	9175
Furca (Pass)	7990	Mönch	13440	Titlis	11600
Gemmi (do.)	7555	Rigi	5905	Théodule, St. (Pass)	10900
Gothard, St. (do.)	6935	Rosa, Monte (Italy)	15215	Weissenstein	4210
Grimsel (do.)	7105	Scheidegk (Oberland)	6910	Wetterhorn	12150

Books.—See BRADSHAW'S ILLUSTRATED HAND BOOK TO SWITZERLAND, price 5s. W. J ADAMS, 59. Fleet Street; HENRY BLACKLOCK, & Co., Manchester.

Maps.—Alpine Club Map, in 4 sheets; Swiss Government Survey; Leuthold's, Keller's.

Couriers.—Apply to Mr. W. J. ADAMS 59, Fleet Street. **Passports** are sometimes asked for in Switzerland; in fact, they are always useful on the Continent. See p. xlix.

DESCRIPTIONS OF TOWNS, &c.

Aarau.—*Stat.*—Pop. 5,500.—HOTELS:

WILDERMAN; OCHS; STORCH.

The chief town of Canton Argau, 33 m. from Bâle, on the right bank of the Aare, at the south base of the Jura—here partly covered with vineyards. The Baths of **Schinznach** are 10 m. distant along the Aare, passing several castles. The foot-path by the left bank is recommended. It leads over the Gisliflub, (2240 ft. high, easy ascent) which commands a beautiful view of several lakes. The celebrated Zschokke lived at Aarau many years. The town is also noted for its cutlery and mathematical instruments, and the Canton of Aargau for its fine breed of cows.

CONVEYANCES.—Rail to Olten, Bâle, Bern, Biel, Lucerne, &c. See pages 238-41, 244 5.

Æggischhorn or **Eggischhorn.**

JUNGFRAU HOTEL and PENSION; where Church Service is supplied by Col. and Cont. Ch. Soc.

In Canton Valais, under a peak 9650 feet high. 3 h. from Viesch; see Viesch. This spot ranks with the Riffelhorn, in the Visp valley, as one of the best centres of ascents in the Alps. Here the Jungfrau, the Mönch, the Aletschhorn, and other famous Oberland peaks are in view. Close to it is the Merjelen Lake, the waters of which burst 2nd August, 1872, from the fall of a glacier into it, and flowed down to the Rieder Alp, 10 miles.

Aigle—*Stat.*—Pop. 2600.

GRAND HOTEL DES BAINS D'AIGLE, splendidly situated. 20 minutes from the Station, at the entrance of the Vallée des Ormonts. See Advt.

A pretty town (formerly called *Aquila*), in Canton Vaud, 28 m. from Lausanne, at the mouth of Ormont Valley, near the Rhine and Lake of Geneva; with houses of black marble. Good wine. Dent du Midi in view, 10,450 ft. high. CHURCH SERVICE, (C. C. C. Soc.) at Hotel des Bains. To Villard 3½ hours. Rail p. 246.

Airolo. See **St. Gothard Pass.**

Alpnach, Canton Unterwalden. HOTELS:—SCHLÜSSEL; SONNE. On an islent of the Lake of Lucerne, 4 m. from Sarnen, under *Mont Pilatus*; from which timber was formerly brought down to the Lake by a trough or slide, 8 m. long.

Altorf or **Altdorf**—*Pop.* 2430.—HOTELS: POST or ADLER; KRONE.

Capital of Canton Uri, on the Reuss, near the S. end of Lake of Lucerne. A tower marks the spot where, says tradition, Tell shot the apple from his son's head. Bürglen, where he was born, is near. Tell's Chapel is on the Lake.

Amphion (Baths of).—A fine spot on the south borders of the Lake of Geneva; 4 miles from Thonon, in French Savoy (not Swit.) The waters are alkaline, like those of **Evian** (See France.)

ENGLISH CHURCH SERVICE, at Grand Hotel des Bains; supplied by Col. and Con. Ch. Society.

Amsteg, in Canton Uri, on the Reuss, 6 m. from Altorf, near the **Maderaner Thal,** or valley of the KERSTELEN, which lies amongst fine peaks, glaciers, waterfalls, and forests. CHURCH SERVICE (in the season) at the Alpine Club Hotel (3 hrs. from Amsteg), supplied by C. C. C. Soc.

Andermatt—On the St. Gothard road. See Route 11, in Special Edition. ENG. CH. SERVICE (S. P. G.) at Hotel Belle Vue. About 20 m. up and down the road to Chiasso is **Disentis** (Hotel—Condrau in Canton Grisons, at the junction of the Mittel and Vorder Rhein, under Piz Muraun (9,510 ft.); with an Abbey of the 7th cent. Hence over the Lukmanier Pass; the Furca Pass, etc. ENG. CH. SERVICE (C.C.C. Soc.) Prof. Condrau edits a Romansch paper here.

Appenzell.—Pop. 3,700.—H. PFINSION ZECHT. The capital of a small pastoral Canton, 12 mls. from Herisau *Stat.* (page 249). 13 mls. from St. Gall; among the *Weissbad* and other whey-cures, under the snowy Sentis (8215 feet). The *Stoss*, near Gais, is a fine point of view.

Arth or **Art**—*Stat.*—Pop. 2300.—HOTEL:—BLACK EAGLE.

A village in Canton Schwytz, 8 m. from Zug, at the foot of the Rigi, at the head of Lake of Zug, and in the vicinity of Goldau (*Stat.*) the scene of the fall of the Rossberg in 1806, when three villages and 450 persons were over-whelmed. Ascent of the Rigi (1½ hrs.) by rail. Steamer to Zug and Horgen, on Lake of Zurich; see page 239, 331.

Axenfels—Near the *Axenstein*, a fine point of view behind Brunnen, on the Lake of Lucerne. CHURCH SERVICE (S.P.G.) at the AXENFELS HOTEL, under Frohnalpstock (5790 ft. high.)

Baden.—*Stat.*—Pop. 2930.—HOTELS: SCHIFF; DE LA BALANCE; OURS; STADHOF.

A bathing place, in Canton Aargau, 14 m. from Zürich, on the Limmat, noted for its hot sulphur springs, called by the Romans, *Thermæ Helvetiæ*, or *Vicus Thermarum*. Here are an old Austrian castle, or *Stein*; with a hospital and theatre, at the Baths, 1 m. from the town. They are excellent in scrofula and diseases of the skin. A band plays at the Baths. There are many beautiful walks and drives; such as to Wettingen Abbey Church of the 13th century carved stalls and stained glass) and Wohlen (good fishing). A "Guide," (French) published. Rl. p. 243.

Bâle, or **Basle** (*German* **Basel**).—*Stat.*—Pop. (1870) 44,635. HOTELS:—

HOTEL DES TROIS ROIS, or THREE KINGS—First class hotel, well situated, highly recommended. C. Fluck, proprietor.

HOTEL SUISSE (Schweizerhof), L. Merian, prop.—Situated near the springs on the Promenade, opposite the French and Swiss Railway stations.

HOTEL EULER, large and well situated Hotel near the French and Swiss Railway Station.

HOTEL LORENZ, near the Central Station, moderate prices. See Advt.

HOTEL DE LA CROIX BLANCHE, kept by Mr. A. Gubler. Fine situation on the banks of the Rhine, and close to the German Railway Station.

HOTEL KRAFFT, First-class hotel well situated, recommended to English & American travellers.

HOTEL DE LA CIGOGNE, situate near the Rhine; moderate charges. Mr. J. Klein Weber, proprietor.

H. DU SAUVAGE (Wild Man); H. SCHWEIZER.

RAILWAY TERMINI.—The German (Baden) on the north side of the river; the Swiss on the southern side, near St. Elisabeth Church.

CABS.—2 persons, from stat. to the town, 1 fr. 20c.; or for ½ hour 80c.; for an hour 2 to 3 fr. Box 20c. Omnibus from stat. ½ fr.

Bâle, or Basel, the Roman *Basilica*, in Canton Bâle, 88 m. from Strassburg, on the Rhine, where it turns northward, under the Jura, 866 feet above sea. It is the capital of Bâle Ville division (14sq. mls.); the rest of the Canton, called Bâle Campagne, having Liesthal for its capital.

It is an old well-built city, joined by a bridge across the river, to Little Basle; and is the most commercial place in Switzerland, especially noted for its ribbon manufacture. It is also a great centre of Missionary enterprise; and its University has interesting ethnological and other collections. The fine Gothic *Cathedral*, has two spires 205 feet high; tombs of Œcolampadius and Erasmus, large cloisters, and a beautiful view from the terrace. Its Council Chamber is the Hall where the famous Ecclesiastical Council was held between 1431 and 1438; it has some old frescoes, by Holbein the younger, of the "Dance of Death;" admission ½ fr. To organ recitals 1 fr.: the mediæval collection 1 fr. The picture Gallery at the Museum (open Sun. and Wed.), near the Minster, contains several Holbeins and early German masters, with pictures by Teniers, etc., cartoons by Cornelius, of Munich, and drawings by Dürer; also a collection of Roman antiquities from *Augst* (6 m distant), and the University Library. The Town Hall and

Arsenal deserve notice. The noble Protestant Church of St. Elizabeth was erected at a cost of nearly £250,000, left by a merchant of Basle, Holbein, the painter, and Bernoulli and Euler, the mathematicians, were natives of Bâle. Erasmus died here 1536. Some old gates and fountains. Mean temp. 30½ (Jan.) to 66° (July.)

To London, via Strassburg, Metz, Luxemburg, Namur, and Brussels; see pages 106-7. To Berne, p. 242.

ENGLISH CH. SERVICE (C.C.C.Soc.) in a Chapel at Three Kings Hotel, at 10.30 a.m. and 8 p.m.

U. S. CONSUL.—Ralph L. Doerr, Esq.

Routes from BALE to	Itineraries of the best and quickest Routes between BALE and the principal cities in Europe, &c.	ORDINARY FARES. 1 class. £ s. d.	ORDINARY FARES. 2 class. £ s. d.	TIME. Exp. D. H. M.	TIME. Time. D. H. M.
1 Antwerp ... (Belgium)	See No. 11, Rtes. to Cologne; thence as per Itinerary of Routes to Antwerp, p. 423	3 2 9	2 4 1	0 19 0	0 31 0
" "	By Strassburg, Metz, Luxemburg, Namur, and Brussels, page 106	2 16 0	2 0 0	0 17 0	0 26 30
2 Augsburg	Rl. to Constance, p. 128, 133; Str. to Lindau, p. 334; Rl. to Kempten and Augsburg, p. 199.	1 0 7	0 18 0	0 13 0	0 13 0
3 Baden Baths of (Switz.)	By Dil. over the Botsberg, which commands fine views over the Alps to Brugg; Rl. thence to Baden, p. 245....	...	...	...	...
4 Baden-Baden Baths of	a By Rail via Freiburg, pp. 133 and 132	0 13 8	0 9 0	0 3 30	0 3 30
" "	b By Rl. via Strassburg, p. 75, Kehl and Appenweier p. 132	0 17 3	0 11 0	0 5 30	0 7 10
5 Bellinzona	Rtes. to Lucerne, No. 27; Dil. to Biasca (15½ hours), and Bellinzona, p. 240	...	...	...	...
6 Bernard, St.	a Rl. to Freiburg, via Olten and Berne, pp. 241, 247, 246, to Vevey, Rl. to Martigny, p. 246, Mules to St. Bernard.	...	...	...	2 12 0
"	b Rl. to Thun, via Olten and Berne, p. 241, Mules over the Gemmi Pass to Sion; Rl. to Martigny, p. 246, Mules to St. Bernard.	...	...	...	3 0 0
7 Berne ....(Switzerland)	a Rl. via Olten, and Herzogenbuchsee, p. 241.	0 8 10	0 6 2	0 3 0	0 3 25
" "	b Rl. to Lucerne, pp. 241, 239, to Berne, page 248	0 15 6	0 11 2	6 45	0 6 45
" "	c Dil. by the Munsterthal, or *Val Moutier*, one of themost romantic valleys of the Jura, to Bienne, thence to Berne	...	...	...	...
" "	d Dil. via Listhal over the *Ober-Hauenstein* to Soleure and Bienne, thence to Berne	...	...	...	...
8 Brussels.....(Belgium)	a See No 11, Rtes. to Cologne, thence as per Itinerary of Rtes. to Brussels p. 423	3 1 4	2 4 0	0 18 0	0 28 40
" "	b Rl. to Strassburg, Nancy, Metz, Luxemburg, thence to Brussels, see page 106	2 13 4	1 18 4	0 15 40	0 23 20
9 Calais.....(France)	a See No. 32, Rtes. to Paris, thence as per Itinerary of Routes to Calais, p. 385	4 8 7	3 5 9	0 19 40	0 27 0
" "	b Rl. to Strassburg, Metz, Luxemburg and Brussels, thence to Lille and Calais	3 10 4	2 11 0	0 21 45	0 33 20
10 Chamouni (Switz'rl'nd) (and Mont Blanc.)	a See Rtes. No. 24 to Lausanne; Rl. to Martigny, p. 246.	1 7 0	1 1 6	...	...
"	b See Rtes. No. 20 to Geneva; Dil. to Chamouni	1 19 1	1 10 0	0 17 0	0 20 0
11 Cologne .....(Prussia)	a See No. 16, Rtes. to Frankfort, thence as per Itinerary of Routes to Cologne, p. 459	2 4 1	1 10 2	0 19 30	0 22 15
" "	b Rl. to Strassburg, Weissenburg, pp. 75; Neustadt, p. 138, Worms, p. 139, Mayence and Singen, p. 126, thence to Cologne, p. 122.	2 2 9	1 9 5	0 18 0	0 22 15
12 Coire or Chur (Switz.)	a Via Schaffhausen, to Constance, pp. 132, 133, Rorschach p. 245; Sargans and Coire, p. 244	1 2 6	0 15 4	...	0 13 0
"	b Rail. to Brugg, p. 234b; Zurich, p. 245; Coire, p. 243	0 16 4	0 12 0	0 7 30	0 8 0
13 Como " (Italy)	See Rtes. to Milan No. 29	...	...	...	...
14 Constance .....(Switz.)	Rl. to Waldshut, Schaffhausen, and to Constance, pp. 132,	0 11 7	0 7 8	0 4 0	0 4 40
15 Florence.....(Italy)	See Rtes. to Turin, thence to Florence, p. 250	4 13 0	3 7 4	0 36 0	
16 Frankfort ...(Germany)	a Rl. via Freiburg, p. 133, and Heidelberg p. 137	1 6 4	0 17 5	0 7 30	0 13 0
" "	b Rl. via Strassburg, Weissenburg, pp. 75; Neustadt, p. 138; Worms, p. 139; Mayence and Frankfort, p. 126	1 11 4	1 0 7		0 15 0
" "	c Rl. to Waldshut, p. 132, Rl. to Zurich, Romanshorn, p. 245, Str. to Friedrichshafen, p. 334, Rl. via Stuttgart, Heidelberg, pp. 193, 128, 137.	2 7 0	1 12 1	0 22	...
" "	d Rl. to Waldshut, and Schaffhausen, p. 132, Dil. thence by the Hollenthal—grand scenery of the Black Forest to Freiburg, Rl. to Baden-Baden &c. to Frankfort see b	...	...	0 8 40	...
17 Freiburg-in-Brisgau	Rl. to p. 133.	0 5 0	0 4	...	0 1 45
18 Gais Baths of ...(Switz.)	Rl to Waldshut, p. 132, Zurich, Winterthur, p. 245, St. Gall, p. 244, Dil. to Gais	0 14 9	0 11 0	0 7 50	0 8 50
19 Gall, St. ...(Switzerland)	(See St. Gall, No. 39.)	...	...	...	...
20 Geneva .. (Switzerland)	a Rl. to Freiburg, via Olten and Berne, p. 241, to Lausanne, p. 246, thence to Geneva, p. 247.	0 19 1	0 13 4	0 8 5	0 10 35
"	b Dil. through the Munster-Thalor Val Moutier to Bienne; Rail to Neufchatel, Yverdun, and Geneva, p. 247	...	...	...	...
21 Grange Baths of (Switz.)	a Rl. to Olten, Herzogenbuchsee, p. 241, Soleure, p. 242, Dil. to Grange	...	...	...	...
" "	b Rl. to Liesthal, Dil. over the *Ober-Hauenstein* to Soleure; Dil. thence to Grange	...	...	...	...

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Itinerary of Routes from Bâle—*continued.*

			£ s. d.	£ s. d.	D. H. M.	D. H. M.
22	**Heinrichsbad** Baths of (Switzerland)	Rl. to Waldshut, Zurich, Winterthur, St. Gall, pp. 245, 244, Dil. by Herisau to the Baths of Heinrichsbad ...	...	...	...	...
23	**Innsbruck**.....(Austria)	Rl. to Waldshut, and Constanz, Str. to Bregenz, p. 334, thence via Feldkirch, Bludenz, p. 292; Dil. to Dalaas, Stuben, St. Anton, Landeck, Imst, Nassereit, Seefeld, Zirl, Innsbruck	3 5 0	2 15 0	...	3 0 0
24	**Lausanne** (Switzerland)	a Rl. to Berne, p. 241; Fribourg and Lausanne, p. 246 ...	0 17 8	0 12 6	0 6 20	0 8 0
	,, ,,	b See Rtes. 6 to Fribourg; Dil. via Romont	...	...	...	...
	,, ,,	c Dil. by Munster Thal to Bienne; Rl. to Neuchatel, Yverdun and Lausanne, p. 247	...	...	...	...
25	**Leuk** Baths of ...(Switz.)	a See No. 44; Rte. to Thun, thence by the Gemmi Pass to the Baths of Leuk	...	...	...	...
	,,	b See No. 28, Rte. to Martigny, thence by Sion and Sierre to Leuk	...	...	...	...
26	**London**.....(England)	a No. 11, Rtes. to Cologne; thence as per Itinerary, p. 423	5 9 6	3 17 6	0 33 0	...
	,,	b No. 32, Rtes. to Paris; thence as per Itinerary, p. 385...	5 19 4	4 8 9	0 24 0	...
	,,	c Rl. to Hagenau, p. 75; Metz, and Luxemburg, p. 72; and by Great Luxemburg Railway to Brussels, p. 106 ...	5 0 0	3 11 4	0 27 0	...
	,	d By Strassburg Metz, Luxemburg, Brussels, Antwerp, and Harwich	4 3 7	2 17 8	1 17 0	...
27	**Lucerne**...(Switzerland)	a Rl. to Olten, and Lucerne; pp. 241, 239	0 6 6	0 4 8	0 3 0	0 3 20
		b Rail to Brugg, p. 249; Rl. to Zurich, p. 245; Rl. to Zug and Lucerne, p. 243	0 12 6	0 8 9	...	0 6 0
28	**Martigny** (Switzerland)	See Rtes. 24 to Lausanne; Rl. to Martigny, p. 246	1 3 8	0 16 8	...	0 12 0
29	**Milan** .....(Italy)	a Rl. to Lucerne, pp. 241, 239; Str. to Fluelen, p. 332; thence by Diligence over St. Gothard—through Val Tremola,—Val Levantina, Val Reviera, and charming scenery to Bellinzona. Dil. to Magadino, fare 2 fr., thence by Lago Maggiore, by Str. from Magadino, p. 334, to Sesto Calende; Rl. to Milan, p. 255,—or by Lugano and Como; Rl. to Milan, p. 252	...	...	...	...
	,,	b See No. 12, Rte. to Coire, thence by Dil. over the Splugen Pass to Chiavenna, Colico; Str. to Como, p. 334; Rl. to Milan, p. 252; (2) by Dil. from Coire over the Bernardin Pass to Bellinzona, and thence as in Rte. a; (3) by Dil. from Coire to Maloya, Chiavenna and Como..	...	...	...	...
	,,	c Via Geneva see No. 20, Rtes. to; Rl. to Culoz and Modane, p. 54; Turin, p. 250; Milan, p. 256	3 6 0	2 7 6	0 28 30	...
30	**Munich** .....(Bavaria)	a Rl. to Constanz, p. 132; Str. to Lindau, p. 334; thence by Rl. to Munich, p. 199	1 13 0	1 2 0	...	0 13 30
31	**Ostend** .....(Belgium)	a No. 11, Rtes. to Cologne, thence as per Itinerary, p. 424	3 8 3	2 8 2	0 24 0	0 34 0
	,,	b Rl. to Metz, and Luxemburg, p. 72; thence to Brussels, p. 106; thence to Ostend, p. 79	3 0 0	2 3 6	0 19 30	0 26 0
32	**Paris** .....(France)	a Rl. via Strassburg, p. 75; Nancy and Paris, p. 65	3 0 0	2 4 0	0 15 0	0 22 0
	,, ,,	b Rl. to Delle & Belfort, p. 68; Chaumont, and Troyes, p. 69	2 10 6	1 17 6	0 13 30	0 17 0
33	**Pfaffers** Baths of	Rl. to Brugg, p. 234b; Rl. to Zurich, p. 245; Rapperschwyl, and Ragatz, to Pfaffers, p. 243	0 16 6	0 11 0	...	0 8 15
34	**Rome**.....(Italy)	See Route to Turin, No. 45b; thence to Florence, p. 250; Rome, p. 258	6 0 0	4 6 0	0 43 45	...
35	**Rosenlaui** Baths of ..... (Switzerland)	Rl. to Berne and Thun, p. 241; by the Reichenbach Falls to Meyringen; thence by Steamer on Lakes of Thun and Brienz, p. 331; Omnibus to Rosenlaui	...	...	...	...
36	**Schaffhausen** ...(Switz)	Rl. via Waldshut, p. 132	...	...	...	...
37	**Schintznach** Baths of...	Rl. via Aarau, pp. 241, 245.....	0 7 6	0 5 0	...	0 3 0
38	**Stackelberg** ,,	Rail to Zurich, p. 245; Rail to Glarus, thence up the *valley of the Linth* to the Baths.....	...	...	...	0 3 0
39	**St. Gall**.....(Switzerland)	a Rl. to Zurich, p. 245; and St. Gall, p. 244	0 13 0	0 9 2	0 6 0	0 7 0
	,, ,,	Rl. to Schaffhausen, p. 132; Winterthur, p. 245; St. Gall, 244.....	0 13 7	0 9 4	...	0 7 0
40	**St. Gervais** .....(Savoy)	See No. 20, Rtes. to Geneva; Dil. thence	1 16 0	1 10 0	0 16 0	0 18 0
41	**St. Moritz**.....(Switz.)	Route, select from No. 12, and thence per diligence, same fare as to Coire.....	...	...	...	...
42	**Strassburg**.....(France)	a Rl. via Muhlhausen and Colmar, p. 75	0 11 6	0 7 7	0 2 45	0 5 0
	,, ,,	b Rl. via Freiburg, Appenweier, p. 133; and Kehl, p. 132	0 12 8	0 8 4	0 3 20	0 5 30
43	**Stuttgart** (Wurtemb'rg).	a See Route to Constance, No. 14; Str. to Friedrichshafen, p. 334; Rl. by Ulm to Stuttgart, p. 193	1 9 10	0 19 9	...	0 16 0
44	**Thun**.....(Switzerland)	Rl. to Berne and Thun, p. 241	0 11 6	0 7 11	0 4 0	0 5 0
45	**Turin** .....(Italy)	a By Routes a and b to Milan, thence to Turin, p. 257 ...	...	...	...	...
	,,	b See No. 20, Rtes. to Geneva; Rl. by Culoz and Modane, p. 54; thence to Turin, p. 250.....	2 12 7	1 18 1	0 22 26	...
	,,	c See No. 20, Rtes. to Geneva; thence to Martigny, pp. 246; over the St. Bernard, via Ivrea; Rl. to Turin, pp. 251, 257.....	...	...	...	...
46	**Wildbad**	Rl. to Carlsruhe, p. 133; Pforzheim, p. 137; thence to Wildbad, p. 193	1 0 2	0 13 6	0 6 15	0 10 0
47	**Zürich**.....(Switzerland)	Rl. to Brugg, p. 249; Zurich, p. 245	0 7 4	0 5 2	0 2 15	0 3 0

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Beatenberg.—See **Interlaken.**

Bellalp or **Bel Alp,** 3 hours from Brieg, in the Valais, 6730 ft. high. The HOTEL has a fine view over the Aletsch glacier and Bernese chain; and CHURCH SERVICE (S.P.G.) in the season. Good centre for excursions.

Bellinzona near Lugano, in Canton Ticino. —See Special Edition. Rail. p. 240.

Bern, or **Berne**—*Stat.*—Pop. (1870) 36,000.—
BERNERHOF HOTEL—First-class hotel, delightfully situated, commands a full view of the Alps.
HOTEL DE BELLE VUE.
H. DU FAUCON, in the finest part of the town.
HOTEL VICTORIA; H. SCHWEIZERHOF.
RESTAURANTS: Boulevard; du Nord; Enge; Cavino; Schänzli.
HACKNEY CARRIAGES.—The course of ¼-hour (viertel stunde), 1 or 2 persons, 80 c.; 3 or 4 persons, 1 fr. 20 c.; 1 hour for 1 or 2 persons, 2 fr.; 3 or 4 persons, 3 fr.; 1 box, 20 c. For every further ¼-hour for 1 or 2 persons 40 c.; for 3 or 4 persons, 60 c.; for the whole day, *i.e.*, over 6 hours, for 1 or 2 persons 12 fr; 3 or 4 persons 18 fr. These prices are for 1-horse carriages; for 2-horse, same as for 3 or 4 persons. Double, at night.

Berne, or Bern (from *Bären*, bears), the stone built capital of the canton, and the seat of the Swiss Federal Council, on a rock over the Aare, (crossed by four bridges and a viaduct) 1650 feet above the sea, in view of the Alps, and of the *Bernese Oberland.* Its old fortifications were removed 1835. Notice the Gothic Cathedral, with its windows and statue of Rudolph von Erlach; near the Terrace or Platt forme, and its statue of Berthold von Zahringen, founder of the town. University and Library (some good MSS) with a Museum of Nat. hist., statuary, and antiquities. Rathhaus; Federal Council Hall. Kunstsaal or Art Room of paintings and casts. Arsenal; Military Academy; Veterinary school; College; Orphan, Foundling and other Hospitals; Zuchthaus or Penitentiary. Zeitglocken Tower and its Bear chimes. Bears' Den at Nydeck Bridge. Kindlifresser and other fountains. Lunatic Asylum at Waldau.

Berne is a good starting place for the **Oberland,** the snowy peaks of which, 8000 to 13,000 ft. high, including the Finster Aar-horn and the Jungfrau, are best seen at sunset from the Platte forme, the Enge, and other points. Travellers may leave their superfluous luggage here, but engage Guides at the last place of starting for mountain excursions. It is celebrated for its beautiful musical boxes, Swiss clocks, wood carvings, and sculptures.
H.B.M.'s ENVOY.—His Ex. Hon. H. C. Vivian, C.B.
SECRETARY OF LEGATION.—W. G. Sandford, Esq.
U.S. CHARGÉ D'AFFAIRES.—Nicholas Fish, Esq.
POST-OFFICE—Boulevard Exterieur Haupt Strasse. Telegraph at Post-office; telegram to United Kingdom 6s. 10d. for 20 words. Railway sta. in the town.
ENGLISH CHURCH SERVICE throughout the year Rev. James Rathborne, M.A., chaplain, appointed by H.M. Minister.
BIBLE DEPÔT.—Mme. Retetpierre, Boulevard, 266.
PHYSICIAN.—Dr. Demme.

CONVEYANCES:—Rail.. see pages 238-40, 244-49.
Bergun. See **St. Moritz.** Near the *Bergüner Stein Pass,* and the *Alveneu Baths* (sulphur).
Bernard—See **St. Bernard.**
Bex (pron. "Bay,")—*Stat.*—Pop. 3550.—
GRAND H. ET BAINS DES SALINES, beautiful first-class Hotel and Baths. See Advt.
GRAND H. DES BAINS (Hotel et Pension) in a large park. See Advt.
H. PENSION DE L'UNION. H. BELLE VUE.

A well-known centre, near the end of the lake Geneva, in Canton Vaud, on the Rhone, and the high-road to the Simplon, famous for its salt-mines, at La Gryonne (3 m.), sulphur baths, and delightful walks. It is situated at the feet of the Dents de Morcles and Midi; 2 miles from St. Maurice, and half an hour's rail from the Lake of Geneva. Hotel des Bains has a salt-water bathing establishment, and the grape and whey curd (Molkenkur) is practised. A new iron bridge connects Bex with Massonger and Monthey (Valais).

The valley Des Ormonts, behind Bex and Aigle, is a charming idyllic country, leading by the Col de Pillon and other passes to the Simmenthal and Thun. Bex is surrounded with cheap and agreeable pensions at Grionne, Villard, &c.

ENGLISH SERVICE (C. C. C. Soc.) at the Swiss church and at Hotel des Salines, at 11 a.m. & 5 p.m.
CONVEYANCES:—Railway, see page 246.
Bienne (*Germ.* **Biel**).—*Stat.*—Pop. 8,100.—
HOTELS:—JURA; CROIX; COURONNE.

Bienne, in Canton Berne, 17 m. from Soleure, is an old fashioned walled town, at the foot of the Jura mountains near the *Lake of Bienne,* which is 10 m. long. In this lake is the island of St. Peter, once the residence of Rousseau. Watch trade carried on. The collection of lacustrine antiquities belonging to Colonel Schwab, deserves attention.
CONVEYANCES:—Railway, pp. 239, 240, 242, 247-9.
Brieg or **Brigue.** Near Sion.
Brienz.—Pop. 2300.—HOTELS:—BÄR; CROIX BLANCHE.

Brienz, in Canton Berne, under the *Brienzergrat* range (7,335 ft.), on the *Lake of Brienz,* in the Hasli valley, 10 m. from Interlaken. The *Lake,* 8 m. long, 1860 ft. above sea, is surrounded by mountains, and by the Giessbach & other cascades.

The *Falls of the Giessbach* are, by steamer 15 min. from Briens, and 45 min. from Interlaken; communication during the season every two hours. The Cascade, justly considered to be one of the finest in Switzerland, derives its source from the elevated Lakes of Hagel and Hexen, and during its descent to the Lake, it numbers no less than 14 falls, dashing over huge rocks, and struggling amidst dark forests of pine and green pasturage. It will repay travellers to pass the night at the Giessbach Hotel, to witness the effect of an illuminated waterfall, dashing headlong into the lake.

Walk from the landing to the Kienholz, hotel and pension. Beyond are the majestic Bernese Alps, a fine panorama of which is seen from the Rothhorn (7715 ft).
CONVEYANCES.—Railway, see page 241.
Brunig Pass.—See **Meiringen.**

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Brunnen.—Hotel Waldstattermon. English Divine Service in the Hotel (C. C. C. Soc.)

A most picturesque little port in Canton Schwytz, on the Lake of Lucerne, at the Muotta's mouth, 5 m. from Schwyts, which is seen above it. Here the three Forest Cantons, Uri, Schwytz, and Unterwalden, began the Confederacy, 1315. Tell's Chapel is near. The mountains are 7,000 to 9,000 ft. high. Good views over the Lake, at **Axenstein** and **Seelisberg**; and **Morschach** (Inn) 2m.

Conveyances.—Steamers. See page 332.

Campfer, in the Engadine. See **St. Moritz.**

Champéry, in Canton Valais, in the Val d'Illiez, near Sex and the Rhine, with excellent pensions, much frequented in summer. Charming excursions to Dent du Midi (10,430 feet) Sixt, Chamouny, &c. Large grottoes.

Eng. Ch. Service (C. C. C. Soc.) at Hotel de la Dent du Midi, 11 a.m. and 4 p.m. Sundays, in summer.

Trois Torrents, on the road to this place, is a pleasant village, having a large new Hotel and Pension.

Chamouny, Chamouni, Chamounix, or Chamonix, (x not sounded). The last is the official form.—Pop. 2,300.

Grand Hotel Imperial. First-class Hotel. Recommended. See Advt.

Grand Hotel et Pension des Alpes. Beautiful view of the whole chain of Mont Blanc.

Royal Hotel, with a Park and Observatory. Recommended. Hotel Pension des Alpes.

Grand Hotel de Londres et d'Angleterre; Royal; Union; Couronne; Palais de Cristal.

In French Savoy, in the valley of the Arve, under Mont Blanc, 3,440 ft. above sea, 22 m. from Martigny stat., and 50 m. from Geneva. This may be reached from England in 34 hrs. of railway travelling, for £6. Thence by diligence, in the season, 21 to 25 fr. From Martigny by mule, chaise à porteur, or the new carriage road. Chamouni is almost a new place since the fire of 1855; and has a museum, baths, and a spire church, where a Priory was founded in the 11th century. **Mont Blanc**, its great attraction, is 15,780 ft. above sea. The ascent, now an annual thing, was first made by Dr. Piccard, 7 Aug., 1786. One resting-place, Grands Mulets, is 10,010 ft. high. In 1870, eight persons lost their lives in the snow. In 1855, Mr. Morshead ascended alone, in one day of 16 hours. A Guide's wife went up in 1838; the first French woman in 1840; the first English woman in 1854. Dr. Tyndall spent 20 hours on the top, 1859.

The *Montanvert*, ascended on mules, and commanding a view of the Mer de Glace, should be the first excursion. It is an elevated pasture on the summit of a peak under the Aiguilles de Charmoz, and 2565 ft. above the valley. From this are seen the heights of the Brevent and of the Aiguilles Rouges. At the summit, beds and refreshments may be had. The *Glacier des Bossons*, which may be seen the same day, at the other end of the valley, is remarkable for the purity of its ice, and for the picturesque formation of its ice needles and obelisks. The *Brevent*, on the opposite side of the valley, 8,330 feet above sea, affords a magnificent view of the whole range of Mont Blanc with its numerous snow peaks and glaciers. The *Flégère*, on the same side, commands the same view at a less elevation, and may be accomplished in half a day. An active mountaineer would be well repaid by a day's excursion across the Mer de Glace to the *Jardin*, 9,270 feet above the sea—a small portion of green earth, covered with flowers in full bloom, in a region of snow and ice, commanding a view of the recesses of this wonderful range. From Chamouny to Martigny, by the passes of Tête Noire or Col de Balme, eight to nine hours are required; the road *viâ* the former is practicable for carriages. To the Jardin is a fatiguing excursion for ladies. *Tête Noire* is one of the most picturesque passes in Switzerland. Excursions to *Col du Géant* (11,080 ft.), and *Col de Fordas* or Trient (5020 ft.)

Eng. Ch. Service held in the English Church at 11 a.m. and 3 p.m.; Chaplain supplied by the Colonial and Continental Church Society.

Baths of St. Gervais, in a beautiful valley about 13 miles from Chamouny, 5½ hours from Geneva; where excellent accommodation may be had at *pension*. Delightful walks for the convalescent. In the neighbourhood are the *Aiguille des Forcas* (8955 feet above sea); Pavilion Belle Vue, commanding the valley of Chamouny; Mount Joli (8760 feet); and Col du Bonhomme. Church Service (C. C. C. Soc.) at H. Monte Joli, in summer. Mont Blanc can be ascended from St. Gervais (first time, without guides, by Mr. Hudson's party in 1854) as well as from Courmayeur.

Chateau d'Oex (*Germ.* **Oesch**). Pop. 600. Hotels: Berthoud; Ours; several Pensions.

A quiet pastoral spot in a pure air, 3,260 feet above sea, in Canton Vaud, in the Upper Saane, 7 m. from Gessenay, on the diligence road to Aigle. Eng. Ch. Service (C. C. C. Soc.) at Swiss Church. Excursions to Col de Pillon, M. Moléson, &c.

Chaumont.—Hotel et Pension Chaumont. Beautiful situation. Magnificent views. A fine point of view, 2 hours from Neuchâtel (which see.) Eng. Ch. Service in the season (C. C. C. Soc.)

Chaux-de-Fonds.—*Stat.*— Pop. 19,938.—Hotels:—Fleur de Lys; Balance; Lion d'Or.

A thriving town for watch and clock making. (Canton Neuchâtel) 9 m. from Neuchâtel, in a gorge of the Jurau, 3129 ft. above sea, near the Doubs and the French border. About 120,000 watches a year are made here by the usual division of labour, as at Clerkenwell. The trade was begun 1679. Watch chains are made at Chaux de Milieu, 9 m. distant. Lace is made by the women. Here are an oval church, theatres, a club, casino, gas works, &c. About 4 m. west of it, with houses nearly all the way, is **Locle** (*Stat.*; pop. 10,316; Hotels, Trois Rois, Jura), another seat of the watch and lace trade, on the river Bied; which runs through a tunnel and over a fall of 160 ft. Excursion (3 m.) to the Roche Fendue (a cutting), the Roches Miti, and *Saut de Doubs* (there and back, 6 fr. for 4), a fine fall of that river, in a picturesque spot. Railways, see pp. 289, 242, 246.

Chexbres (Vaud)—*Stat.* for **Vevey**, (p. 245) to which there is an Omnibus (3 m., 1 fr.), with a fine view of the Lake of Geneva. There is another from Hotel du Signal, ¼ m. from the station; Eng. Ch. Service is supplied (C. C. C. Soc.)

Clarens (Vaud).—See Montreux.

Coire—(*Germ.* **Chur.**)—*Stat.*—Pop. 7,400.
H. Cathedrale; Lukmanier; Croix-Blanche.

Coire, capital of the Grisons (i. e. Grey Coats), 2½ m. from Zürich, the Roman *Curia Rhætorum*, called *Quera* in modern Romansch; a picturesque old place, 2000 feet above sea, on the Plessur, about 2 m. from the Rhine, and on the great road to Italy. Protestant Churches and a High School here. The very ancient R. C. *Cathedral* of St. Lucius (a British King) with its old adjoining palace (and its Chapel outside the city gates) is partly of the 8th cent. It has some metal work, wood carvings, a Roman mosaic in the crypt, and a Roman tower. A good Fountain in front of it. The Library has some old MSS. Excursions to the Rosenhügel, the Calandra (9,215 ft. high), Baths of Lurli, and the valley of the Albula. Eng. Church Service (Col. and Con. Ch. Soc.), at the Swiss Prot. Church.

Conveyances.—Diligences daily to Chiavenna over the Spügen; to Samaden in the Engadine over the *Julier Pass*; to St. Moritz, Davos, &c., see p. 340. To Thusis and the Via Mala, p. 456. Railway pp. 198, 240, 243-4, 249.

Combaltaz, or La Combaltaz aux Ormonts. H. De la Couronne. Pension Lys.

A mountain spa, 3 m. from Sepey, 4,415 feet above sea, between Sepey and Châteaux d'Oe, in Canton Vaud; near the Dent du Midi, Diablerets, Tour d'Ay, 7,000 to 10,000 feet high. Eng. Ch. Service (C.C.C. Soc.)

Constance (*Germ.* **Konstanz**).—*Stat.*—Pop. 10,800—Hotels:

Constanzerhof, on the Lake, and surrounded by pretty gardens, splendid views. See Advt.

Hotel du Brochet (Hecht Hotel.) First-class establishment; deservedly recommended. See advt.

Insel (or Island) Hotel. See Advt.

English Church Ser. (C. C. C. Soc.) in summer.

A town of the Grand Duchy of Baden (since 1806), locally in Canton Thurgau, 12 miles from Romanshorn; where the Rhine issues from the Lake of Constance to enter the Lake of Zell. Notice the old Minster of St. Maurice (1052), its carvings, rich vestments, &c.; the Dominican convent (now Island Hôtel), where Huss was confined, in which is seen the epitaph of Chrysotoxus; the former college of the Jesuits; episcopal palace; arsenal. Town Hall, with historical frescoes and old MSS. in the archives. Council Hall, near the harbour, where the Council sat 1414-8, with some portraits, old bibles, &c. John Huss's house is near the Schnetzthor. He and Jerome of Prague were burnt, 1415-6, near the Brühl on side. At Kreuzlingen (1 m.) Christ's Passion is represented by about 1,000 bronze figures, a foot high. The *Lake of Constance*, or Boden-See, extends about 45 m. by 9 m.; but its scenery is somewhat tame, even on the Swiss side. It was frozen over from end to end in 1830, and in 1879-80. Near this are *Arenenberg* where Napoleon's mother lived (having some family portraits); and *Salenstadt Castle* on a hill 2,000 ft. high, an old Swabian relic.

Rail.—pp. 132-6, 238, 245. Steam, see Alph. List.

Courmayeur.—See Italy Section.

Davos Platz, or St. Johannam Platz.

Hotels:—H. et Pension Buol, large First-class Hotel, open the whole year. See Advt. Hotel and Pension Belvedere, comfortable and moderate; with Eng. Ch Service (C. C. C. Soc.), on Sunday. Kurhaus; Hotel Strela; Hotel Schweizerhof.

An old town of Canton Grisons, in a healthy mountain valley, 5105 ft. above sea, 15 m. from Coire; a summer and winter resort, remarkable for its fine restorative air; and accessible by the Pass Stelvio, or by a new road through the Züge gorge. Here are pine-woods, alpine plants, and insects; fishing & other attractions. *Excursions*—To Davos Dörfli (1½ m.) on a pretty trout lake under Schiahorn, (9024 feet); Sertig fall and Silvretta glacier; the Schwarberg, (6160 feet); Weissduh and Schwarzhorn (10,340 ft.), a good panoramic view); the Strela Pass to Coire (10h.); and the Scaletta Pass to the Engadine. (See Stamford's "Davos-Platz, a new Alpine Resort.")

Diablerets.—See Ormont.

Disentis or Dissentis.—See Andermatt.

Einsiedeln (Canton Schwyz.)—*Stat.*—Pop. 7,700—Hotels:—Pfau; Drei Könige; Adler; and many more. A noted place of pilgrimage, on the Alpbach, 30 m. from Zürich, under the Herrenberg (3650 ft.); with an *Abbey* founded 861, and rebuilt 1719 after a fire; 450 feet long. Immense quantities of missals, rosaries, images, etc., are made. Zwingle was priest here 1515-9.

Engadine.—See St. Moritz.

Engelberg, in Canton Unterwalden.—Pop. 1,400 — Hotels: — H. and Pension du Titlis, (Church Service, S.P.G.); H. de l'Ange (Engel); both kept by M. Cattani.

Hotel et Pension Sonnenberg.

Engelberg, the "Angel Hill," in a fine healthy valley, under a mild climate, in the midst of splendid scenery, 3,300 ft. above sea, 4½ hrs. (by str. & dil.) from Lucerne, 10 hrs. from Meiringen. near the Titlis, the Tätschbach and other falls and several glaciers. Here is an old *Abbey*, having pictures by Würsch in the Church, with a High School attached, a Library of 10,000 vols., and 200 MSS. from the 11th cent., and a Model of the Valley. Guides may be had for the grand peak of the Titlis, 10,650 ft. high (8 hrs.), and other points.

Evolena.—See Sion.

Faulhorn.—See Grindelwald.

Felsenegg.—Hotel Felseneg. Church Service in the season (C. & C. C. S.) Pens. 5 to 6 fr.

On the Zugerberg, in Canton Zug, 3,220 feet above sea, 5 m. from Zug, overlooking its lake.

Fluelen or Fluhlen (Ital. *Fiora*). Pop. 600. Hotels: Adler; Kreuz.

In Canton Uri, 2 m. from Altorf, at the south end of the Lake of Lucerne, or Bay of Uri, where the scenery is grandest. Dil. over the St. Gothard.

Frauenfeld.—*Stat.*—Pop. 5,110 — Hotels:—Palme; Krone.

Capital of Canton Thurgau or Thurgovia, on the Murg, near the Thur, 10 m. from Winterthur, and a

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modern place, having been rebuilt since a fire in 1788. It has an old castle, a town house, 2 churches, and a Latin school; with cotton and printworks, and manufactures of cider and kirschwasser. Rail to Romanshorn, on Lake Constance; p. 245.

Fribourg.—*Stat.*—Pop. 1870) 10,905.

GRAND HOTEL DE FRIBOURG. ZAEHRINGER HOF. HOTEL DES MERCIERS. CAFE Muller.

Fribourg, Freiburg, or Freyburg, the capital of Canton Fribourg, 17 miles S. W. of Bern, on the Sarine, 2080 feet above the sea; in a striking position. Principal Buildings—the *Cathedral* of *St. Nicholas*, containing an Organ with 7800 pipes, by A. Mooser, (1824–34); to be heard daily (except Saturdays) at 8.0 p m. It also possesses fine bells, a lofty steeple, and a carving of the Judgment. Hotel de Ville, on the site of the castle of the Duke of Zähringen; the Cantonal School; Hôpital; Maison de Travail et de Bienfaisance. Two wire *Suspension Bridges*—one over the River Sarine, across a gorge 167 feet deep, with a span of 970 feet; the other, 767 feet long, over the Valley of Gotteron, in the suburbs. Place des Tilleuls, or Limes, is so called from a lime or linden planted 1476, the day on which Charles the Bold was defeated at Morat. Notice the statue of "Père Girard," who died 1850; a long railway viaduct two miles distant; the baths of Gurnige; and the Hermitage de la Madeleine, on the banks of the Sarine —a very curious excavation 400 feet in height.

Morat, or Murten, on Lake Morat, is 11 miles distant, and 6 miles from **Avenches,** the Roman *Aventicum*, formerly the capital of Helvetia.

Lac Noir, 3 hours from Fribourg or Bulle; a healthy mountain spot among pine woods, 5000 feet above sea, near a small lake at the head of River Sense. *Hotel* (6 to 9 fr. a day) with sulphur baths, fishing and boating. RAIL pp. 242, 245, 248.

Gemmi Pass.—See Leukerbad.

Generoso.—See Lugano.

Geneva, (Fr. *Genève*; Germ. *Genf*; Ital. *Ginevra*).—*Stat.*—Pop. (1870) 46,785, or 68,170, taking in surrounding communes. (*With Map in Special Edition*). HOTELS:—

GRAND HOTEL DE LA PAIX, H. Trieschmann, Proprietor. First class hotel, well situated. Quai du Mont Blanc. Well furnished Apartments, &c.

HOTEL DES BERGUES.

GRAND HOTEL DE RUSSIE, Quai du Mont Blanc. First class hotel, kept by A. F. Rathgeb, see Advt.

HOTEL DE L'ECU, see Advt.

GRAND HOTEL BEAU RIVAGE.

HOTEL NATIONAL.

HOTEL METROPOLE.

HOTEL D'ANGLETERRE.

HOTEL DE LA COURONNE, a quiet, comfortable, and reasonable house—Mme. Vve. F. Baur, prop.

HOTEL AND PENSION FLAEGEL; VICTORIA; DE BELLE VUE; DU LION D'OR. Pensions, 90 fr. to 300 fr. a month. PENSION MAGENAT.—One of the best Pensions in Switzerland.

CAFES.—DU NORD; DE LA COURONNE.

NEWSPAPERS &c., at Musée Fol, 11 Grand Rue.

POST AND TEL. OFFICE.—Place de la Poste, near the Coulouvrenière. In Place de Bel Air, the Tour de César marks Geneva, Berne, and Paris time. Telegrams to United Kingdom 4d. per word. TRAM. to Carouge and Chêne, 20c.

CABS.—Drive, in the city, 1½ fr.; or 2½ fr. an hour. OMNIBUS from Stat. 30c.

BIBLE SOC'S AG.—Mr. Brun, 4, Rue Bonivard.

Capital of a small canton (part of Burgundy in the 5th cent.), at the S.W. corner of Switzerland, 28 hours from London, 5 from Lyons, 8 from Bâle; 1335 feet above sea, on the slopes of two hills, divided by the Rhône, where it issues from the Lake, forming in its course two islands, on one of which stands part of the town; the other contains a fine promenade planted with trees and ornamented with Pradier's statue of Rousseau, was born at No. 40, Grande Rue. The two banks of the river and the island are connected by a suspension Bridge, and five other short bridges; and a quay, lined with handsome buildings, fronts the river. A Jardin Anglais with walks and fountains, close to the Lake, facing Hôtel de la Metropole, contains the National Monument (a bronze) and a plan of Mont Blanc. In the lake you see the Pierre de Niton (Neptune), a stone brought down by glaciers. A fountain near Corraterie (once a fosse) commemorates the defeat of the Duke of Savoy, in the Escalade of 11 Dec. 1602. Lat. 46° 12' N., long. 6° 7' E. Mean temp. 31° (Jan.) to 72° (July)

PRINCIPAL BUILDINGS.—Hôtel de Ville, where the Arbitration Court on the Alabama Claims sat, 1872; with an Arsenal and Armoury opposite. The venerable Prot. *Cathedral Church* of St. Peter, built 1124, where Calvin preached; containing monuments of a Duc de Rohan and a D'Aubigné, with Calvin's chair, and a good stained window. (Prot. Service at 10 a m. Open on week days ½ fr.) Church of Madeleine, dating from the 10th cent. Roman Cath. Cathedral of Notre Dame, built 1859. St. Gervais' Protestant Temple; the Russian Church, on the site of St. Victor's Priory (of which Bonivard, prisoner of Chillon, was Prior), near the observatory. Palais de Justice, formerly a hospital; Cantonal Hospital; the Penitentiary; and a noble *Theatre*, in Place Neuve; built 1879 by GOES, for £250,000.

At the Academy, built 1871, now a University, are a Natural History Museum, arranged by Pictet; Botanical Gardens, laid out by De Candolle; and a Library (open 1 fr.) founded by Bonivard, 1551, containing 70,000 vols., Calvin's MSS. autographs, and portraits, one of which is Servetus, who was burnt for his opinions 1553, at Champel Hill—Calvin being his chief accuser. College for 600, founded by Calvin, 1558. The Rath Museum is in Place Neuve: Lineli's, at Plainpalais. The large Bâtiment Electoral and the Athenæum are used for lectures, etc. Calvin

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From GENEVA to	Itineraries of the most Direct Routes from GENEVA to the following Alphabetical List of Towns.	ORDINARY FARES. 1 Class.	ORDINARY FARES. 2 Class.	TIME. Exp.	TIME. Ord'y.
		£ s. d.	£ s. d.	D. H. M.	D. H. M.
1 Aix les Bains (Savoy.)	Rl. to Culoz and Aix-les-Bains, p 54	0 8 8	0 6 5	0 3 0	0 4 0
2 Basle	a Rl. to Neuchatel, Bienne, p. 247, Berne, p. 248; and Basle, page 240	1 1 10	0 15 8	0 8 15	0 11 15
"	b Rl. to Lausanne, p. 246, to Freyburg and Berne, p. 246, and thence via Olten to Basle, p. 240	1 2 9	0 16 1	0 8 15	0 11 15
3 Berne	a Rl. to Yverdun, Neuchatel, and Bienne, p. 247, thence to Berne, p. 241	0 17 7	0 12 5	0 6 0	0 8 20
"	b Rl. to Lausanne, p. 246, and Freyburg, p. 246	0 13 10	0 9 10	0 4 45	0 6 45
Bex	a Str. up Lake Leman to Villeneuve, p. 332; Rl. to Bex, p. 246			0 7 6	0 7 0
"	b Rl. to St. Maurice and Bex, p. 246	0 7 6	0 3 7	0 9 0	0 3 42
3 Chamounix	a Dil. direct p., 342, to Chamounix	0 9 0	0 6 4	1 0 0	0 16 10
"	b Str. to Villeneuve, p. 332, Rl. to Bex, p. 246, Dil. to Martigny; Tete Noir, or Col de Balme	1 0 0	0 16 10	0 8 0	0 4 20
"	c Str. to Villeneuve, p. 332; Rl. to Bex, p. 246; Dil. to Martigny Great St. Bernard, Cormayeur,—fine route			2 0 0	
"	d By Thonon, Servox, Samoens			5 6 0	
"	e Str. to Bouveret, p. 332, thence Rl. to Martigny, p. 246				
6 Chillon, Castl	a Rl. to Lausanne, p. 246, through Montereau to Chillon	0 7 4	0 5 2	0 3 0	0 4 0
"	b Str. up the Lake to Chillon, p. 332	0 5 9	0 2 6	0 5 0	
7 Gervais St. (Baths of)	Dil. direct, p. 342	0 17 6	0 14 6	0 6 0	
8 Interlaken	See Routes to Thun, No. 22	0 18 9	0 14 0	0 9 30	0 11 50
9 Lausanne	Railway direct, p. 246	0 5 0	0 3 6	0 1 30	0 2 0
10 London	a Rte. No. 20, to Paris; thence Routes to London, p. 385	6 0 0	3 17 6	0 27 30	0 35 30
"	b Rte. No. 2, to Basle; thence Routes to London, p. 490	6 6 0	4 15 0	0 54 0	
"	c *Via* Neufchatel and Pontarlier, p. 247				
11 Lucerne	a See Rtes. to Berne, via Neuchâtel, No. 3, thence to Lucerne	1 2 6	0 16 5	0 9 0	0 11 0
"	b See Rte. No. 24, to Vevey; Char to Montbovon; Zweysimmen to Thun, Interlacken, Brienz, Brunig Pass, Alpnach; boat to Lucerne	2 0 6	1 5 0	0 28 0	
12 Lyons	Rl. by Culoz and Amberieu, pp. 54, 53	0 16 6	0 12 3	0 5 0	0 6 20
13 Marseilles	Rl. by Culoz to Lyons, pp. 54, 53, thence to Marseilles, p. 50	2 10 9	1 18 0	0 13 0	0 18 0
14 Macon	Rl. by Culoz and Amberieu, p. 54	0 18 2	0 13 6	0 5 0	0 7 0
15 Martigny	Rl. to Martigny, p. 246	0 11 2	0 7 8		0 5 45
"	b Dil. by Thonon, (Savoy side of Lake,) to St. Maurice and Martigny	0 12 0	0 10 0	0 12 0	
16 Meyringen	See Rte. No. 19, to Bernese Oberland				
17 Milan	a Rl. to Culoz, Modane, and Turin, p. 54, Rl. by Novara to Milan, p. 256	2 4 10	1 12 6	0 15 30	0 20
"	b See Rtes. to Martigny and Brigue, p. 246; Dil. over the Simplon to Domo d'Ossola; Dil. to Arona, thence Rl. to Milan, p. 255	2 5 8	1 18 7	0 0 0	
18 Neuchatel	a Rl. by Lausanne, Yverdun, to Neuchatel, p. 247	0 10 6	0 7 6	0 3 45	0 5 0
"	b Str. to Ouchy, p. 332, Omn. to Lausanne; Rl. via Yverdun, p. 247				
19 Oberland (Bernese) Tour of	See Rtes. to Berne, No. 3, or Rtes. to Martigny, Baths of Leuk,—through the Gemmi Pass to Thun, Interlachen, Lauterbrunen, Wengern Alps, Grindelwald, Faulhorn, Meyringen, thence to the Grimsel Hospice; over the Furca to Hospice of St. Gothard, Altorf, Lucerne, Zug, Zurich, Baden, Berne, Basle. This tour embraces the best part of the Oberland and its unrivalled scenery				
20 Paris	a Rl. to Culoz, Amberieu, Macon, p. 54; Rl. thence to Paris, p. 49	3 1 4	2 6 3	0 14 0	0 22 0
"	b See Rtes. to Bale, thence as per Rtes. to Paris, No. 32, p. 490				
"	c See London Route c	2 14 7	2 0 6	0 17 30	0 22 30
21 Rome	a Rl. to Culoz and Modane, p. 54, Rl. to Turin and Florence, p. 250, thence to Rome, p. 260	5 8 0	3 9 0	0 32 40	0 51 40
"	b See Rtes. to Martigny, No. 15 over Mount St. Bernard to Aosta; Ivrea to Turin,—thence as preceding Rte.				
22 Thun	See Rtes. to Berne, No. 3; thence by Rl, p. 241	0 16 4	0 11 7	0 7 50	0 9 40
23 Turin	a Rl. to Culoz, p. 54, change Trains,—Rl. to Modane, p. 54, thence Rl. to Turin, p. 250	1 11 6	1 3 2	0 2 40	0 15 0
"	b Dil. by Sallenche to Chamounix; Char by Cormayeur, Val Aosta, and Chatillon; Rail Ivrea to Turin, p. 251				
24 Vevey	a Rl. to Lausanne and Vevey p. 246	0 6 6	0 4 8	0 2 40	0 3 0
"	b Str. up the Lake of Geneva to Vevey, p. 332	0 5 2	0 2 2	0 4 25	
25 Zurich	a See Rtes. to Berne, No. 3a, thence by Rl. to Aarau, p. 245	1 4 0	0 17 2	0 8 35	0 11 50
"	b See Rtes. to Berne, No. 3a; thence by Olten, p. 240, to Lucerne p. 239 and Zurich p. 243	1 4 10	0 17 7	0 8 35	0 11 50

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came here 1536, and died 1564, at his house in Rue des Chanoines. They show a (doubtful) stone, marked "J C" in the cemetery, at Plainpalais, near the junction of the Arve. Merle D'Aubigné died here 1872; the Duke of Brunswick in 1873, leaving his large fortune to the city, his *Mausoleum* on Quai du Mont Blanc, is a fine granite and marble pile, with statues of the duke and his ancestors. Its climate is hot and relaxing in summer; in winter, the bise or North wind blows. Jewellery, watches (2000 a week), and musical boxes are made here.

Geneva and its attractive *environs* have been the residence of many celebrated persons, from Calvin, Beza, Knox, and Casaubon, downwards. Within a short distance (some on French ground) are Chêne, Cologny, Carouge; Saconnex & its cedar; Pregny, A. Rothschild's seat (open by ticket); Coppet, where Mad. de Staël lived; Varembé, where Josephine lived; Campagne Diodati, where Byron wrote Manfred and the 3rd Canto of Childe Harold, 1816; Les Délices (now Tronchin) where Voltaire lived from 1755, till he went to Ferney (5 m.) 1759. Great and Little Salève, 4540 ft. and 2800 ft. high. Between them is **Monnetier**, 4 m. from Geneva, a Pension 2335 ft. high, over the border of French Savoy, with Church Service on Sundays (C. C. C. Soc.) **Divonne-les-Bains** (hydropathic) 1½ hr. drive. About 45 m. S.E. of Geneva is the Mont Blanc range; the first view of which coming from France, is obtained from the Juras at La Faucille near the Reculets (5630 feet high), or St. Cergue, near M. Dôle (3 hrs.) Joux Valley, where spectacles and fine watch-work are made; St. Claude, a place for true and false diamonds. (Cheap and comfortable Hotels.)

H.B.M.'s Consul.—John Auldjo, Esq., Hotel des Postes. U. S. Consul.—L. T. Adams, Esq., 2, Rue des Pâquis. French Consul.—Mons. Burdet, Fusterie. Italian Consul.—Chev. Gambini, Hotel des Postes.

English Church.—Holy Trinity, a Gothic building in the Rue du Mont Blanc. Sunday 10.30 a.m., 4 p.m. Chaplain, Rev. W. Jephson.

American Episcopal Church.—Rue des Voirons. Rev. Mr. Craik. Sunday, 11 a.m.

English and American Church.—Salle de la Réformation, Rue du Rhône. Sunday, 11 a.m.

Church of Scotland.—Service will be held in August and September.

Medical.—Dr. Wilkinson, 1, Place du Lac.

Cigars.—Mr. Piguet, Maison des Trois Rois, Place Bel-air. No. 2, near the Post-Office. Confidently recommended. Watch Manufacturer.—Patek Philippe, 22, Grand Quai.

Conveyances.—Steamers from Grand Quai, see Alphabetical List. Station on North side of river; see pp. 54, 240, 242, 244-7. Swiss time is 21 min. in advance of Paris time. Carriage and pair to Chamouni 45 fr.; coachman's fee, 5 fr; 9 to 10 hrs. Dil. to St Gervais, 5 hrs; to Chamouni, 8 hrs.; 21 frs.

Geneva, Lake of, or **Lake Leman**, a beautiful moon-shaped expanse between Savoy and Switzerland, traversed by the Rhône, length from Geneva to Villeneuve 55 miles, and width 9 miles. Row boats 2 to 3 frs. per hour without boatmen. They are of a very ordinary sort. The water is a transparent blue, in some parts 1000 feet deep. Steamers correspond with the rails. See p. 232.

Gessenay, or *Ger.* **Saanen.**—Pop. 3540. Hotels:—Bären; Grosses Landhaus.

A Bernese town, on the Upper Saane, where Gruyère cheese is made, 25m. from Thun.

Glarus, or **Glaris.**—*Stat.*—Pop. 4800. Hotels: Glarner Hof; Bären; Rhodendendron.

Capital of Canton Glarus, on the Linth, under Mont Glärnisch (9885 feet high), mostly rebuilt since the fire of 1861. Town-hall and Hospital. Muslins are made. Excursions to Baths of Stachelberg, Hotel Tödi. Klönthal, Elm, Mühlehorn.

Glion.—See **Montreux.**

Granges (Les).—Hotel du Lion. Near Vernayaz, in the neighborhood of **Salvan** (hotel), Dailly Fall, and Tête Noire.

Gressoney.—See Italy Section.

Grimsel.—Hotel; at the Hospice 20 m. from Briens, 6130 ft. above the sea, and lately rebuilt. It is inhabited only in the season, when travellers make the tour of the Oberland by the **Furca Pass** (H. Furca.) From Grimsel it is 3 hours to the *Handeck Fall* (Inn) of 950 ft. down the Aare; then 2 hrs. to Guttanen (Inn), and 5½ hrs. to Meiringen.

Grindelwald.—Pop. 2924.—Hotels:—

Adler; Hotel et Pension du Glacier.

In Canton Bern, 12 miles from Interlaken, 3475 ft. above sea, under the Wetterhorn, Eiger and Mettenberg, near the Upper and Lower glaciers, and the passes of the Great Scheideck and Little Scheideck or **Wengern Alp.** Here are the *Faulhorn*, 8,600 ft., with a superb view of the Bernese chain, (small Inn); the Schynige Platte (Alpenrose Hotel) and Gumihorn—fine view; and the *Wetterhorn*, or Hasli Jungfrau, a noble peak, 12,180 ft. high, with a Club hut on the Glockstein. Strahleck Pass to the Grimsel is close to the Schreckhorn and Finsteraarhorn, and glaciers. Eng. Ch. Service (C. C. C. Soc.) at Hotel Adler.

Heiden.—*Stat.*—Pop. 3000—Hotels:—Freihof; Schweizerhof. A healthy whey-cure, in Cant. Appenzell, 3 m from Rorschach, overlooking the lake of Constance.

English Ch. Service, (C.C.C.Soc.) Rail, p. 244.

Hospenthal, on the St. Gothard Road. See Route 11, Specl. Ed. English Ch. Service (S.P.G.) Hotel Meyerhof.

Interlaken or **Interlachen.**—*Stat.*—Pop. 3609 with Unterseen.—Hotels:—

Grand Hotel Victoria.
Grand Hotel Ritschard.
Hotel Jungfrau.
Grand Hotel Beau Rivage, Newly and elegantly built in a delightful open position.

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GRAND HOTEL AND PENSION DES ALPES, very good and deservedly recommended.
KURHAUS AND HOTEL FURSTENAUBLICK.
HOTEL DU BELVEDERE.
DRUSCHENHOF; OBERLAND, good 2nd Class; H. INTERLAKEN; H. ET PENSION D'ANGLETERRE.
PENSIONS: Ober, Muller, Fischer, Seiler, Wyder, &c. Guides, 6 to 8 fr. per day. GUIDE: M. Lauener. 1 horse carriage, per day, 15 fr.; horse, 15 fr.

A tax is levied on all visitors at the Hotels here, for keeping up the Kursaal, Library, &c.; 1fr. for one day, and about 3½fr. per week afterwards. About 25,000 visitors come here in the season.

Interlaken—so called as lying with its neighbours, Aarmühle, Matten, and Unterseen, on the Höhli plain, between Lakes Thun and Brienz—is in Canton Bern, in the cultivated valley of the Aar, 12 miles (by road) from Thun, with which there is now a partial connection by rail, *viâ* Neuhaus. It is lit with gas. It is not far from the Jungfrau and other peaks of the Oberland range; and has (within a few miles) two celebrated waterfalls, Giessbach, on lake Brienz, (Hotel and Pension Flück, Recommended) and Staubbach, in the beautiful valley of Lauterbrunnen; the views from Mürren and the Schynige Platte; the glaciers of Grindelwald; the Faulhorn; and the Wengern Alp. The Kursaal, in the Höhenweg, or main street, with its saloons, reading-room, orchestra, and walnut trees, is one of the first in the country. The Whey-cure, is taken here from the first of May.

ENGLISH CHURCH SERVICE, at the Church (in the old nunnery), at 11 a.m. and 6 p.m; also at the Giessbach Hotel); and at Hotel de Belle Vue on the Beatenberg, a station about 3000 feet high, in the neighbourhood. Chaplain appointed by the C.C.S.Soc. This is the oldest (1839) of the Society's Chaplaincies in Switzerland.

DIVINE SERVICE according to Presbyterian form in the Sacristy of the Schloss, on Sunday, at 11 a.m. and 3 p.m., till middle of September.

AMERICAN CHAPEL.—(Evangelical Alliance), Hotel Victoria. 11 a.m. from June to October.

CONVEYANCES.—Steamers on Lakes Thun and Brienz, see p. 231. Rail to Lakes Thun and Brienz in connection with Steamboats. See pp. 240, 241.

Aules (Les) or Ormont Dessus.—In Canton Vaud, on a trout stream in Ormont valley, between Aigle and the Simmenthal, by the Col de Pillon. Excursions to Oldenhorn (10280ft.) and Diablerets.

Kandersteg.—See Leukerbad.

Lac Noir.—See Fribourg.

La Tour, near Vevey, Canton Vaud.

Lausanne.—*Stat.*—Pop. (1870) 26,520; now above 30,000.—HOTELS:

HOTEL RICHEMONT.—Surrounded by large gardens; in a situation of great beauty. It commands a most extensive view of the lake, and is a first-rate, quiet hotel, worthy of the highest recommendation. Mr. Fritz Ritter, Proprietor. The reading room is well stocked with journals.

HOTEL GIBBON, a first-rate house in every respect, highly recommended. Proprietor, Mr. Ritter. Near this Gibbon finished his *Decline and Fall*, 1787.

HOTEL DU FAUCON; HOTEL ET PENSION VICTORIA; HOTEL BEAU SITE; HOTEL DE BELLE VUE; HOTEL DU NORD; H. GRAND PONT.

HOTEL BEAU RIVAGE.—At Ouchy. Large and beautiful first class hotel, dry and healthy site; very moderate pension Oct. to May; see Advt.

HOTEL D'ANGLETERRE.

A spacious Café and Restaurant are attached to the Casino-Theatre, Avenue du Théâtre.

Houses and apartments, furnished and unfurnished, are numerous; but for a short stay it is better to make arrangements with the proprietors of Hotels and Pensions. Unfurnished Apartments (*i.e.*, a flat) in a good situation, are £50 to £100 a year; Furnished ditto, £60 to £130. Unfurnished Houses, £80 to £150; Furnished ditto, £80 to £200.

Capital of Canton Vaud, 61 m. from Berne, an irregular picturesque town, placed in the centre of the Jorat Hills, 1½ m. distant from the northern shore of the Lake of Geneva, where there is a small port or landing-place, called Ouchy, about 30 m. from Geneva. It stands 1600 feet above the sea, on three hills, and the intervening valleys. A causeway, and Grand Pont, built 1844 leads to the Place de St. François, the chief seat of resort in Lausanne. It hardly possesses one good footpath, the trottoirs being formed of rough stones like the carriage ways In the Place de la Riponne, near the corn-market, stands the Musée Arland, a Picture Gallery, containing an interesting collection of old and modern masters. Near the Corn market is a pretty Methodist Church; and behind is the Roman Catholic Church.

A flight of steps leads to the Prot. Cathedral of Notre Dame, a Gothic pile, 350ft. by 150ft. with a spire of 200ft., founded about the year 1,000, but mostly built about 1275. It has an imposing interior, fine porch and handsome Byzantine capitals and apsed chapels; with tombs of Amadeus VIII. (elected Pope as Felix V, but resigned 1449), and Mrs. Stratford Canning. From its terrace a very fine view may be had of the City and Lake, and the ranges of the Alps and the Jura. Near the Cathedral are the Government House and Law Court, in the former episcopal Château & Evêché. The Canton Museum is contiguous to the Academy, and its valuable Library; access on producing proper testimonials. The Masonic Temple is in this part of the City. Lausanne is rich in charitable and benevolent institutions; one is the Blind Asylum near the Place de Chaudron, which contains a variety of articles made by the blind, and on sale. The Penitentiary dates from 1828 Mean temp. 30° (Jan.) to 64° (July).

ENVIRONS—at *Pully* on the Vevey road is a splendid prospect from the ancient church. On the other side of Lausanne is Prilly, with its celebrated Lime Tree, said to be a 1000 years old. It is more than 14 yards round the trunk. Its immense boughs are covered with mistletoe. Near the church is the CAFE DE MONT BLANC, so called because of the view. The old church of *St. Sulpice* (Byzantine) merits the notice of the Archæologist.

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Another attraction in the environs, is the **Signal** (Le Signal), 2 m. distant. It is on the summit of a slight elevation, and commands a panorama of great extent. The Signal is backed by the forest of *Sauve Bellin*, or Sauvabelin, through which is a pleasant carriage road into the Berne road. There are numerous other points of view such as the *Grand Roches*. Lausanne is well situated for short excursions by rail or steamer.

ENGLISH CHURCH SERVICE at the English Church, *Christ Church*, Avenue de Grancy; recently built by Mr. Street, R.A. Sunday Services, 11 and 4. Holy Communion, celebrated on 1st and 3rd Sundays of month, and during summer at 8 a.m. on alternate Sundays. Chaplain, Rev. Robert Eden, M.A., Oriel College, Oxon.

WESLEYAN CHURCH.—Rue du Valentin, Place de la Riponne. Sundays.—French Service at 9.30 a.m. and 7.30 p.m.; Mondays at 8.0 p.m. English Service, every Tuesday, at 8.0 p.m. Rev. W. Cornforth, Minister, Rue du Valentin.

SCOTCH CHURCH.—Trinity Presbyterian Church, Rue Rumine; Minister, Rev. A. F. Buscarlet (formerly at Naples), at 3, Terreaux (Free Church.) Services—Sunday, 11 a.m., 3.30 p.m.; Tuesday, Prayer-Meeting, 3.30 p.m.; Saturday, Bible Class, 4 p.m. The Church is a beautiful new 15 cent. Gothic building, by M. V. le Duc, of Paris.

POST OFFICE.—Place St. François.

MEDICAL.—Dr. Joel, and Dr. De la Harpe; both speak English. Dr. Dufour is highly esteemed as an Oculist; he has succeeded Dr. Recordon.

ENGLISH CHEMIST.—Mr. Rehm, Rue de Bourg, near the Hotel du Nord. BOOKSELLER.—Mr. Roussy, Rue de Bourg. DENTIST.—Mr. Martinet, Place St. François, speaks English, has studied in America. GROCER.—Mr. Manuel, 9, Rue de Bourg.

BIBLE & TRACT SOC.—1, Rue de la Madelaine.

BANKERS.—Messrs. CHARLES MASSON & JULIEN CHAVANNES, Place St. François, change Circular Notes. Messrs. MARCEL, Place St. François.

For Railway, see pages 52, 238-9, 244-7. By a rope-worked incline to Ouchy every half-hour. Steamers to Ouchy, see page 332.

Lauterbrunnen. — Pop. 1760. — HOTELS: STEINBOCK; PENSION STAUBBACH.

In the Oberland of Canton Bern, 10m. from Interlaken, 2484 feet above sea, in the picturesque gorge of the White Lütschine. The sun does not show till near noon in winter. It is close to the *Staubbach*, the highest waterfall (900 ft.) in Switzerland. Another is the Pletschbach; indeed no valley is so favoured with waterfalls, as the name signifies. Visits should be paid to the Upper Staubbach and Schmadribach; to the **Wengern Alp**, on the way to Grindelwald; and to Mürren (with hotel) above Lauterbrunnen, commanding a fine view of the Jungfrau.

Lenk or **An der Lenk** (Canton Berne).—HOTEL:—BAD HAUS, well situated.

A fine pastoral valley, 3550 ft. above sea, 3 hours from Zweisimmen, near the head of the Simmenthal, and the Wildstrübel (10,715 feet high) and other glaciers. Chamois hunting. It is 1½ hour to Simmen Falls, 2 hrs. to the Sept Fontaines of the Rätli, 6 hrs. to the Gsteig over the Trüttlisberg, and 8 hrs. over the Rawyl Pass to Sion in the Valais.

Les Avents.—See **Montreux.**

Leukerbad (*Loesche-les-Bains*), or **Baths of Leuk.**—Pop. 500.—HOTELS:—ALPES, BELLEVUE, MAISON BLANCHE, FRANCE, and BRUNNER, at the Baths. HOTEL ET PENSION DE L'UNION

In Canton Valais, in the ravine of the Dala, under the Gemmi Pass, 4,640 feet above sea; 6 m. north of the village of **Leuk** or *Loesche-le-Ville*, (H. Couronne; pop. 1152), a *Stat.* on the Simplon line, close to the Rhône, 6 miles from Sierre Station. The hot sulphur baths of **Leukerbad** are in great repute. There are 23 springs, up to 144° F., in which the patients, dressed for the occasion, sit for hours, men and women together, with little tables before them for holding work, chess, etc. ENG. CH. SERVICE (C. C. C. Soc.) The Echelles or ladders up the face of a precipice, are very remarkable. The **Pass of the Gemmi** is in many respects the most wonderful in Switzerland, the road winding down a precipitous rock, and often projecting over the path immediately below. It is 7,555 ft. above sea.

A new Carriage Road, constructed in 1846, leads from **Leuk** to the Baths, and is wonderfully romantic. Horses may trot the whole distance. Horse road from the Baths to Sierre Station, 12 m.

From the summit of the vast precipices of the Gemmi, a path practicable for mules and chaises-à-porteur conducts the traveller through a wild and desolate region for several miles northward, and, after descending through a forest, overlooking the wild valley called the Gastern Thal, the hamlet of Kandersteg (3835 ft. above sea) is reached. At **Kandersteg** are Hotel Victoria, H. Gemmi, where Church Service (S. P. G.) is held on Sunday; and H. Bär (Bear), near er the pass. From Kandersteg the journey is continued through the beautiful valley and village of **Frutigen**, (INN—Belle Vue), about half-way to the Lake of Thun.

Susten, just underneath the town of Leuk, has a quiet Hotel, called Hôtel de la Souste.

Rail open past Loueche to Gampel & **Brigue** or *Brieg*, at the foot of the Simplon, where the Furca road goes off. See page 246.

Locarno.—*Stat.*—Pop. 2840.—HOTELS:—GRAND H. LOCARNO; SVIZZERA; CORONA.

A pretty little Italian town in Canton Ticino, the "Italian Switzerland," beautifully situated near the north end of Lago Maggiore, 8 miles from Bellinzona. It has a Collegiate Church, and a Town Hall. At the Madonna del Sasso, on a point of view close by, is a much admired *Pietà*, by Cavaliere Ciseri, a native of the town. Fine walks and drives. It is the starting place of the International Railroad over the St. Gothard, now open to Biasca from which the diligence runs. See page 249.

ENGLISH CHURCH SERVICE, at Grand Hotel, supplied by the Col. and Cont. Church Society.

Lucerne.—(*German*, **Luzern**)—*Stat.*—Pop. (1870) 14,525.—HOTELS:—

GRAND HOTEL NATIONAL.—Large beautiful 1st-class hotel, the only one with a Lift. Segesser Brothers & Co., proprietors.

HOTEL BEAU RIVAGE.—First class hotel, beautifully situated. Moderate charges; recommended.

HOTEL SCHWEIZERHOF & LUZERNERHOF.—First-class hotel; deservedly recommended. Kept by Messrs. Hauser Brothers. Beautiful situation.

HOTEL D'ANGLETERRE, Mr. Reber, proprietor, Admirably conducted, well recommended.

HOTEL DU RIGI. A very good hotel, moderate charges.

SWAN HOTEL.—Re-built in 1878 (style Renaissance), kept by Mr. Haefeli. First-rate hotel for families and gentlemen, open all the year. recommended.

PENSION SCHWEIZERHAUS. H. St. Gothard.

HOTEL DES BALANCES, near the Post Office, and the old Bridge. HOTEL DE L'EUROPE, KEHUS.

PENSIONS.—Christen, a modern house, with good view. Beau Rivage, good and conveniently situated. The Felsberg. The Seebergis on the lake, a little way from Lucerne. The Sonnenberg, an hour's walk from Lucerne; and The Wallis is on the summit of the Gütsch. There are numerous other Pensions. Terms, May to Oct., according to room, 5 to 8fr.; Oct. to May, 5 fr. for best rooms, wine and lights not included.

THEATRE, at the foot of Kapell Bridge; prices of admission, from 2½ francs to 60 centimes.

CABS—½-hour (½-stunde), inside the town, in a one-horse carriage, for 1 or 2 persons, 80 c.; 3 or 4 persons, 1 fr. 20c. For an hour 2 to 3 fr. Luggage 20c. a box. Drives to Gütsch, 3 fr.; Sonnenberg, 3 fr.; Pensions Christen, 1 fr. 20 cent.; New Schweizerhaus, 2 fr.; Felsberg, 2 fr.

The Capital (chiefly Roman Catholic) of Canton Lucerne, on the fine Lake of Lucerne, near the middle of Switzerland, 33 miles (by rail) from Zurich, 55 miles from Bâle, 66 miles from Bern. It stands at the west end of the lake, on the Reuss, which divides it into two parts, at the foot of Mount Pilate, in view of the Rigi. Its most remarkable objects are the old town Walls and towers; the two covered *Bridges* over the Reuss, decorated with historic and legendary paintings (that near Hotel des Balances has the Dance of Death on it); and the wounded colossal *Lion*, (from a model by Thorwaldson,) in memory of the Swiss guards, at Paris, in 1792. It is near the Collegiate Church.

The Kapellbrücke is decorated with 154 paintings, representing scenes from the lives of St. Leodegar, or St. Leger, and St. Maurice (the patron saints of the town), and events recorded in Swiss history. The Wasserthurm, close to the bridge, contains the town archives and was formerly a light-house or "lucerna," giving name to the town. At the Cathedral of St. Leger, are good sculpture, paintings by Deschwanden a Swiss artist, stained glass, and a fine organ. *Rathhaus*, containing a Museum of Antiquities, Prehistoric, Roman and Mediæval; Swiss arms and trophies, as Leopold II's coat of mail, Ch. the Bold's ring, relics of Tell; good painted windows, and modern pictures, open for 1 franc. Arsenal; College or Lyceum; and a "Glacier Garden," of objects found in lake huts; with Stauffer's Museum.

For the Rigi, (10 m.,) take steamer to Vitznau.

The **Lake of Lucerne**, called in German, *Vierwaldstätersee*, or "Lake of the Four Forest Cantons," is perhaps the grandest for mountain scenery in all Switzerland, 24 miles long, and 300 to 850 ft. deep; the finest part being the Bay of Uri, at the east end. For the **Bernese Oberland**, via the Brunig Pass, take steamer to Stansstad; thence by dil. through the vale of Sarnen to Lungern, at the foot of the Brünig (22 m. from Stansstad); thence the dil. goes on to *Briens*. For *Meiringen*, charge into another carriage—7 fr. for one horse; 14 fr. for two. Or, steamer to Flueler, whence by dil. over the Devil's Bridge to Hospenthal, on the road to the St. Gothard, thence to Grimsel Hospice over the Furka Pass, and by the glacier and source of the Rhône; a day's journey on foot or with mules. Hence to Meiringen or Reichenbach is an easy day, past the striking Fall of the Aare at Handeck.

LOCAL EXCURSIONS.—1. Steamer to **Stansstad** row boat (half an hour), to the Rozloch—a defile little known. Bürgenstock Pension, 2 hours on the Sarnen road, at a fine point of view. 3,720 feet high. 2. Up the **Rigi**. By steamer to Vitznau, thence by rail, or steamer to Küssnacht; omnibus to Immensee, on lake Zug; steamer to Arth, thence by rail (see Rigi, p. 503). 3. By steamer to **Stansstad**; thence by carriage (tariff 20 fr.) to **Engelberg** at the base of the snowy Titlis. 10,600 feet high. The Surenen Pass leads to Altdorf. 4. Ascent of **Mont Pilatus** (6,300 to 7,000 ft.); carriage to Hergiswyl, thence by a good road, but practicable on foot only towards the top. Near the summit are Hotels Klimsenhorn and Belle Vue; superb panorama, superior, except in lake scenery, to the Rigi. Drive to Wäggis on the lake, 1 hour.

ENGLISH CHURCH SERVICE during the season at the Swiss Protestant Church, and at the Kaltbad Hotel, on the Rigi.

DIVINE SERVICE according to Presbyterian form in Maria Hilf Chapel, every Sunday at 11 a.m. and 3 p.m., from 1st July till middle of September.

AMERICAN CHAPEL.—(Evangelical Alliance), Hotel National. Service at 11 a.m.

BANK AND EXCHANGE OFFICE.—Messrs. Frederic Knörr and Sons.

MEDICAL.—Dr. Steiger; Dr. G. Nager, No. 278 Kapellplatz. Dr. O. Stocker, 315, Kapellplatz.

BIBLE SOCIETY'S AGENT.—Mr. J. Brun, 50, Zurich Strasse

RAIL, see pp. 238—240, 242, 244, 246, 248.

Lugano.—*Stat.*—Population, 6,020.—HOTELS: HOTEL ET BELVEDERE DU PARC, kept by M. Beha, first-class hotel with 150 sleeping rooms and saloons, all elegantly furnished. The hotel is conveniently situated for the two seasons. CHURCH SERVICE (Soc. P.G.) every Sunday at 11 and 3, June to October.

HOTEL WASHINGTON, near the landing place.

HOTEL BELLE VUE.

Capital of Canton Ticino, beautifully situated on the north shore of Lake Lugano—the old *Lacus Ceresius*—a narrow, winding, piece of water, between Lakes Como and Maggiore, 20 miles long. The end towards Porlezza is the most mountainous. A steamer plies between Lugano and the end of the lake; a diligence runs to Bellinzona, a rail from Capolago to Como, and

a diligence to Luino (2 hours drive), on Lago Maggiore, where he steamers touch four times a day. The views from Monte Salvatore (near the new hotel), and Monte Brè 3050 ft. to 3080 ft. high, are remarkably grand. Another from **Monte Generoso**, 5,560ft. above sea, near **Rovio** (Inn) or Mendrisio—*Stat.* (p. 241). At Dr. Pasta's Hotel, one hour from the top, Church Service is supplied by the Colonial and Continental Church Society.

BANK OF ITALIAN SWITZERLAND.—Money-changers. N.B.—Paper money not current here.

CONVEYANCES—Railway, see pages 241 and 256.

CHEMIST—Luvini, opposite the Post Office.

Lungern. See **Sarnen.**

Maderaner Thal. See **Amsteg.**

Martigny.—(*German*, **Martinach.**)—*Stat.*—Pop. 2,600.—HOTELS:—

HOTEL DE LA TOUR—Old established, newly refurnished; kept by T. Lugon. Four languages spoken. GRANDE MAISON POSTE; CLERC.

ENGLISH CHURCH SERVICE, (S.P.G.) at the Hotel Clerc, twice every Sunday.

A small town in Canton Valais, 24 miles from Villeneuve, on the Simplon road, and a bend of the Rhône, where the Dranse joins, 1,570 ft. above the sea; at the foot of the passes of the Tête Noire and the Col de Balme, leading to Chamouni, and also near the foot of the Great St. Bernard, (8 h). It is the mother Convent which supplies the dozen monks who take their turn of duty at the Pass.

Of the three ways to Chamouni (8 h), one is by the Gorge opposite the new Hotel at Vernayaz. It leads to **Col de Trient** or Forclaz. At Châtelard the paths from **Tête Noire** (5 h.) and **Col de Balme** (6 h.) join, and a sudden splendid view of Mont Blanc opens. A carriage road to Chamouni, via the Tête Noire, has been made by the Martigny coachers; carriage for 4 persons and 2 horses, 80 fr. besides pour-boire. Jos. Pilide is a good cochor and guide. Two hotels are passed.

Martigny to Aosta, by the Great St. Bernard, 47 m., or 12 hours walking:—via. carriage road ending at St. Pierre 19 m.; path to top of Pass 9 m.; down to the carriage road at St. Rémy 4 m.; to Aosta 15 m. Another way (fit only for a mountaineer) leading up the Dranse, is 51 or 52 m. long; past the Pigno del'Arolla (12470 ft. high); Chermontane; Grand Combin, a peak 14615 ft. high; Valpellina, and Aosta.

The **Great St. Bernard**, the Roman *Mons Jovis*, in the Pennine Alps, takes its modern name from Bernard de Menthon, who, in 963, founded or rebuilt a monastery on the Pass, near a Pagan temple, 8,130 ft. above sea, the neighbouring mountains being 3,000 ft. higher. Tourists ought to leave in the Convent box at least as much money as they would pay at an hotel, as poor travellers are lodged and fed gratuitously summer and winter. The piano was given by the Prince of Wales at his visit. The bodies of those who have died on the mountains are to be seen in the Morgue in a state free from decomposition. The Pass was one of the high routes for pilgrims to Rome; and was traversed by the Romans, by Charlemagne, Fred. Barbarossa, etc., and in the year 1800 by Napoleon I. before the battle of Marengo. His monument to Gen. Desaix, is in the Chapel.

CONVEYANCES—Railway, see page 246.

Matterhorn (C. Valais).—See **Zermatt.**

Meiringen.—Pop. 2,750.—HOTELS:

HOTEL DU SAUVAGE AT DE LA COURONNE, opposite opposite the cascades of Reichenbach and Aarbach; moderate charges and excellent accommodation.

HOTEL AND PENSION REICHENBACH.

ENGLISH CHURCH SERVICE, with early and mid-day celebration of Holy Communion every Sunday during the season, at the Gothic Church, opened 1868, in the gardens of the Hotel du Sauvage, on a site given by the proprietor. The Chaplaincy is one of the oldest (1825) in Switzerland; licensed Chaplain, Rev. T. W. Bull, M.A.

Meiringen, amidst splendid scenery, ranks as most other places as head-quarters from which to make excursions into the Oberland. It stands on the river Aare, among wooded slopes, and foaming waterfalls, overtopped by glaciers and fields of ice and snow; and is the chief place of the Hasli valley, in a spot, remarkable for the purity and freshness of the air. A carriage road leads from it to Brienz (8 miles) along the beautiful vale of Meiringen, where there is communication with Interlaken by steamer; and a fine diligence road leads over the Brunig to Lucerne. Here also the passes of Joch, Suston, Grimsel, and Scheidleck or Scheidegg meet. Nearly 100 of its picturesque wooden houses were burnt Feb 10. 1879. It has a Town Hall, prison, and an old Castle of the Counts von Hasli. Near it, is the double fall of the "dreaded *Alpbach*," pouring down upon an enormous bank of moraine, heaped higher than the neighbouring Church spire. In early morning it frequently displays a perfectly circular rainbow. On the opposite side of the valley descend the magnificent Falls of the *Reichenbach*; the upper of which is 600 ft. in height. Its thunder can be heard at all times.

Meiringen possesses a resident President and Council, but no public buildings of importance. The plain Church, beneath the Hasliberg, has on the wall a line drawn 17 ft. from the floor, with an inscription stating that in the great inundation of the Alpbach torrent on July 9, 1762, the Church was filled with moraine and mud to that height. Adjoining it is a smaller building dated 1486. The watch tower of the former Counts contains 3 bells of the fourteenth century. It is a chief centre of the wood carving trade; carriage may be bought here on very reasonable terms; the best at J. Baud's, opposite Hotel du Sauvage. The most noted Schwingfest or wrestling match between the different Cantons is held at Meiringen annually, on the first Monday in August. Beautiful walks as well as peaks for climbers abound. GUIDES.—Melchior and Jacob Anderegg, Meichior and Jacob Klatter, John von Bergen, John Tannler, Caspar Koor, etc.

EXCURSIONS.—(A) To Grindelwald, over the Scheidleck, in 7 to 8 hours, passing the Glacier of Rosenlaui. A good inn at Rosenlaui, convenient for the ascent of the Wellhorn. (B) Ascent of the Hohenstollen, in 4 to 5 hours; by a good bath

path to within an hour of the summit. The panorama is thought to surpass that from the Faulhorn. (c) By the Joch pass to **Engelberg**, (see that name) in 10 hours, halting at the Engstlen Alp, with splendid views of the Titlis, Finster-Aarhorn, etc. The distance from here or from Engelberg to the *Titlis* (10,600 ft. high) is about the same. Guides may be had at either point. At Engelberg are the KURHAUS ET HOTEL SONNENBERG; an old Abbey Church; and HOTEL ET PENSION DU TITLIS (Church Service, S. P. G.) an excellent centre for the grand scenery of **Mont Titlis**, etc. (D) By the Susten Pass to Wasen, and thence to the St. Gothard, passing the Stein Glacier. Good, homely Hotel at Stein. (E) To the Hospice of the **Grimsel**, in about 8 hours, by the splendid *Falls* of the Aare at Handeck; where is a buffet for refreshments. Inn at the Grimsel, clean and comfortable. The source of the Rhône and the Furca Pass, are 2 hours farther. (F) The Lake of Lucerne may be reached in one day, over the **Pass of the Brunig**, by taking a carriage to Lungern, to meet the diligence from Brienz. It traverses the lovely pastoral vale of Sarnen, past its lake to Stanstad or Beckenried, on the Lake of Lucerne. A rail is projected by this route.

CONVEYANCES.—Omnibuses to Briens meet the steamer to Interlaken; see p. 240-1.

Monnetier. See **Geneva.**

Mont Blanc. See **Chamouny.**

Monte Rosa. See **Zermatt**, and Rte. 31 Special Edition.

Montreux (Vaud.)—*Stat.*—Pop. 2,300.

HOTELS:—HOTEL DES ALPES (Territet); BEAU SEJOUR-AU-LAC and CYGNE (Vernex); ROY and DES CRETES (Clarens); NATIONAL and VAUTIER (Montreux); BYRON (Villeneuve). PENSIONS:—MURET (opposite Scotch Church); BELLE VUE; VISINAND (where Byron stayed—Byron's Room is a favourite); LORIUS; MOOSER; BEAU REGARD; DU CHATELARD or MARMIER (Clarens); and many others.

ENGLISH RESIDENCE, "Clos du Lac (Clarens)". See Advt.

At some Pensions the board consists of breakfast, luncheon, and dinner in the evening at six; at others, of breakfast, mid-day dinner, and tea with cold meat in the evening; the prices being the same. Most hotels give pension. Charges for pension in the Hotels from 6 to 8 fr.; and in the Pensions, 4½ to 6 fr. a day; wine, fire, and lights, not included. Marketing and fuel are dear. In Hotels and Pensions firewood is 1½ to 2 fr. the box or pannier. The pannier is about 24 inches by 12 and 12; and with care may last a day. Private houses are expensive.

Montreux is the principal village in a beautiful district of the same name, 15 m. from Lausanne, under the hills, on the north-east shore of Lake of Geneva, among fine points of view. The district includes the villages of **Montreux, Clarens, Vernex, Territet** (Chillon), **Veytaux**, and **Villeneuve**; is sheltered from the cold winds, and is a very favourite autumn and winter residence, owing to its equable climate. In winter it is sometimes visited by frost, snow, and cloudy weather, but as a rule the climate is delightfully mild and the air clear. Summer heat is kept down by the Lake breezes. Whey-cure in autumn. In the Environs are **Glion** or Rhigi-Vaudois, 20 0 ft. high; and **Les Avents**, 3180 ft. Hotels and Church Service at both.

DIVINE SERVICE—Church of England—At Montreux Church (Territet)—Chaplain, the Rev. P. Sankey, M.A., at 11 a.m and 4 p.m. Fine view of the Lake. At Clarens, chaplain, Rev. W. Hooper.—(C. & C. C. Soc.) At Villeneuve, service at 10.30 a.m. and 3 p.m.

Presbyterian Church—at Montreux (close to station) on Sunday at 11 and 4; on Friday at 11; Sept. to June. By Free Church Ministers.

GRAND HOTEL VICTORIA (in *Glion*)—First class hotel, situated in a commanding position. W. Muller, proprietor.

Rail to Lausanne, **Geneva, Vevey**, &c., p. 246.

Moutiers.—*Stat.*—HOTELS:—MAISON DE COMMERCE. HOTEL DE LA COURONNE.

A good resting-place in Canton Bern, between Bâle and Bienne, at the mouth of a fine gorge, called Val Moutiers, or Münster Thal; the scenery of which is very magnificent. Rail, p. 242.

Morges (Vaud).—*Stat.*—HOTELS-DES ALPES DU PORT. On the Lake of Geneva, 8 m. from Lausanne; having an old Castle, and a prospect of Mont Blanc. RAIL p. 246.

Mürren (Canton Bern).—Pop. 400.

HOTEL AND PENSION MÜRREN,—(with a dependance, formerly Hotel Silberhorn).

A small village consisting of a few chalets, 5,400 ft above sea, 2 hrs. from Lauterbrunnen a favourite resort, on account of its pure air, beautiful scenery, and fine panorama of the Oberland.

EXCURSIONS.—Up the Schilthorn (9,730 ft.) 3 to 4 hours from the Hotel; a point of view, where an English lady on her wedding trip was killed by lightning, 1865. The Allmendhubel, 1 hour; with a view which surpasses that from Mürren. To the Schmadribach and Trumlenbach Falls, and Sefinen valley, past the Brücke, a fine point above Grindelwald.

Neuchâtel, (*German* **Neuenburg**).—*Stat.*—Pop. (1870) 13,390.—HOTELS:

HOTEL DE BELLE VUE, and GRAND HOTEL DU MONT BLANC. First class hotels; moderate charges. Both hotels belong to the same proprietor, Mr. Eiskes, and deserve the best recommendation.

GRAND HOTEL DU LAC.

Neuchâtel is a small canton among the ridges of the Jura, between the *Lake* to which it gives name and the borders of France; composed of six or seven valleys, such as are Val du Travers, de Sagne, and Val de Rur. It joined the Confederation only in 1857. Neuchâtel, the capital, 17 m. from Bienne on the N. side of the Lake, is a well-built and thriving town on the slope of a hill, at the mouth of the Seyon; containing the Château, the ancient residence of the princes of Neuchatel; the newly-restored Gothic Cathedral, erected in 1161, adjoining the Château; a College

at which Agassiz was professor; a Museum of Paintings, by Swiss Artists, Calame, Roberts, etc., at Palais Rougemont, and a statue of D. Pury, founder of the town Hospital. Watch making is a great business. Mean temp. 34° Jan. to 67° July.

The environs are well worth visiting, especially **Chaumont** on the top of the Jura, 2 hours. Here is to be had the finest *general view* of the whole chain of the Alps in Switzerland; the prominent feature in the landscape being the Lakes of Neuchatel, Morat, and Bienne, and the snowy masses of the Bernese Oberland. Mont Blanc, 80 miles distant, seems but a few miles off. Excursion to Valengin, and the magnificent orge of the Seyon; distance 3 to 4 miles.

The *Lake of Neuchâtel* is surrounded with remains of the ancient lake habitations of the Age of Stone and Bronze. It is 23 miles by 2 to 5 miles in extent, and 424 feet deep. Concise, a station on the Rail to Yverdun is the most important locality: St. Aubin is also interesting.

ENGLISH CHURCH, Service twice on Sunday, in the season at the Bibliothèque Faubourg de la Collége ale; supplied by the Col. and Cont. Ch. Soc.

BIBLE DEPÔT.—Miss Gruet, Rue du Château.

BANKERS.—Messrs. Pury & Co.

CONVEYANCES.—Railway to Bienne, Yverdon, Lausanne, Morges, and Geneva; NEUCHATEL and PONTARLIER, pp. 239–40, 242, 244, 247–8. Change at Pontarlier; and (for Dijon), see pp. 52 & 247.

Neuhausen. See **Schaffhausen.**

Ormont or **Ormond Dessus and Dessous** (*i.e.* Upper and Lower). HOTELS:—

HOTEL DU DIABLERETZ; where Church Service is provided by Col. and Cont. Ch. Society.

A delightful pastoral valley, in Canton Vaud, behind Aigle, under the Bernese Alps, extending 7 m. from Sepey and *O. Dessous* to Les Isles or *O. Dessus*. Good fishing. Best rifle shots in Switzerland. Many cheap pensions. **Diablerets**, with its fine peaks, 10,605 feet high, is to the east. Rail to Aigle from Vevey or Sion.

Ouchy. *Stat.*—HOTEL BEAU RIVAGE. Passion Villa Roseneck, kept by an English lady.

Routes from NEUCHATEL to	Itineraries of the best, cheapest, and quickest Routes between NEUCHATEL and the principal cities in Europe, &c.	ORDINARY FARES. 1 class. £ s. d.	ORDINARY FARES. 2 class. £ s. d.	TIME. Exp. D. H. M.	TIME. Ord'y. D. H. M.
1 **Baden-Baden**.....(Baths of)	By Rail via Basle and Freiburg .....[191 Miles]	1 5 0	0 17 4	—	0 12 20
2 **Berne**.....(Switzerland)	By Rail direct .....[42 Miles]	0 5 8	0 4 2	0 2 0	0 2 20
3 **Brussels**.....(Belgium)	a By Rail to Basle and Mannheim, thence Steamer to Cologne, Rail to Brussels.....	3 2 6	2 3 6	—	—
	b By Rail to Bale, thence via Strassburg, Metz, and Luxembourg .....[563 Miles]	3 4 9	2 6 4	0 22 45	—
Cologne .....(Prussia)	a By Route 2a to.....[430 Miles]	2 3 11	1 9 9	—	—
	b By Route 1b to Strassburg, Ludwigshafen, Mayence Bingen, Bingerbruck .....[321 Miles]	2 18 9	2 1 7	0 26 0	—
4 **Frankfort** (Germany)	By Rail to Basle, and on via Freiburg and Heidelberg to .....[300 Miles]	1 17 9	1 5 8	0 14 20	0 22 30
5 **Geneva**...(Switzerland)	By Rail direct via Lausanne to .....[72 Miles]	0 11 10	0 8 3	0 2 45	0 5 0
7 **London** .....(England)	a By Route 12 to Paris, thence by Mail Service via Calais (p. 13) to.....[600 Miles]	3 10 6	4 2 4	1 1 0	1 8 0
	b By Route 1b to Brussels, thence Rail via Lille to Calais, and by Dover	5 12 11	4 2 4	1 12 0	—
6 **Lucerne** (Switzerland)	By Rail direct .....[88 Miles]	0 13 8	0 9 9	0 5 10	0 6 0
9 **Munich** .....(Germany)	By Route 17 to Zurich, thence Rail direct to Romanshorn, and Friedrichshafen by Steamer Rail on to Ulm, and via Augsburg to	2 1 3	1 9 4	—	1 4 0
10 **Paris** .....(France)	By Rail direct (without change of carriage by Express Train), via Dijon as per Route 4a to (p. 52), 1,315 Mls.)	2 10 6	1 17 4	0 12 30	0 19 30
11 **Pfäffers** (Switzerland)	By Route 17 to Zurich, thence by Rail to Ragatz	1 2 2	0 15 3	—	0 18 0
12 **Schaffhausen** (Switz.)	By Route 17 to Zurich, thence by Rail to	0 17 9	0 12 9	—	0 16 0
13 **Strassburg**... (France)	By Rail via Basle direct to	1 3 0	0 15 8	—	0 19 30
14 **Thun** .....(Switzerland)	By Rail direct, via Berne .....[63 Miles]	0 8 2	0 5 10	—	0 4 0
15 **Zurich** ...(Switzerland)	By Rail direct, via Olten	0 13 0	0 9 4	—	0 8 0

Ouchy is the port to Lausanne (Canton Vaud,) below that town, on the Lake of Geneva. At Hotel de l'Ancre (now d'Angleterre), Byron wrote his "Prisoner of Chillon," June 1816, when detained by rainy weather. Passengers land for Lausanne; to which there is a rope-worked incline, every ½-hour (p. 247) besides omnibuses.

Pfaffers-bad, or *Baths of Pfäffers*. HOTEL and BATH-HOUSE.

In the narrow deep gorge of the Tamina, 3 miles from Ragatz stat., p. 243 (Canton St. Gall,) 2240 ft. above sea. The hot sulphur springs (temp. 97°) are reached by steps in the rocks, through the gorge, which is just wide enough for the Bath-house. Pipes bring the water from the old Bath-house at the source, higher up. Old Pfäffers Dorf Abbey is now an asylum. The Kalfeuser Thal behind Pfäffer's Baths is one of the finest in the Alps. Winding path; requiring caution, as fatal accidents have recently occurred here. Voitures, 6 fr.

A few hours further lie Coire, Reichenau, and the Via Mala, one of the most traversed of all the Alpine passes, by a superb road, totally free from danger, but carried through a surprising mountain fissure above the Rhine.

Pilatus (Mont). See **Lucerne.**

Pontresina.—Pop. 300.—HOTELS & PENSIONS: CROIX BLANCHE; COURONNE (Krone); HOTEL ROSEGG. PENSION SARATZ.

In Canton Grisons, 5 m. from Samaden, 5600 ft. above sea, in a valley out of the Upper Engadine, under the Bernina Pass. Many visitors come here for mountain excursions. Rosegg Glacier at hand; also the Glacier of Morteratsch. View from Pis

anguard, 10,715 feet; ascent 4 hrs.; and taking a noble panorama from Mont Blanc to the Tödi, c. Path to the Stelvio. The Bernina Pass, 7,600 ., leads by two lakes to Poschiavo, and the Adda, ver the Italian frontier.

PHYSICIAN.—Dr. Ludwig, author of a "Guide." Colani, here unites the professions of Chamois unter, Guide, and Naturalist.

ENG. CHURCH SERVICE (S.P.G.) in village church.

Prese (Le), on Lago di Porchiavo.—HOTEL AND BATHS. GRAND HOTEL ET PENSION LE PRESE most desirable residence, the climate of this ittle place being exceedingly recommendable.

A watering place called *Puschlav*, in German, rith an Italian climate, in Canton Grisons, 3,215 t. above sea, under Pizzo Sassalbo (a fine view), etween the Valtellina and Engadine, 5 hrs. from ernina Pass, on the road to Sondrio. Church ervice at the Hotel, supplied by Col. & Con. C. Soc.

Promontogno.—See **Chiavenna**, Italy.

Ragatz.—*Stat.*—Pop. 1800.—HOTELS:—

HOTEL ET PENSION TAMINA.

SCHWEIZERHOF HOTEL—Very good hotel, newly pened near the Baths. G. Jukle, proprietor.

GRAND HOTEL QUELLENHOF and GRAND HOTEL AGATZ. Church Service in the season (C.C.C. Soc).

In Canton St. Gall, on the Splugen road, and n the Rhine, where the Tamina joins it from the omantic Gorge of Pfäffers. Baths here supplied by ipes from the hot springs at Pfäffers, 3 m.

Railway to Coire, Zurich, Lake of Constance, t. Gall, &c., see pages 238, 242-244.

Reichenau. HOTEL ADLER.

A village in Canton Grisons, on the Spliigen-oad, 6 miles from Coire, where the two heads of he Rhine join,—the Hinter Rhein (blue), from the ernardin, the Vorder Rhein, (white) from the t. Gothard. Opposite the Hotel is the old *Château*, n which Louis Philippe acted as usher in a school, fter the French revolution, 1793-4 Excursions o the Via Mala, the Spliigen, the Julier Pass, &c.

Rhône Glacier (Canton Vala s) — HOTEL DU GLACIER DU RHÔNE. CHURCH SERVICE in the eason; supplied by the Col. and Con. Ch. Society.

A glacier 10m. long, at the source of the Rhône, 4,740 ft. above sea, under the Galenstock (11,955 ft), alf way (6 hours) on the post road from Brieg o Hospenthal. It is near the **Furca Pass**, 7990 ft.), and Hotel Furca, Grimsel Pass (4 hrs.), it. Gothard (6 hours), and other Passes in the eart of Switzerland. Furcahorn is 9935 ft.

Riffelberg, in Canton Valais.

Here on a plateau 7910 feet above sea, 2900 feet bove Zermatt (5 miles distant), is an HOTEL, built 854, surrounded by the Matterhorn, Monte Rosa, he Gorner, and Findelen Glacier, &c., near the nest mountain view in the Alps, and in the midst f the best botanical district in Switzerland. hurch Service at the Hotel, supplied by the Colo-ial and Continental Church Society.

Rigi, or Righi.—*Stat.*—HOTELS:—

HOTEL RIGI KULM, the oldest established and most universally known Hotel at the summit (Kulm) of the Rigi. 1st class and moderate.

HOTEL SCHREIBER, beautiful first class establishment, built by the proprietors of the hotel and pension Rigi Staffel, open from the 1st June, 1875, combines comfort with moderate charges.

RIGI STAFFEL, HOTEL AND PENSION, situate between Kulm and Rothstock, is kept by Messrs. Schreiber, brothers, proprietors. The prices for Pension are very moderate.

HOTEL AND PENSION RIGI-FIRST.—First-rate magnificent establishment, situated near Kaltbad.

HOTEL AND PENSION RIGI SCHEIDECK.—At the extremity of the line of Scheideck, fine situation.

KALTBAD HOTEL good. Other Hotels and Pensions. CHURCH SERVICE (Soc. P.G.) at Hotel Müller; and at Kaltbad Hotel (C. C. C. Soc.)

The Rigi, or Righi Kulm, the old *Mons Regius*, in Canton Schwyz, 8m. E. of Lucerne; well-known mountain range between the lakes of Lucerne and Zug, with a pilgrim's chapel, and inns and milk cures on the top. The **View** from the summit (5905 feet above sea) is unrivalled for extent and grandeur. The horizon has a circumference of 300 miles, and includes in the prospect 13 lakes, the Oberland, the mountains of the Black Forest of Germany, and the range of the Jura from Geneva to Basle. Sun-set is generally far more beautiful than sun-rise, and is best seen from the Rothstock; sun-rise from the Kulm.

The new *Rigi Railway*, opened 1871, from Vitznau on the Lake of Lucerne, up to Staffelhöhe, 5000 feet high, near the top or Kulm runs on an incline five miles long, watched by a man to each mile. It is a single line of three rails, the middle one fitted for cog-wheels. Only one carriage for about 54 people is provided to each train. It passes through an inclined tunnel, 225 feet long, and over a girder bridge, across the Schnurtobel gorge. A junction line has been opened, starting from Kaltbad, and running a distance of 4 m. along the ridge of the mountain as far as Scheideck, 5,280 feet above the level of the sea. The panorama along the whole line is magnificent. Another *Rail* is now opened from Arth to the Kulm, see pp. 239, 240. For pedestrians, the most favourable ascent (3 hours) is from Arth; the best descent (2 hours) is upon Wäggis.

Rorschach.—*Stat.*—Pop. 3,500.—HOTELS:—SEEHOF; HIRSCH; ANKER. In a pleasant part of the Lake of Constance. Large corn trade.

Rosenlaui Baths, and Hotel, 5 hrs. from Grindelwald, near the Reichenbach Falls, in Cant. Bern, 4450 ft. above sea. The blue of its Glaciers is proverbial. CHURCH SERVICE (S.P.G.) at Hotel.

Rossinières.—Grand Chalet and other Pensions. Pop. 300. CHURCH Service at the Grand Chalet (a large farm, with 115 windows) supplied by the Colonial and Continental Church Society.

About 2 miles from Château d'Oex, in Canton Vaud, near a fine gorge, and the beautiful Dent de Jaman Pass. Excursions to Le Cray (6,705 feet high), and Le Praz (7,400 feet)

Saas-im-Grund.—HOTELS:—MONTE MORO; MONTE ROSA.

A village in the valley of the Saaser Visp, in Canton Valais, 6 hours from Visp; a centre for excursions to the Fée Glacier and by way of the Mattmark Lake, over the Monte Moro Pass (8290

ft. high), to **Macugnaga** in Val Anzasca, with Monte Rosa behind, 15,215 ft. high.

Samaden (Cant. Grisons).—Pop. 525. HOTELS: BERNINA; ENGADINER HOF.

Chief place in the Upper Engadine, 5,610 feet above sea, 3 miles from St. Moritz, near the Mubtias, or Mittelberg, the Piz Padella (9,460 ft.), and Piz Ot (10,660 feet).

Church Service at Immanuel Church, C.C.C. Soc.

Sarnen.—Pop. 3300.—HOTELS:—SCHLÜSSEL; ADLER; SARNER HOF; OBWALDER HOF.

Capital of Canton Unterwalden, and of its Ob-Wald, or Upper Section. 4½ hours from Lucerne, where the Aa falls into Lake Sarnen (3 m. long), under the old Castle or arsenal, on the Landenberg. Here are chambers, hospital, college, theatre, and town house, with portraits of Landammanns. The Canton is a district of pastoral hills and valleys of attractive character. Excursions to **Brunig Pass** (4½ hrs.) and Brienz, past Lake Lungern and **Lungern** (Hotels Löwe, Brünig); to **Stanz** (10 m.), the capital of the Nidwald; to Engelberg and the Titlis; to Giswyl and the **Entlebuch**, in Emme-thal between M. Pilate and M. Napf.

Sarras (La).—*Stat.*—In Canton Vaud, near Cossonay, p. 245, on Pontarlier rail, 12 m. from Lausanne, having a *Castle* (open to visitors), the seat of the ancient family of Glugins, for 1000 years. Two good Hotels in the village.

Schaffhausen.—*Stat.*—Pop. (1870) 10,385—HOTELS—At **Neuhausen** or Rheinfall Station close to the Falls is HOTEL SCHWEIZERHOF, First-class hotel, beautifully situated, and affording every comfort desirable. H. BELLEVUE. At Schaffhausen *Stat.*, 2 m. distant—H. KRONE or COURONNE; H. RHEIN.

Capital of the Canton, on the N. bank of the Rhine, near the Baden frontier, near the meeting of 5 rails, 50 m. from Bâle, 32 m. from Constance, 2 mls. above the celebrated *Falls*. At the old picturesque walled town, are many gabled houses, a citadel, college, and a library and museum, containing the books of J. Müller, the historian, who was born here. An inscription on the bell of All Saints Cathedral gaverise to Schiller's "Lied von der Glocke." Here the descending river barges stopped; hence the name, "boat-houses." Its chief attraction, the **Falls of Schaffhausen**, are near the 3-arch viaduct, below the town. Visitors coming by rail from Basle should stop at **Neuhausen, close to the Falls**, and near Hotel Schweizerhof. A panorama in the Schweizerhof grounds, shows the bearing of many Swiss peaks, some in view. Omnibus from the Hotel at the st'n.

The Fall is 300 feet wide, with a descent of 50 to 80 feet. The spectator is able to stand under the fall and within reach of the cloud of spray, without getting wet. A rock in the middle of the fall is reached easily by boat. Salmon abound.

ENGLISH SERVICE, at Hotel Schweizerhof, on Sunday, at 11 & 3.30.—Chap. Rev J. L. Holbeck.

CONVEYANCES.—Railways, see pp. 122, 126, 244, 245. Steamers on the Rhine, see page 232.

Schneideck (Little).—See **Grindelwald.**

Schwytz.—Pop. 5750.—HÔTELS.—ROESSLI and PENSION JUTZ.

Capital of the Canton, in Mottathal, under the Great Mythe, or Mitre mountain (6345 feet above sea; 3 miles from Brunnen, on Lake of Lucerne. It gave name to the country (Switzerland, the Land of the Switzers or Schweitz in German), having been the largest of the three cantons which first rose against Austria. Here are St. Martin's Church, with its tomb of Aloys Reding, the patriot; Council House and paintings; arsenal and trophies; and college. The Pilgrimage Church of **Einsiedeln**, (Hotel, Zum Pfauen) is 2½ h. from Schwytz & 8 from Zug.

Seelisberg.—A charming spot, in Cant. Uri, 2 hrs. (by steamer to Treib) from Lucerne. ENG. CHURCH SERVICE (S.P.G.) held at HOTEL and PENSION SONNENBERG.

Sepey and Ormont Dessous.—Cheap INNS and PENSIONS.

A picturesque old Swiss village, in Canton Vaud, 3600 feet above sea, in the Ormont Valley, 8 miles from Aigle. CHURCH SERVICE in Hotel du Mont d'Or, every Sunday during the season; supplied by the Col. and Con. Church Soc. Also in Hotel de la Couronne, at Comballaz.

Silvaplana.—HOTELS: POST; WILDER MANN; RIVALTA.

In Cant. Grisons, Upper Engadine, on a lake, 5960 feet above sea, where the Julier road comes in; 4 m. from St. Moritz, and 3 m. from **Sils Maria** (H. ALPENROSE), on another lake. CHURCH SERVICE (S.P.G.) at a Pension; also at **Campfer.**

Simplon Pass. See Special Edition.

Sion (*German* **Sitten**.)—*Stat.*—Pop. (1880.—HOTELS:—POSTE; LION D'OR.

The ancient *Sedunum*, capital of Canton Valais, on the Rhône, 17 m. from Martigny, up the Simplon road. This picturesque old walled town has remains of three Castles perched on the heights, once the residence of its bishops in feudal times. There is a curious ancient as well as modern Cathedral, with a "Maison de Force," containing the condemned cells, and a place of execution called Rue du Château. Excursions over the Diablerets, Sanetsch, and Rawyl Passes; also, to the fine valley of Hérens, up to **Evolena**, 5½ leagues, 4,520 feet above sea (Church Service (C.C.C. Soc.) in the season, at H. de la Dent Blanche); among high Glacier Passes; one leading to Zermatt (18 hrs.), under the Matterhorn; another to Aosta. **Sierre** is 10 m. above Sion, (H. Belle Vue); the opening of another fine valley, Val d'Anniviers, at Finfisch, leading up to Zermatt, etc., past or near to St. Luc, **Vissoie** (H. d'Ann. vieux) and **Zinal** (Ch. Service. (C.C.C. Soc.) at H. Durand), a good centre, with PENSIONS. See page 246

Sixt.—In French Savoy: (See French section.)

Soleure (*Germ.* **Solothurn.**)—*Stat.*—Pop. 7050.—HOTEL KRONE; THEUR.

Capital of the Canton, 21 m. from Olten; an ancient place on the Aare, under the Jura hills, and has two bridges, a council house, arsenal, theatre, cathedral, and good museum of Roman antiquities and Jura fossils. Knoblauch died here, 1817. Grand Alpine view from the **Weissenstein**, 8 m. distant, 4210 feet above sea;

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with a cheap Pension and milk cure on the top. Rail., see pages 240, 242, 249.

Spiez.—HOTEL PENSION DE SPIEZ—PENSION SCHÖNMOOS. On the west side of Lake of Thun, with a charming view of the Bernese Alps.

Spluegen.—Pop. 500. HOTEL BODENBAUP.

In Canton Grisons, 33 m. from Coire, near the source of the Rhine, 4190 ft. above sea; where the roads from Bellinzona, by the Bernardino Pass, and from Milan and Chiavenna, by the Spluegen Pass, unite. The *Pass*, 6 m. S., in the Rhætian Alps, 6943 ft. above sea (the Splügenberg being 2460 ft. higher), was opened by a road in 1823, protected by long galleries.—See Special Edition. Going down to Coire you thread the celebrated **Via Mala**, a striking chasm, where the bridges are carried over deep the through which the Rhine thunders without being seen, between rocks 1600 feet above the river.

CONVEYANCES.—Dil. to Coire, Chiavenna (for Como) over the Bernardin to Bellinzona, p. 244.

Stadhelberg—HOTEL and large Baths,

A fine spot (Canton Glarus), in the deep Lint Valley, 12 m. from Glarus, and as many from the top of the Tödi Glacier (11,885 ft. high).

CHURCH SERVICE, (C. C. Ch. Sec.)

Stelvio Pass, or Wormser Joch, 15 m. from Bormio Bath, a magnificent road, at the end of Canton Grisons, on the borders of Tyrol and Italy, near the Ortler Spitz. See Special Edition.

St. Bernard Pass (Great), in Piedmont. See **Martigny**, and Special Edition.

St. Bernard (Little).—A Pass near the south side of Mont Blanc, 9m. from St. Maurice, on the road to Aosta (34m.) 7,100 ft. high at the Hospice, where travellers are received, paying as at an hotel. Hannibal, it is said, went this way into Italy 218 B.C. To the south is *Lancebrunette*, 9,690 feet high, with a view from the Meteorological Observatory taking in the Alps from Mont Blanc to Mont Rosa; with the Rutor glaciers and fall.

St. Cergues (Vaud), 7 m. N. of Nyon *Stat.*, on the Lake of Geneva. H. DE L'OBSERVATOIRE.

Under Mont Dôle, 2200 ft. below the top, commanding a splendid view of the Lake, Mont Blanc, and the Bernese Alps.

St. Gall, or St. Gallen.—*Stat.*—Pop (1870) 16,675. HOTEL ST. GALL. HOTEL HECHT.

Capital of the Canton, 36 m. from Winterthur; a commercial town on the Steinach, noted for its Swiss curtains, figured muslins, and cotton prints; and for its *Abbey*, founded in 7th cent. by St. Gall, an Irishman, who journeyed to Helvetia. The colleges, libraries, museum, library of MSS. etc., are worth attention. Excursions to the Convent of Notkersegg, & Bridge of St. Martin. The Canton entirely surrounds Canton of Appenzell.

U. S. COMMERCIAL AGENT—A. J. Dezoyk, Esq.

CONVEYANCES—Railway, see p. 240 and 244.

St. Gervais.—See Chaumont.

St. Gothard, or Gotthard, Pass—6935 feet above sea, on the Alpine road from Lake Lucerne, Altorf, and Andermatt, to Airolo, Lago Maggiore, and Milan; at the junction of three cantons, 10 m. from Andermatt, 8 m. from Airolo, near the sources of the Rhine, Rhone, Reuss, and Ticino. A good, well kept diligence road ascends the Reuss, to Wasen, Goeschenen, and **Devil's Bridge** (Teufelsbrücke)—a scene of much sighting, 1799, between the French, Austrians, and Russians; thence by Andermatt, to the hospice for travellers on the top, and so down to Airolo and Bellinzona, on Lago Maggiore. Mean summer temp. 40° F. The ridge through which the road winds is 8700 ft. to 11,000 ft. high. At Andermatt paths may be taken to the Vorder Rhein, and the Furca and Grimsel Passes. The *St. Gothard Rail*, now in progress, will pass through a *Tunnel* 9½ m. 337 yds. long, cut 1872-80; having its north end near Goeschenen, 3639 feet above sea; its south end at Airolo (*Inn*), 3737 ft. above sea, and a slope from the middle for drainage Diligence over the Pass three times a day from Flüelen, on Lake Lucerne, to **Bianca** (Inn), where the rail at present begins See pages 240, 241.

St. Maurice.—*Stat.*—Pop. 1,100. HOTELS: HOTEL DES ALPES; DENT DU MIDI.

In Canton Valais, 2½ m. from Bex, on the Rhône, under Dent du Midi. Here are a very old *Abbey*; the Hermitage of Notre Dame de Saxe; the Grotto des Fées (or Fairies' Cave); and the camp where Maximius decimated the Theban Legion in A.D. 286. Lavey Baths (Sulphur) across the river, 1½ m.

CONVEYANCES.—Railway, see p. 246.

St. Moritz.—Pop. 500.—HOTELS:—

ENGADINE CULM; POST; HOTEL DU LAC; PENSION SUISSE. Several PENSIONS; but being limited, they are difficult to obtain and expensive. Little reliance can be placed on the mere promises of the proprietors of the Hotels or Pensions. At a Pension they only find breakfast and tea; luncheon and dinner must be taken at an hotel. Bread, butter, milk, and spring water are excellent. As this place stands high, warm clothing is required; though the days are hot, the evenings are cold.

Medical men: two resident & highly spoken of. DILIGENCES to and from Coire, daily. POST OFFICE and telegraph station. Letters (*viâ* Belgium), above 3 days from England; 2½d. under ½ ounce.

ENGLISH CHURCH (S.P.G.), opened 1871; Chaplain, Rev. A. Strettell.

A watering place, in Canton Grisons, on the En or Inn, in the **Upper Engadine**, near the Julier and other Passes, 40 m. from Coire, 300 ft. above the *Lake* and 6300 ft. above sea, with five snowy peaks in view. It consists of one street, has a small English Church, and a bank; and is now of great repute on account of its situation, mineral springs, and the bracing qualities of the air. The *Springs* are at the Kurhaus, ¼ m. off, in the valley (omnibuses every ½ hour, 40 cents.); they are used for drinking and bathing; are pleasant, and highly tonic, being richer in some of the strongest iron springs in Switzerland. Baths should not be taken without advice. The Kurhaus, containing 90 rooms, was built in 1858. There are delightful *Excursions*, both for walking and driving; also boating and trout-fishing in the *Lake*

ROUTE TO ST. MORITZ by the beautiful Albula and Schyn Passes. Leave Zürich about 10 a.m.,

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sending servants and luggage on to Coire. Leave the train at Ragatz and drive over to the old **Pfaffers Bath**, an extraordinary spot, 2½ m. up the gorge of the Tamina. Return to dine at one of the Hotels at Ragatz; see Advt. Leave by train, arriving at Coire about 7p.m. Sleep at Hotel Steinbok (clean and comfortable). It is as well to write from Zürich to the Steinbok, to engage a good driver and carriage, stating the number of the party and the luggage; and also to see the driver the night before, and settle the route to St. Moritz, viz., *via* Thusis, and the Schyn and Albula Passes. Should there be much luggage, keep the night bags separate, and show the driver before packing what will be required on the road It saves time and trouble. Also, it is necessary to telegraph to order the rooms, &c., at *all the inns*. Prices are high, and where the charge is not made by head the *carte* should be examined. Leave at 7 a.m., in a two or four-horse vetturino, according to circumstances. A printed tariff is hung in the hotels.

Arriving at Thusis, take a carriage (10 fr. and 2 fr. the driver) to the **Via Mala**, 3rd bridge (Hotel—good, clean, and fine view.) Return to Thusis, join your own carriage, and take the Schyn Pass to Tiefenkasten, and, if possible, push on to **Bergun** (clean and fair Inn) to dine and sleep. Next day leave about 9 0 a.m., and proceed over the Albula Pass (7600 ft. above sea) to St. Moritz arriving about 2.30. On the return, the diligence takes the Julier Pass, about 11 to 12 hours, down to Coire, the distance being nearly the same either way. It is 10 hours by the Maloia Pass to Chiavenna, over the Italian frontier; and about 17 hours down the Engadine to Finstermünz, in Tyrol. Should Pfäffers Bath not be visited, take the train on to Coire; have the carriage ready; dine at 3.30 (table d'hôte); go on, and sleep at Thusis.—(*Hon. A.P.*)

Campfer is 2 m. distant (towards Julier Pass), near a small lake. Church Service (S.P.G.) at Hotel Julierhof.

Tarasp.—Hotel and Bath.

A village near *Schu's*, in Canton Grisons, on the Nairs, in the Lower Engadine, 1 m. from *Schuls*, 4270 ft. above sea, 11 hours from St. Moritz; with good saline, sulphur, and chalybeate Baths in high repute. Capuchin convent here. Centre for excursions in the neighbouring mountains and glaciers; the Lischanna Gletscher being one of the finest of the *higher* glaciers in Switzerland. Hotels Konz and Belvedere—at **Schuls.**

English Church Service (S. P. G.) in the chapel of the Kurhaus, on Sundays at 11 and 3.30—Holy Communion after morning service.

Conveyances.—Diligence, daily, to Samaden, St. Moritz, and Italy; to Landquart and Zürich; to Austrian Tyrol, and the Stelvio route.

Territet.—See **Montreux.**

Thonon, in French Savoy. See French Section

Thun.—*Stat.*—Pop. 4600.—Hotels:—

Grand Hotel de Thun, Ch. Staehle, Proprietor, formerly manager at the Hotel Baur au Lac, Zurich. See Advt.

Hotel Belle Vue; Falke Hotel & Pension; Hotel and Pension Baumgarten.

Hotel Freienhof.—Good second-class hotel, close to the landing-stage.

Crown; Croix Blanche. Pensions: Itten, 5 fr.; Rupenacht, 6 fr. Boats, two men, 1 hour, 3fr.; 2 hours, 5 fr.; the day, 10 fr.

Railway Station outside the town, in the opposite direction to the Steamboat station on the lake. Omnibuses and fiacres at the station.

A picturesque place, in the Canton Bern, chief town of the Oberland, on the Aar, at the bottom of Lake of Thun, 18 m. from Interlaken, 16 m. from Bern. It contains the Military School of the Confederation: a mediæval Castle; and a good Swiss Bazaar. Fine view from the picturesque churchyard, celebrated by Byron The *Lake*, 10 m. by 2 m., is 1860 feet above sea, and has good cliffs and pretty villas, with noble prospects from the Niesen above *Spiez* (H. Spiezerhof), and Stockhorn, 7765 ft and 7195 ft. high, on the south side.

English Service, in the English church (Hotel Belle Vue) at 10.30 a.m. and 3.30 p.m.

Resident Physician.—Dr. Fredrich Ris; recommended, The doctor speaks English.

Conveyances.—See pages 240, 241, 245-6, 248. Steamboats, see page 331. Passengers for the boat to Interlaken take it at Scherzlingen.

Thusis or **Tosana.**—Pop. 870.—Hotels Hotel et Pension Viamala.

Hotel et Pension Rhaethia.

A village in Canton Grisons, 16 miles from Coire, on the Splugen road and the Hinter Rhein, in the valley of Domleschg, at the foot of Mont Heizenberg. Extra post and telegraph offices. Carriage to the romantic gap of *Via Mala*, 3rd bridge, 10 fr. and 2 fr. the driver. This gap of the Rhine is 5 miles long, to Zillis, between narrow cliffs, 1500 ft. high, out of which the road is cut.

Church Service at Hotel Via Mala

Conveyances—Railway, see page 244.

Titlis (Mount).—See Melringen.

Tourtemagne (*German* **Turtmann.**)—Pop. 500.—Hotel:—Lion d'Or.

In Canton Valais, on the Rhône, 3 m. above Leuk Stat. (p. 246), and so called from the old tower (*turris magna*) of a chapel here. It stands at the mouth of the romantic Turtmannthal, leading up past a water-fall to grand scenery at the back of the Weisshorn and Zermatt.

Vernayaz (Valais).—*Stat.*—Hotels:

Grand Hotel des Gorges du Trient; Hotel de Vernayaz, opposite the road to Chamounix.

In the valley of the Rhone, between St. Maurice and Martigny, in the neighbourhood of Colde Trient, the Pissevache Fall, the Trièvre and Dailly Falls, near **Salvan** (Inn), gorge of the Tête Noire, &c.

Conveyances—Railway, see page 246.

Vernex and Veytaux.—See **Montreux.** Rail, page 246.

Vevey (*German* **Visis**). — *Stat.*— Pop. 6500.—Hotels:—

Grand Hotel du Lac—Ed. Delajorn proprietor. 1st class hotel. well situated. good accommodation.

Grand Hotel de Vevey.

Hotel Monnet, or Hotel des Trois Couronnes.

Hotel du Pont, near the Stat.; and Hotel de Croix Blanche, in the town; both commercial houses. Hotel de la Poste, a German house.

Vevey, in Canton Vaud, 12 m. from Lausanne 1230 ft. above sea., on the north shore of the Lake of Geneva, is picturesquely situated at the mouth of the Gorge of the Veveyse, and is a delightful place for a stay of any length. N.B.—The station for Vevey, on the Lausanne and Berne line, is **Chexbres**, which see, page 246.

St. Martin's, built above the town, among orchards and vineyards, is of the fifteenth century, and surrounded by a planted terrace, commanding a magnificent view. In this church are buried Ludlow, the regicide, and Broughton, who read the sentence of death on Charles I. There are also monuments to the traveller Matte and J. Martin Couvreu, a liberal benefactor to the town. A road strikes up to Bulle and the Gruyère cheese country, round M. Moléson 6560 ft. high.

Inns and Pensions at **La Tour de Peilz.**

ENGLISH CHAPLAIN—Rev. Wm. Phelps Prior; Divine service at St. Claire's Church at 11 and 4. Communion on first and third Sundays.

ENGLISH PHYSICIAN.—Arthur E. Leeson, M.A., M.D., 4, Quai de la Veveyse.

AMERICAN AND ENGLISH BANKERS.—Messrs. Cuénod, Churchill, & Sons.

Railway, see p. 246. Steamer, see page 332.

Viesch.—Pop. 247.—HOTEL:—DU GLACIER.

In Canton Valais, on the Rhône, 4 hours from Brieg, 3½ hours from the Æggischhorn (9650 ft.), near the Aletsch glaciers and the snowy sides of the Jungfrau, Mönch, Eiger, &c. Time to the Inn, on Æggischhorn, 2½ hrs., and 2 hrs. more to the top. From Viesch to the Furca Pass (by car) and the Grimsel.

Villars-sur-Ollon, or **Villard.**—HOTEL GRAND MUVERAN; GEMILLARD and other Pensions.

On a fine point of view, in Canton Vaud, 10 m. east of Aigle, via Ollon and Chesières. 4,025 feet above sea, looking on the Rhône Valley, Grand Monveran, Dent du Midi, Dent de Morcles. EXCURSIONS to the Chamossaire, Col de la Croix, Diablerets, &c. CHURCH SERVICE at Hotel Grand Muveran, supplied by the Col. and Cont. Church Society.

Villeneuve.—*Stat.*—Pop. 1,624.—HOTEL: HOTEL BYRON.

In Canton Vaud, 7 miles from Vevey, at the east end of Lake of Geneva, a quarter of an hour's walk from the Castle of Chillon. See **Montreux.**

CHURCH OF ENGLAND.—Services every Sunday, at Hotel Byron. The Chaplaincy here and at **Veytaux** (near Veytaux-Chillon *Stat.*) is supported by the Col. and Con. Church Society.

For Rail, see p. 246; for Steamers, see p. 332.

Visp, or **Viege.**—*Stat.*—HOTEL DU SOLEIL. Buffet at the Station.

A village in Canton Valais, 8m. from Gampel (p. 246), in a marshy part of the Rhône, where horses are taken to visit Zermatt, (10 hours), for the Matterhorn, &c. A good path the whole way. The earthquake in 1855, left only seven houses in Visp habitable.

Weissenstein.—See **Soleure.**

Wiesen (Grisons)—HOTEL BELLE VUE.

A beautiful mountain village, 4,800 ft. above sea, on the newly made post road up the Landwasser, 25 m. from Coire, 8 m. from Davos well sheltered from the north and east by the Sandhubel and Rothhorn range behind (9,000 ft. to 10,000 ft. high), and much recommended by Medical men as an Autumn and Winter resort for invalids. Walks in the adjoining woods & meadows; and excursions to Jenisberg, Tiefentobel, etc., and to the peaks around, with their fine panoramic views of the Engadine mountains.—*J. R. J.*

Winterthur.—*Stat.*—Pop. 8,530.—HOTELS: KRONE; ADLER.

Prettily seated on the Töss, in Canton Zurich, 12 miles from Zurich, and so called from the Roman *Vitodurum*, the site of which is at Upper Winterthur. It is an industrious town, with some of the best cotton manufactures in Switzerland.

CONVEYANCES.—Rail. see pages 132, 239, 244, 245.

Yverdun. — (German *Iferten*, anciently *Ebrodunum*)—*Stat.*—Pop. 5,900.—HOTELS: DE LONDRES; CROIX FEDERALE.

A town of Roman origin, in Canton Vaud, 18 miles from Lausanne, under the Jura hills, at the top of Neuchâtel Lake, where the Orbe or Thiele falls in. It has a Town-house, Museum of Antiquities, etc., and a Castle, built 1135, in which Pestalozzi carried on his school system, 1805-25.

RAIL, see p. 247. Steamers on the Lake p. 331.

Zermatt (Canton Valais),-Pop. 500.-HOTELS: MONTE ROSA; MONT CERVIN.

A secluded village, first visited by Prof. Forbes, 1841, in a grand circle of lofty peaks and glaciers, in Visp-thal, reached from the Rhône Valley *via* Sierre, Tourtmagne, or Visp (10 hours; or from the Italian side, *via* Chatillon (13 hours). It is much frequented in consequence of its splendid views of Mont Cervin, or the **Matterhorn**, and **Monte Rosa**, 14,705 feet and 15,215 feet high. From Visp it is 10 hrs. on horseback, by a good path through a narrow mountain slit, which divides at Stalden (Inn); one way goes up to **St. Niklaus** or Nicholas (Inn) and Zermatt, for the Matterhorn, etc.; the other, by the Saasthal, for Macugnaga. About 50 earthquake shocks were felt at St. Nicholas, 1855.

Excursions from Zermatt to Görnergrat (10,290 feet), a little beyond the Riffelberg, and to the Cima di Jasai (12,525 feet); both easy of access to all but bad walkers, and free from danger. The first leads by the *Pass of St. Théodule* to Chatillon 10,900 feet, and is practicable on foot with good guides, in fine weather; a chalet at *Breuil*, 2 hours from the summit, giving excellent accommodation. It is necessary to start from Zermatt at 3.30 a.m. The inn on the Riffelberg, (8427 feet), commands a superb view. Other views from the Hörnli or Hohbalm. The highest of the nine peaks of Monte Rosa was first ascended 1855.

ENGLISH CHURCH SERVICE.—At St. Peter's memorial Church, dedicated to those of Mr. Whymper's party, who were lost on the Matterhorn, 13th July, 1865; opened in August, 1871. Chaplain, nominated by the Col. & Cont. Ch. Soc.

Zug.—*Stat.*—Pop. 4,230.—HOTELS—HIRSCH (the Stag); OCHS (Ox.)

The capital of the smallest Canton of the Confederation, 28m. from Zürich, 17m. from Lucerne;

at one corner of the Lake of Zug, under the Zugerberg (marked by the Capuchin Church), with the Rigi at the further end. It has a Cathedral, Cantonal Buildings, Library, Arsenal, Neufranenstein International School (an excellent one), St. Michael's curious churchyard. Manufactures of kirschenwasser, cider, and paper. In the neighbourhood are Gugginthal Kurhaus, and Felsenegg and Schonfels Sanitariums, 1hr. to 1½h. distant.

The *Lake of Zug*, is 9 m. by 1 to 2½ m., abounds in a fish called "rotheli," much prized. Excursions to *Cham*, where the works of the Anglo-Swiss Milk Co. may be seen; the Gubel, the Egeri See, and *Morgarten*, where the Austrians were first defeated, 1315.

During summer the steamboat runs in connection with omnibuses from the Lake of Zurich; and for tourists to the foot of the Rigi, the Bernese Oberland, and Lucerne. Guide—Casper Schell.

By Rail, page 243; Steamers see page 331.

Zürich—*Stat.*—Pop. (1870) 21,200; or 56,700, with neighbouring communes.—HOTELS:—

HOTEL DE L'EPEE.—Well situated; view on the lake and environs; Recommended.

HOTEL DE BELLE VUE AU LAC.—Splendid situation. Beautiful view of the Lake, T. A. Pohl, propr.

HOTEL DU LAC. HOTEL BAUER AU LAC. ZÜRICHERHOF; SCHWEIZERHOF.

READING-ROOM in the Museum, with English and foreign papers. The landlord of the hotel will give an introduction.

Zürich Canton is beautiful, and fertile, with a dense population, Protestant and manufacturing. Zürich or Zürich (ancient *Turicum*) the capital, 41m. from Lucerne, stands at the north-west end of the Lake, where the Limmat issues from it with an impetuous current, crossed by 5 Bridges, large and small, in view of the Rigi and other Alps. The old walls have been cleared away. It is built along both banks of the river in a valley hemmed in by mountains. Grosse Stadt on the right bank of the river extends to the foot of the Zürichberg and the Sussenberg, and contains a great number of sloping streets; Kleine Stadt on the left bank, is built on the hill of Lindenhoff and St. Peter's. Mean temp. 37° (Jan.) to 66° (July).

OBJECT OF ATTRACTION.—The Cathedral with a Byzantine transept; St. Peter's Church. Cantonal Buildings; Arsenal and Armoury. University founded 1832. Federal Polytechnic School (1864), with its collections, standing near the Forest and Cantonal Schools, Great Hospital, and Observatory. Orphan and Blind Asylums. Platz promenade, and its monument of Gessner, author of the "Death of Abel." The Town and Cantonal *Library* (founded 1620), in the Wasserkirche, contains 40,000 vols., rare MSS., 4000 medals, remains of Lake habitations and Roman antiquities. Among its treasures are Lady Jane Grey's Letters; Zwingli's Greek Bible, with his portrait and statue; a bust of Lavater (born here), and Muller's model of part of Switzerland. Coverdale printed his English Bible at Zürich, 1535. Here Massena defeated the Russians, 1799. Silk and print goods are manufactured.

The *Uetliberg*, the highest point of the Albis range, is about 6 miles from Zürich, 2965 feet above sea level, and may be reached on foot in two hours walking; or by *Rail* to the top, opened 1875. It affords a most lovely view of the lake of Zürich, and of a part of the Alpine range. An Inn on the summit is enlarged by the addition of a Restaurant. A fine general view is obtained from the Albis, at a point eight miles on the road to Zug; and four miles from Kappel, where Zwingli died.

The *Zürichberg*, a hill 2 m. east of Zürich, is another fine point of view especially at sunset.

THE LAKE OF ZÜRICH consists of a lower and upper basin; and is 29 miles in length by 4½ in breadth. The tour of the Lake may be made either by land or water. By land, take *steamboat* to Rapperschwyl Bridge where the two basins unite, along the south-western shore, which is so situated as to command good views, and leads through several very fine villages), and return to Zürich along the north-eastern shore. A road leads from Rapperschwyl to Uznach near the south-eastern extremity, in 3 hrs; and another to Zürich in 6 hours. Vineyards are planted on the Lower Lake; the Upper freezes in winter.

ENGLISH CHURCH SERVICE in St. Anne's church twice every Sunday. Chaplain, Rev. Dr. Heldenheim, nominated by Col. and Cont. Ch. Soc.

PRESBYTERIAN WORSHIP.—A Minister of the Church of Scotland officiates from July to Sept.

U. S. CONSUL.—Sam. H. Byers, Esq.

AGENT FOR *Bradshaw's Guide*, C. Schmidt, Libraire Schabelitz; and at the Railway Station where the London Daily Papers may be obtained.

POST OFFICE.—In Bahnhof-Strasse. EXCHANGE OFFICES.—In Poste Strasse, and Römi Strasse.

HACKNEY CARRIAGES.—To or from the Railway Station; for ½ hour, (stunde) within the town, for 1 or 2 persons, 80 cent.; each portmanteau, 20c. For ½ hour, for 1 or 2 persons, 1fr. 50c.; for more than 2 persons, 2fr. 20c. For 1 hour, for 1 or 2 persons, 2½fr.; more than 2 persons, 3fr. 50c.

CHEMISTS AND DRUGGISTS.—Mr. J. H. Keren, late Hotel de l'Epée.

CONVEYANCES.—See p. 243; Steamers, see p. 331. Travellers for the Rigi reach Horgen in an hour; and a diligence takes them to Zug, p. 331, whence a steamer runs down the lake to Arth at the foot of the Rigi by 2 o'clock. Total fare, 5 francs. The Rigi may be ascended by rail; the well-known view from the summit is one of the sights of Switzerland (see p. 263). The next day, descend to Vitznau (by rail) or Weggis and thence by steamer to Lucerne.

Zweisimmen,—Pop. 1,200.—HOTELS: BAR; COURONNE; several Pensions.

A charming spot, in Canton Bern, 11 m. from Thun, 3,121 feet above sea, in the Simmenthal, where the Great and Little Simmen unite near Blankenburg Castle.

Excursions to the pleasant Saanen Moser Valley, the Dent de Chamois (7,570 feet), Gummfluh (8,070 feet), Gelten and Sanetsch Glaciers, &c.

Church Service at Hotel Couronne, supplied by the Colonial and Continental Church Society.

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ITALY.

For description of the ALPINE PASSES and the LAKES, see SPECIAL EDITION

Books.—See BRADSHAW'S *Illustrated Handbook to North and South Italy*—including a Special Guide to Rome and its Environs, Sicily and Sardinia—forming a complete Guide to the whole country, with Maps and Plans, &c. Price, 7s. 6d. See also, J. Ball's three *Guides to the Eastern, Central, and Western Alps.*

Italy consists of two distinct portions—the continental and the insular. The latter includes the two large islands of Sicily, and Sardinia, with the smaller ones of Elba, Capri, Gozo, Lipari Islands, etc. See the "Islands" section. The continental portion forms a long narrow peninsula, extending from N. W. to S.E., the greatest length of which measures about 695 or 700 miles from the sources of the river Tosa to Cape Cimiti in Calabria, or Cape Lucca in Otranto. The breadth is various, its northern measurement being 360 miles; it is about 275 miles from Mount Genèvre to the mouth of the Po, through the middle of Lombardy; 156 miles from Piombino to Ancona; and only 20 miles in some parts of Calabria. The superficial Area, including the islands, is 122,167 English square miles. The northern border of Italy is formed by the stupendous range of the Alps, extending in a long curve line from the shores of the Mediterranean Sea, near Genoa, to the head of the Adriatic. The Alps are connected with the Apennines, a lower but still important range, which stretches in an uninterrupted line, parallel to the shores of the Gulf of Genoa, and then through the peninsular part of Italy to the Strait of Messina, dividing the country into two narrow sections of lowland, which run along from the mountains to the adjacent seas. The great Plain of Lombardy, between the Alps and the Apennines in Northern Italy, traversed by the Po, is about 250 miles from east to west; its average breadth being 50 miles.

Principal Mountains.—M. Blanc (on the borders of French Savoy), 15,760 ft. above sea; M. Rosa (on the Swiss border), 15,218 ft.; M. Viso (in the W. Alps), 12,640 ft.; Grand Paradis (in the Graian Alps), 13,300 ft.; M. Corno (or Gran Sasso), in the Central Apennines, 9,580 ft. **Passes.**—M. Cenis, or Genisio, 6366 ft.; Great St. Bernard, 8120 ft.; The Stelvio, 9,175 ft.; Simplon, 6,595 ft. **Volcanoes.**—M. Etna (in Sicily), 10,874 ft. high; M. Vesuvius (at Naples), 4,000 ft.; Stromboli (in the Lipari group), 2,650 ft. **Lakes.**—Maggiore, Orta, Lugano, Como, Garda, and smaller ones, all under the Alps, and noted for beautiful scenery. **Rivers.**—The largest are the Po, with a course of 160 leagues; Tiber, 30 leagues; and Arno, 25 leagues.

Population (1871) 26,208,689; (1878) 26,210,000, estimated; in 16 Territories & 69 Provinces. In 1871 there were 66,661 Protestants, and 35 346 Jews. Estimated pop. of largest towns (1878)—Rome, 283,870; Naples, 441,000; Milan, 261,300; Palermo, 232,000; Turin, 214,200. **Reigning Sovereign.**—The States of the Church having been annexed 9th Oct., 1870, Victor Emmanuel became King of United Italy; with Rome for its capital. He had succeeded his father, Charles Albert, 1849, and taken the title of King of Italy 1861. He died 9th Jan., 1878; and was succeeded by his son Umberto, or Humbert, as Humbert I. Humbert was born 1844; and his eldest son, now Prince Royal, was born 1869. The king's brother, Amadeo, was King of Spain, 1870-3. **Senate**—numbers 270 members; Chamber of Deputies, 508. **Army** (1879) 696,000 permanent, in 10 districts; war footing 1,376,000. **Navy** (1878)—73 vessels (20 being iron-clads) of 480 guns. **Commerce**—chiefly with Switzerland, France, and Austria; employing 38,910 ships, (132 being steamers), of 1,062,000 tons, with 209,000 sailors. Coast line, 3 300 m. Among the **Products** are iron, lead, sulphur, glass, marble, rice, oil, fruits, wine, cotton, sugar, silk, and silkworms, pottery, straw hats, pictures, mosaics. Exports and imports to and from England (1877), 3½ millions sterling, and 6½ millions, respectively. **Public Revenue** (1879), 67½ millions. **Debt** 400 millions.

London to Italy through France.—Travellers visiting Italy for the first time, may proceed, by rail and steam, all the way from London to Florence, viz.,—London to Dover or Folkestone, rail; Folkestone to Boulogne, steamboat; Boulogne to Paris, Chalons, Lyons, Avignon, and Marseilles, by rail; from Marseilles, steamboat to Leghorn, and rail to Florence. Those preferring a land journey to Italy, instead of taking the boat at Marseilles, should proceed thence to Toulon, Frejus, Antibes, Nice, and along the coast of the Mediterranean to Genoa and Lucca; passing over the two finest roads in Italy—the Riviera di Ponente or Cornice Pass, from Nice to Genoa; and the Riviera di Levante, from Genoa to Lucca, both now traversed by rail. Railway communication also through Switzerland to Brieg or Chur; thence by diligence across the St. Gothard or Spluegen, pass to the lake of Como, and the soft Italian scenery on the southern slope of the Alps; this is replete with interest to the tourist: avoid the middle and south of Italy in summer. When travelling long distances at night, second class carriages are usually not so full as first class. "Always try and see a beautiful piece of scenery *by night* as well as by day."—T. R. U. Do not drink tea, or live in English fashion. Avoid buying things in shops, unless the prices are marked. As a rule, English people are charged more.

Brindisi Route.—There are two ways; 1st, through France, *viâ* Mont Cenis Tunnel; 2nd, through Germany, *viâ* the Brenner Pass.—The **French and Mont Cenis Route** follows the Lyons rail to Dijon, Chalons-sur-Saône, Mâcon, Amberieu, Culoz, Chambéry, St. Michel, to Modane (17 hrs. from Paris); Then through the Great Tunnel, *viâ* Upper Italian rail, to Turin (24 hours from Paris), Alessandria, Parma, and Bologna, in 7 hours.—The **German and Brenner Route** passes Brus-

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sels, Cologne, Mayence (or Mainz), Aschaffenburg, Munich, Innsbrück, the Brenner, Verona, Padua, to Bologna, as above. Thence, by South Italian rail, to Brindisi. A traveller leaving London on Thursday, 8.45 p.m., reaches Brindisi on Monday, 4 a.m.

Money.—100 centesimi = 1 lira = 9½d. English. The Money in circulation (now 1876) consists almost entirely of Bank Notes and Copper Coins.—The Bank Notes are for 1000, 500, 250, 100, 50, 10, 5, 2, and in paper money £1 Sterling is worth 27 lire and a few centesimi or above 8 per cent. of a premium on gold and silver. GOLD COINS—100, 80, 50, 20, 10, and 5 lire. SILVER COINS—5, 2, and 1 lira, and 50 and 20 centime pieces. COPPER COINS - 1, 2, 5, and 10 centimes. (See *Moneys, Weights, and Measures of all Nations*, by W. A. BROWNE, LL.D., London, Stanford.) Travellers should always pay in paper; should not take the old paper notes of 1 lira and 2 lire; nor take any paper money out of the country. Gold or silver is only found at some of the larger Stations. The English sovereign will yield 27 l. 20 c. to 90 c., according to the exchange. The local 1 lira notes of the leading provincial Banks are current in most parts of Italy.

Railways.—The fares vary; those on the Great Southern Railway, (Ferrovia Meridionale), being the lowest, viz:—1½d.; 1d; ¾d.; 3–10d. per English mile for the four classes. Return Tickets and Circular Tickets, at a reduction of 25 to 35 per cent. Children from 3 to 7, half fare. The 2nd class are generally comfortable and well cushioned; but English travellers are not recommended to travel 3rd class: 2nd class is the cheapest in proportion. There is a government tax on some lines. No free allowance of luggage; 20 per cent extra charge for Express trains on most lines. Italian paper is a legal tender throughout the country for any amount. When travellers take a through ticket into another country, paper is accepted for the proportion of fare to the frontier. The Railway is called "Strada Ferrata," or "Ferrovia"; a sleeping carriage, "vettura salone a letti." Steamers are called "Piroscafi." In 1877, there were 5,000 miles of **Railways** open; and 14,870 miles of **Telegraphs**. Telegram to U. Kingdom, 3d. a word. **Baggage** is examined on the frontier places of Camerlata, Como, Domo d'Ossola, Turin, Udine.

Luggage—May now be forwarded from city to city, without difficulty, by Railway. It must be declared as Passenger's Luggage, "*Effetti di Viaggiatori.*" deliver it, and have a receipt.—Prepay and address it to some Hotel; this ensures a bed on arrival; or, write to the Hotel-keeper to receive it. Valuable property should not be left in the baggage.

Hotels.—In Italy, it is well to bargain before-hand for chamber, &c., unless the hotel be of known respectability; and, to ask the price of table d'hôte. This is especially necessary in small towns and road-side inns. Where there is no table d'hôte, ask for a dinner for 3 lire, including wine, (*Vino ordinario.*) The best Hotels are very comfortable, and English tastes are consulted. A knowledge of the French language is useful in Italy. (See *Vocabulary* in Special Edition.) It is customary in this country to breakfast or take tea and coffee at a caffè: the saving is great, and, except in the case of families it is often a great convenience. "As a rule the Traveller will find English Boarding Houses in Italy very uncomfortable and straight-laced quarters."—R.A.C.

Servants are now charged for in the bills throughout Italy, 1 franc. The Waiter is called "Cameriére." At a Caffè, "Bottega" (shop) is called out. **Wines.**—"In North Italy, try Val di Policella, Gattinara, Barolo, Brollo—but Gattinara does not suit English tastes generally." At Rome "Velletri" is a good ordinary Wine.—E. S. C.

Postage to U. Kingdom, 25 centi. *under* the ½ oz. Cards, 10 c. Newspapers, 5 centi. Money Orders, see p. xivii.

Passports.—Foreign Office Passports now require *no visa* for any portion of the Kingdom of Italy. Nevertheless the Passport itself is indispensable to the Traveller, to prove his identity and nationality; it saves time, and often obtains admission to public buildings; and he is strongly advised always to carry it about with him. See Introduction, p. li.

Churches.—Italy is famous for the number and magnificence of its Churches, and many of the small provincial towns possess monuments of the highest architectural interest. What renders them so extremely interesting is the costliness of their internal decorations—the silver, gilding, rich marbles, precious stones, paintings, mosaics, and sculpture, with which they are profusely adorned. Travellers should not be deterred from entering by the outside appearance; since the exteriors of some of the most magnificent edifices are shapeless masses of brick or rubble. The prevailing church and domestic Architecture of Italy is classical; the pure Gothic of France and England being almost unknown. Venice and a few of the larger towns in the north of Italy, however, have produced a style known as Venetian or Italian Gothic. For the Schools of Art, with Lists of the Popes, etc., see BRADSHAW'S *Hand Book to Italy.*

NOTE—The churches are generally closed from 12 to 3 or 4; Travellers will do well to rise early and visit the public buildings of a town before noon. Some are only open in the morning. Fee (since Oct. 1875) to all Public Galleries, Museums, &c., 1 lira.

Theatres.—There are often two representations daily, in the afternoon and evening; the latter being the dearer. The entrance money frequently only admits to the Theatre; a further payment being required for the place. Prices of admission change from day to day.

Public Security.—Throughout Sicily and in many parts of South Italy, the roads in the interior are so unsafe, that no journey ought to be undertaken without advice, or first consulting the British Consul of the nearest town.

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DESCRIPTIONS OF TOWNS, &c.

Acqui.—*Stat.*—Pop. 10,000. Inn: Mozo.

The ancient *Aquæ Statiellæ*, 23 m. from Alessandria, in Piedmont, on the Bormida, celebrated for its warm springs, which are excellent for gout, rheumatism, paralys's, &c. It has a noble Cathedral, of the 12th cent.; and remains of a Roman aqueduct and reservoirs. Railway, page 254.

Alagna.—At the head of Val Sesia, in Piedmont, 3950 ft. above sea, under Monte Rosa, in the midst of sublime scenery, near Gressonay, Macugnaga, Turlo Pass, and Pile Alp. A fair Inn.

Alassio.—*Stat.*—Pop. 5,500.—On the West Riviera, 28 m. from San Remo, in Piedmont; a growing resort for invalids; having a steady climate (without fog), and fine sands. Rail, p. 257.

Hotels: Grand Hotel d'Alassio—First-class hotel, open summer & winter. Moderate charges. See Advt.; De Londres.

Bankers: Messrs. W. T. Congreve, also agents and wine merchants. (The same as at San Remo).

English Church Service (C. C. C. Soc.) in winter; Rev. J. Hayes, M.A. Medical—Dr. Schneer, author of "Alassio and its climate." "E. Dickinson, Esq., M.R.C.S., Villa Stephanie."

Alessandria.—*Stat.*—Pop. (1871) 28,059.

Hotels: L'Universo; Europa.

In Piedmont, 57 m. from Turin; a city near the confluence of the Tanaro and the Bormida, built 1168, by the Lombard League, and named after Pope Alexander III. Its strong Citadel and the Cathedral are worth notice. About 2½ m. distant, is **Marengo**, where Napoleon defeated the Austrians, 1800. At the large Conservatory objects found on the battle field are preserved.

Railway, see pages 250, 252, 254, 255, 256.

Amalfi.—Pop. 7,693 — Hotels: — Della Luna; Dei Cappuccini; Des Etrangers.

In the Campania, in a fine part of the Gulf of Salerno, behind Sorrento, 8 m. from Salerno (p. 263). Masaniello was born here Another native Flavio Gioja, in the days of its commercial prosperity (13th century), discovered the Compass. Observe the Norman Cathedral (bronze doors and campanile). At **Ravello** (3 m.) is another old Cathedral, remarkable for its bronze doors and Nic. de Foggia's marble pulpit (fine mosaics); with the Rufalo Palace.

Ancona.—*Stat.*—Pop. (1871) 28,031.—

Hotels: Della Pace; L'Europa; La Vittoria; Royal; La Fenice; Della Ferrovia.

A city and busy free port, in the Marches, 127 m. from Bologna, rising like an amphitheatre, on the slope of two hills over the Adriatic, and defended by a citadel. It possesses a harbour, formed by a breakwater and a Mole, 1500 feet long and 60 broad, on which is Trajan's *Roman Arch*, (lat. 43° 38′ N., long. 13° 31′ E). Notice the cathedral; S. Agostino; Exchange; and Cavour's statue in the new town. Loreto is 23 m. distant.

Free Church of Scotland, 33, Contrada Nembrini, service on Sundays at 11 a.m. and 3 p.m.

Vaudois Church.—16, Via del Comune—Sr. P. Bennemann.

H. B. M.'s Vice Consul, A. Tommassini, Esq. American C. Agent, A. Tomassini, Esq. Danish Consul, Henry W. Morellet, Esq.

Railway, see page 258, 260, 262, 264.

Aosta—Pop. 7000—Hotel du Mont Blanc. H. de la Couronne.

In Piedmont, 42 m. from Ivrea (251), the Roman *Augusta Prætoria*, where the Prætorian Cohort was stationed; on the Dora Baltea and Buttier river, in a delicious valley at the foot of the Alps, but afflicted with cretinism. Here are remains of Roman walls, a 2-arch Prætorian Gate, and a bridge; a Cathedral, with frescoes in the porch, and a mosaic floor; St. Ours Church; Town Hall in Piazza. Carlo Alberto; Cretin hospital; Alpine Club-house, with a museum. Boquetin shooting. Centre for Gressonay, Val Tournanche, Cogne and Graian Alps, and Courmayeur. To Great St. Bernard Pass, 19 m.; Martigny, 47 m.; to Becca di Nona (10,385 ft., fine view and Inn) 7 hrs.

Vaudois Church.—Rue Croix de Ville—Sr. Girardone.

At Ivrea stat. (for Turin), large moraines carried down by glaciers are seen. Diligence from Ivrea to Courmayeur (16 hours), through the Valley of Aosta, past the **maths** of St. Vincent near Chatillon; 17 m. from Aosta, & about 1,000ft. above sea level; much frequented by the Piedmontese for diseases of the liver. Hotel, Lion d'Or.

Arezzo.—See Route 8.—Special Edition.

Arola, between Lake Orta and Varallo, under Col di Colma. Eng. Church Service (C. C. C. Soc.) at the Hotel, in summer.

Arona.—*Stat.*—Pop. 4,500—Hotel d'Italia et des Postes.—Messrs. Zanetta Brothers, proprietors. Well situated, comfortable, and moderate charges. See Advt.

A town in Piedmont, 23 m from Novara, on Lake Maggiore, having a ruinous Castle, in which San Carlo Borromeo was born; but particularly noted for his large bronze *Statue*, raised by the inhabitants of Milan 1697. Height, including pedestal, 112 ft. It is 2½ m. from the town; opposite which is the picturesque Castle of Angera.

Railway to Milan, see p. 251. Steamer across Lake Maggiore to Sesto Calende, & thence by rail.

Assisi.—Pop. 4500.—Inn:—Lione.

An interesting old town in Umbria, 14 m. from Perugia, remarkable for three superb churches built one above the other, over the remains of St. Francis, founder of the Franciscan order, and a native of this place. They contain paintings by Giotto, Buffalmacco, G. Gaddi, S. Memmi, etc.

Conveyances.—Railway, see page 260.

Asti.—*Stat.*—Pop. (1871) 31,035, with suburbs —Inn: Albergo Reale

The Roman *Asto*, in Piedmont, 35 m from Turin, near the confluence of the Borbone and Tanaro, among picturesque hills. It has a Cathedral and other churches. Alfieri was born here. Excellent wine and truffles. Rail, see pp. 250, 252, 255.

Bassano.—*Stat.*—Pop. 14,000—Hotels: La Luna; St. Antonio.

A beautiful part of Venetia, 30 m. from Padua, on the Brenta; where fine Italian straw-hats are made. It has a good Bridge; the old Castle of

Ezzelino, who once lorded it here; a Cathedral and 34 Churches; with a museum and gallery, containing paintings by Bassano (a native, 1510-92); and casts of Canova's works. Fine view from Villa Rezzonica. Canova was born at *Possagno*, 11 m. N.E., under Mount Grappa, where they show his house, containing another set of casts, and a church built by him. Rail, see p. 263.

Baveno (Lombardy).—HOTELS:

GRAND HOTEL DE BELLE VUE.

BEAU RIVAGE ET PENSION; HOTEL ZANOLI.

ENGLISH DIVINE SERVICE, at the beautiful Chapel in the grounds of *Villa Clara* (C. Henfrey, Esq.); which 1879 the Queen occupied.

On the west side of Lake Maggiore, on the road to Milan, 3 m. from Stresa, in a charming position opposite to the Borromean Islands.

On the **Isola Bella**, about half an hour's row from Baveno, the Palace and Gardens of Count Borromeo are shown to strangers (Hotel del Delfino). The Gardens are raised on terraces cut out of the rock, and teem with odours of oranges, citrons, and tropical plants in the open air. Isola Madre is also well worth visiting. **Stresa** is a delightful place to stop at for the Borromean Islands. Steamers up or down the lake, call for passengers. A boat with two rowers to Isola Bella and back, 2 to 2½ hours, 4 frs. and 1 fr.

Travellers returning to Switzerland can procure tickets on board the steamer in correspondence with the diligences by the St. Gothard Pass, to Flueelen and Lucerne; or by the Bernardino Pass and through the Via Mala to Zurich. Passengers land at Magadino, for Bellinzona, to await the diligence from Milan. Passengers from Lugano proceed direct to Bellinzona. The two roads join at CADENAZZO. Daily diligence to Domo d'Ossola, over the Simplon down to Brieg Station.

Bellaggio.—Pop. 2615.—HOTELS —

GRAND HOTEL BELLAGIO.—Beautifully situated on Lake Como, and surrounded by a large garden and park. L. Breitschmidt, Manager.

HOTEL ET PENSION GRANDE BRETAGNE.

VILLA SERBELLONI, formerly a château; HOTEL GENAZZINI on the Lake.

Bellaggio is finely situated on a promontory 18 m. from Como. Here are Villa Melzi (to view 1½ fr.); and Villa Giulia (private) which belonged to the King of the Belgians. CHURCH SERVICE at the Grande Bretagne (C. C. C. Soc.)

At **Cadenabbia** opposite, is the HOTEL BRITANNIA, 3 minutes walk from Cadenabbia. HOTEL BELLE VUE, (CHURCH SERVICE, S.P.G.), charmingly placed, with an enchanting view; with Villa Carlotta (1 fr. to view). Boatmen, reasonable. A coach runs between Hotel Belle Vue and Porlezza, corresponding with the steamer on Lake Lugano. H Britania, See Advt.

Belgirate.—On Lake Maggiore, 6 m. from Baveno, 5 m. from Pallanza.—A beautiful series of villas, surrounded by gardens. GRAND H. BELGIRATE. ENG. CH. SERVICE (C.C.C Soc).

Bergamo.—*Stat.*—Pop. (1871) about 22,689.—HOTELS:—L'ITALIA; LA FENICE.

Chief town of a province, in Lombardy, 35 m. from Milan, in a beautiful country; divided into new town or Borgo (containing the Prefecture, Corso, and a Prot. Church), and the old fortified town or Città, on a height, in which are the best buildings, with the Castle beyond. Notice the modern Cathedral, with a cupola, crypt, and paintings; Gothic Palazzo Vecchio, or Broletto, with the public Library, and a statue of Tasso; Palaz. Nuovo or Town Hall; *Carrara Academy*, with portraits by Giorgione and Moroni, and views by Guardi; the church of Sta. Grasia; Sta. M. Maggiore (Romanesque, 1173), of black and white marble, with a red and white marble porch, a Byzantine lions, tomb of Donizetti (a statue), medallions and statues of Roman emperors, wood mosaics (marqueterie), carved stalls and walnut work, and the annexed *Colleoni Chapel*, a rich gem of Renaissance carving.

Trade in silk, etc. The once noted St. Bartholemew Fair is held in the Fiera, near the station. For LAGO D'ISEO, see Itinerary of the Italian Lakes, in Special Edition.

RAIL to Milan, Lecco, &c., see pp. 253, 256. Steamer from Colico to Lecco, see p. 223.

Bologna.—*Stat.*—Pop. (1871) 415,957.—HOTELS:

GRAND HOTEL BRUN, kept by Mr. Weller. First class, comfortable & clean—recommended. See adv.

GRAND HOTEL D'ITALIE.—First-class, refitted up with comfort and good taste. Centrally situated.

H. PELLEGRINO.—Good second-class hotel, combines good accommodation with moderate charges.

AQUILA NERA; TRE RE; HOTEL DE VENISE; BOLOGNA; QUATRO PELLEGRINI; S. MARCO.

CABS:—Del Commercio, La Birraria, Dell'Italia Omnibus to the Station 60 cent., with luggage 1 l. Cabs, one horse, to the hotels, 1 lire, 1 lire (uncovered carriage) or closed brougham, 1 horse; the course 75 c.; the hour 1 l. 50 c.

The ancient *Felsina* or *Bononia*, on the Via Æmilia, in the Romagna, 21 m. from Modena, 82 m. from Florence; 2 miles in length by 2 in breadth, and entered by twelve Gates, connected by picturesque walls and a moat. It has a strong entrenched camp, and is an important railway junction, where the French and German routes meet. The town has a somewhat gloomy aspect, the houses being high and massive, and several of its narrow irregular streets being shaded by overhanging *piazzas*, called Porticoes; but it is improving and prosperous; is well provided with gas and water; and has above 200 schools with thriving factories of hemp (at the Canonica works) pottery, machines, etc. New buildings are rising up; the best shops are in Piazza Vit. Emanuele, and the old Forum; Via Galliera is a fine *piazza*. Two noted brick *Leaning Towers of the* 12th cent. stand in the Corso—the Asinella Tower, 321 ft. high (or 498 steps) 7 ft. out of the upright; and Garisenda Tower, 161 ft. high, 10 ft. out of the upright.

It has given six Popes to Rome, and nearly 100 Cardinals. Among painters of the School of Bologna, are Franco Bolognese, the two Francias, three Caraccis, Guercino, Domenichino, Albani,

Gatta, Lodi Fondi, Vasselli, and Cignani. The *Accademia delle Belle Arti* contains a Pinacoteca, with many pictures of the native school. Mean temp. 36° (Jan.) to 79° (July).

The Studio *University* (now at the Collegi Palace) founded in 1119 by Wernerius, called "Lucerna Juris," has collections of Anatomy, and Natural Philosophy, with a valuable Library. Attending hours of Professors, sometime uncertain.

CHURCHES.—Above 100, some remarkable for architecture and paintings. The Duomo or Cathedral of St. Peter, has a mediæval campanile, with L. Caffucci's Annunciation. The venerable church of *S. Petronio*, first bishop of Bologna, is a Gothic pile of red brick, originally meant to have been 750 ft. long. Others are S. Giacomo, with the restored church of Sta. Cecilia behind it; S. Francesco; La Certosa; Dei Mendicanti; S. Giovanni in Monte (Gothic); Madonna di Galliera; S. Martino; S. Bartolommeo; S. Domenico, with the tomb of St. Dominic, founder of the Inquisition; S. Procolo; S. Annunziata—paintings by Francia; S. Maria de' Servi; and S. Stefano, a cluster of 7 different churches, of which one is a model of the Holy Sepulchre.

Notice the Piazza and Fontana, in the Forum, with the Palazzo Pubblico, opposite the Pal. del Podesta; the Bacchicchi Palace (by Palladio), which belonged to Napoleon I.'s sister, Pepoli Palace (mediæval), the Magnani Palace, and other private Palaces; also Pal. della Mercanzia; Palazzo del Ozino and Th. del Comune; house in which Rossini lived; the Carracci frescoes in Pal. Sampieri; the Monte della Guardia; and the old *Archiginnasio*, (formerly the University) which has the Public library, with a Museum of antiquities found in the Etruscan Necropolis of *Felsina*, 1 m. west of Porta S. Isaia; with some from Villanova and Misano. The Necropolis lies towards the Certosa Convent, near the modern Campo Santo or Cemetery, which contains some good statuary under cover. The Church of Madonna di S. Luca (on a fine point of view) is approached by a long portico or colonade on 635 arches. S. Michele in Bosco is on a hill, near the King's Palace, and Pias. d'Armi, over the Public Gardens.

BRITISH CHURCH SERVICE, Chaplain (S.P.G.), Rev. S. P. Mathieu, M.A., at Hotel Brun. From April to June, and from Oct. to Dec.

Mail, to Milan and Turin, see pp. 251, 258. To Rimini, Ancona, and Brindisi, p. 284; to Venice, p. 289; to Florence and Rome, pp. 280, 280.

Bordighera.—*Stat.*—Pop. 1,480.—HOTELS:—GRAND HÔTEL BORDIGHERA. Under the immediate superintendence of the Proprietor A. Angst. See Advt.

H. BEAU RIVAGE.—P. Guglielmi, prop. See Adv.

HÔTEL AND PENSION WINDSOR.—Magnificent situation full South. Newly opened. See Advt.

HÔTEL D'ANGLETERRE.

On the West Riviera, in Piedmont, 26 m. from Nice, 10 m. from Mentone on the Mediterranean. Among groves of olives, palms (grown compactly [illegible] Citrons and lemons, with numberless botanical walks in the woods and ravines. It is here that Ruffini lays the scene of his novel, "Dr. Antonio." The climate is almost perfect—warm and genial, & admirably suited for invalids.

CONVEYANCES.—Railway, see page 257.

Bormio (*German* Worms.) INNS:—LA POSTA; COLA. Accommodation at the BATHS di Bormio, about two miles up the valley.

On the borders of Tyrol in Lombardy, 24 m. from Tirano, near the Cima di Piazza and other peaks, 9,600 to 11,700 ft. Travellers for Val di Sole and Val di Non (Non Thal), proceed to Sta. Caterina, and then ascend (on foot) Monte Gavia, with a guide.

CONVEYANCES to Colico; to Prad, (38 miles), Meran, and Mals; over **Monte Stelvio** (the Wormser Joch) connecting Italy with Tyrol, 9,175 feet high, 12 miles from Bormio; having a refuge, which is the highest habitation in Europe. Grand views of the Madatsch Glacier and of the Ortler Spitz, near Trafoi. Its ascent is no difficult. *See* STELVIO PASS, in *Special Edition*.

ENGLISH CHURCH SERVICE at the Bagni Nuovi, on Sundays, at 11 a.m. and 3.30 p.m. Holy Communion after morning service. Chaplain (C.C.C. Soc.) licensed by the Lord Bishop of London.

Brescia.—*Stat.*—Pop. (1871) 36,906. HOTELS: L'ITALIA; DEL GAMBERO; DE FRANCE.

The Railway station is about ¾ of a mile from the town. Omnibuses, 1 fr.; Cabs, 1 horse, 85c. the drive; 2 l. the hour.

The Roman *Brixia*, and capital of a province in Lombardy, in a fertile valley, 51 m. from Milan, with a noticeable Citadel and Campo Santo. The Museo Patrio, in a Roman Temple built by Vespasian, has a bronze Victory and other antiquities. *Tosi Gallery*, or Town Museum of paintings, engravings, etc. (the gift of Count Tosi, with his palace) has works by Moretto, Raphael, etc., in 18 rooms, with sculpture by Canova and Thorwaldsen. Some old illuminations and MSS. are at the Quirini Library (¼ fr.) The Palazzo della Loggia, or Town Hall, is rich marble, and has some good paintings. Near it are the Orologio and Pallata Towers. The old Broletto Palace is of brick, near the Torre del Popolo. At the Duomo Vecchio, called Rotonda (or the round church), are some paintings. The Duomo Nuovo, or new *Cathedral*, is entirely of marble, and contains good pictures. The church of Sta. Afra, on the site of a Temple of Saturn, has works of Titian, Paolo Veronese, Tintoretto, Bassano, with some frescoes. Notice, also, the works at San Francesco, SS. Nazario e Celso, San Domenico, San Barnaba, San Giovanni Evangelista, and San Faustino Maggiore. In the Corso di Teatro the houses are painted with mythological and historical subjects.

VAUTOUR'S OM.—Via S. Nicolo, No. 1832-S. Bonpet.

CONVEYANCES.—Railway to Bergamo, Milan, Como, Chiasso, Verona, Mantua, Padua, Venice, Pavia, &c., see pp. 252, 258, 255. By diligence to EDOLO (pretty good inn), 55 miles in 18 hours, by a beautiful road, past Lago d'Iseo. From Edolo to Tirano (no good inn), Bormio, and Pontresina, by a good road, through splendid scenery. Thence across the Austrian frontier, to Nauders; and from Nauders along the valley of

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the Inn to Innsbruck, in 17 hours, over the Finstermunz Pass, and through Landeck.

Brindisi.—*Stat.*—Pop. 12,000.—HOTELS:—HOTEL ORIENTAL; HOTEL DE L'EUROPE. THE GREAT EAST INDIA HOTEL. HOTEL D'ANGLETERRE, opposite the port.

The ancient *Brundusium*, in Apulia, and a walled town with a good Harbour (a perfect mass of Roman remains), the nearest European port to Alexandria, on the Indian Mail Route, 54 hrs from London. The town is a heap of dirty, ill-drained streets, through which one good street has been cut from the station to the water side. The P. & O. Company take 2000 passengers each way yearly. The Port is perfectly sheltered, and so much improved that the mail steamers berth alongside the quays, where there is a clear depth of 26 ft. Since 1866 two quays in the inner harbour, 1530 to 1600 feet long, have been made; also, a boundary wall in the Canal d'Ingresso (a channel connecting the outer and inner harbour); a Breakwater, 1250 feet long, close to the Bocca de Puglie, between the Island of St. Andrea and the mainland; and a Mole, 920 feet, from Forta di Mare. Lat of lighthouse 40° 38′ N., long. 18° 5′ E.

H. B. M.'s CONSUL—L. Joel, Esq.

BANK—International.

CONVEYANCES.—Rail to Ancona, Turin, Paris, &c., see p. 265. To Naples, via Foggia pp. 265-266. P. & O., and Italian Steamers to Alexandria, with outward mails, in 3 days; to Ancona and Venice, P. & O. Steamers with homeward bound mails are due on Friday at 11 a.m. Austrian Lloyd and Italian Steamers leave for Corfu, etc., the following midnight. See Steamer List.

Buffalora (Lombardy).—Pop. 1260.

On the Ticino, 18 miles from Milan, near the field of **Magenta**, where on June 4, 1859, the Austrians were defeated by Marshal MacMahon. The bridge has been rebuilt of white marble.

Capua.—*Stat.*—Population 16,000.

HOTELS:—ITALIA; POSTA.

A fortified city of Campania, in the Terra di Lavoro, 27 miles from Naples, 1½ miles from the ancient Capua, and built from its ruins. No town in Italy, with the exception of Rome, is so rich in Roman inscriptions. The Cathedral, and the Church of the Annunciation are worthy of attention. At S. Maria di Capua the site of ancient Capua, are the remains of a large *Amphitheatre* built of brick and white marble, and of four orders of architecture, in very tolerable preservation. Fine view extending to Vesuvius.

CON.—Rail. to Caserta, Naples, & Rome, p. 262.

Caserta.—*Stat.*—HOTELS: VITTORIA; STELLA D'ITALIA.

A royal Palace (one of the most extensive palaces in Italy) 7 miles from Capua. Permission may easily be obtained in Naples.

CONVEYANCE.—Railways, see pages 262, 266.

Castellammare.—*Stat.*—Pop. 15,000.

H. QUISISANA. First-class house for families and gentlemen. Highly recommended for its *pure air*.

HOTEL STABIA. HOTEL ROYAL.

Castellammare di Stabia (ancient *Stabiæ*), in Campania, 17m. from Naples; frequented for its sea-bathing, and iron, saline, and sulphur springs; beautifully situated on the Bay at the foot of Monte S. Angelo (4,700 ft.) It has a cathedral, old castle, dockyard, baracks, Quisisana palace, granaries, and maccaroni works, and the factory of the Italian Metal Works Comp.

CHURCH SERVICE, in winter (Rev. D. M. Clark.) supplied by the Col. and Cont. Church Society.

BRIT. V.-CONSUL.—P. Sorrentino, Esq. AMER. C. AGENT-A. Wood, Esq. Rail. to Pompeii, Naples, Cava, &c., see p. 263. Drive to Sorrento.

Cava (La).—*Sta.*—Pop. 19,500.—H. VILLA CIOFFI, a little way out of town; HOTEL DE LONDRES. Pension: Villa Della Monica, at Castagneto.

Cavalies 7 miles from Salerno, at easy distances from Sorrento, Paestum, and Amalfi. Carriages at moderate charges. Within half an hour's walk is the famous Benedictine Monastery of *The Trinity*, second only in importance (and the treasures it contains) to Monte Casino. Railway, see p. 263.

Ceprano.—*Stat.*—Pop. 4.000. Buffet.

Here Murat was defeated in 1815. Rail, see p. 262.

A Stat. on the old Naples frontier, 76 m. from Rome; surrounded by a wall, near the river Liris, over which is thrown a handsome bridge.

Certosa.—Opposite to Isoletta. See **Pavia.**

Chiavenna.—Pop. 4,000. HOTEL CONRADI.—The Roman *Clavenna*, 7m. from Riva, at the head of Lake Como, on the Splugen road, where the fine Val Bregaglia comes in. It has S. Lorenzo Church, and a Castle of the De Salis family. Up the Maira in Val Bregaglia is **Promontogno** (Hotel Bregaglia), a spot with a mild winter climate, 2,699 ft. above the sea, over the *Swiss border*, on the way to Maloja Pass and the Upper Engadine.

Civita Vecchia.—*Stat.*—Pop. 12,000.

HOTEL ORLANDO.

Refreshment-room at the Station outside the ramparts, where breakfast, &c., can be had at moderate charges. Omnibus to the town, ½ fr. to 1 fr. Boat hire, embarking or disembarking in the harbour, ½ fr., and 1 fr. for a box. All Steamers enter the harbour.

The port of Rome, 51 miles from Rome, through which the generality of over-sea travellers enter into Southern Italy. The fine line of steamers plying between Marseilles and Naples regularly touch here, and contribute greatly to its importance and prosperity. Exports from the interior are here shipped for England and other countries. Travellers are not permitted to land until the passports and ship's papers are shown and examined. In the Town Hall is a small gallery of Etruscan antiquities, viz., sarcophagi, female heads, &c. Several Etrurian cities can be easily visited from this port. Lat. 42° 5′ N., long. 11° 45′ E.

H. B. M.'s CONSUL.—J. T. Lowe, Esq. AMERICAN C. AGENT, G. Marsanich, Esq.

CONVEYANCES.—Railway to Rome and Leghorn, see pp. 261. Steamers, see page 308.

Cogne.—Pop. 1600.—HOTEL.

A beautiful spot in Piedmont, at the centre of the lofty *Graian Alps*, among fine valleys and peaks, 10 m. from Aosta, on the path to Turin 50 m. Iron works here. The highest peaks are **Grand Paradis**, 13,300 feet high, first ascended 1860,

(about 7 hours); Grivola, 13,210 feet; and Grand Tour St. Pierre. Towards Aosta are M. Emilius, 11,677 feet, a fine point of view; and Bocca di Nona, 10,884 feet.

Como.—*Stat.*—Pop.(1871)24,350.—HOTELS:—HOTEL VOLTA; L'ITALIA.

The Roman *Comum*, on the beautiful *Lake* of Como, in Lombary, 30 m. from Milan, 2 m. from Camerlata; with a trade in silks, woollens, cotton yarn, and soap. Its objects of attraction are the fine Cathedral; the Broletto or Town Hall; the Theatre; the Piazza Volta, and the Gateways of the city. The Plinians, with its intermittent spring, on the site of the Villa of Pliny the Younger (born here) and Barbarossa's Tower, deserves a visit. At **Cernobbio** is *Villa d'Este*, once Q. Caroline's, and now Hotel Regina d'Inghilterra—3 m. from Como; Church Service (C.C.C. Soc.)

The **Lake of Como** is exquisitely lovely, surrounded (except at the southern extremity) by lofty mountains, that run down from the Alps. **Bellaggio**, a promontory at the junction of the two arms of the lake, is perhaps the most charming spot here about; chapel at the Hotel (Grande Bretagne), where CHURCH OF ENGLAND service is supplied by the Col. and Cont. Ch. Soc. See p. 512. For **Cadenabbia**, see p. 572. Villas Serbelloni, Melzi, and Carlotta, with their magnificent gardens, should be visited. Between Como and Lecco is **Monticello** in the Brianza; a beautiful summer resort on a ridge in view of Milan, the Lakes, and the Alps. Hotel at the old Palazzo Nava.

VAUDOIS CH.—5, Via dei trei Monaster.—Sr. Gay.

Steamers up and down the lake twice a day and to Lecco and back daily. Fares, 4 frs. and 2 fr. 10 ct. Boatmen and boat per day, 4 and 5 fr. by the hour, 1½ to 2 fr; see p. 233. Rail to Milan; see p. 256.

Corniche Road (The), or West Reviera, otherwise the Riviera di Ponente, from Genoa to Nice; one of the most beautiful drives in Europe. Railway See p. 257.

Principal towns on the road, Voltri, Savona, Noli, Oneglia, San Remo, Ventimiglia, and Mentone; the last being in France. For Savona and S. Remo, see those names; nearly all are stations.

Carriage road good, sometimes stopped by ravages of torrents; rising at times 1,600 feet above the sea; and offering a succession of ports, gulfs, villages, rich vegetation, and beautiful prospects.

The road itself is narrow, so that two carriages can with difficulty pass; the space being a mere ledge or cornice (hence the name.) Almost all the towns and villages are built with high narrow streets, to withstand the heat of the climate. Many have large towers, first erected as a protection from the Barbary pirates. Along the road cactus and aloes are seen with bunches in flower 6 or 7 feet high. At **Cogoleto**, a village near Voltri, they show a house in which, tradition says, Columbus was born, about 1436-42. Near Zinolea you cross the Tragenda torrent, leave Vado on the ridge of a mountain, pass through Porto di Vado, and Spotorno, and reach **Noli** (Hotel de la Post), the *Nolum* of the Romans; pop. 2000

Further on is **Albenga** (pop. 4189), also a former republic, in a broader valley, with a tropical climate (Albergo Reale) 377 ft. above sea. Gothic cathedral and Roman bath. At Borghetto S. Spirito, is a curious grotto. For **Alassio**, see p 511.

Ponte Lungo has a Roman bridge of solid granite over the Ortovero. **Oneglia** (pop. 6,439.) Railway Hotel; Di Londra. A fortified town and good port. Its riches consist in its olive orchards. The trees grow in terraces; many are of venerable antiquity. Oneglia oil is noted. **Porto S. Maurizio**, between Oneglia and S. Remo. For **Bordighera**, see that name.

Corniglianо.—*Stat.*—HOTELS:—

GRAND HOTEL VILLA RACHEL; BEAU SEJOUR.

In Piedmont, on the beautiful Riviera, 3½ m. west of Genoa; recommended as a winter residence. Several Villas and the Incoronata Church are here.

ENG. CHURCH SERVICE.—Rev. Dr. Smith, (C. C. C. Soc.)

MEDICAL.—Dr. Maddox, in winter. Rail., p. 257.

Cortona—See Route 8, Special Edition.

Courmayeur. — Pop. 2580. — HOTELS:—ROYAL; ANGELO; UNION.

At the south foot of Mont Blanc, in Piedmont, 25 m. from Aosta, by carriage road; in view of the Col du Géant, and Mont Blanc. Many travellers consider Courmayeur preferable for situation to Chamonix. Mont Blanc was first ascended from here in 1861. The Passage of the Little St. Bernard commences at Pré St. Didier, about a league from Courmayeur. Mineral water.

ENG. C. SERVICE (C.C.C. Soc.) at Vaudois Church.

EXCURSIONS.—Up the Cramont, ascent easy, 1½ hour; and up Montagne de Saxe; with noble prospects from both. Courmayeur is a good centre for the grand scenery of the Graian Alps of Piedmont. See Cogne.

Cremona. — *Stat.* — Pop. (1871) 28,679.—HOTELS:—HOTEL L'ITALIA, the best.

SOLE D'ORO; ALBERGO REALE; CAPELLO.

In Lombardy, 45 m. from Pavia; a decayed place, founded by the Romans, on the Po, full of old streets, squares and palaces; and noted for the violins made by Stradivarius, etc. Chief objects.—*Cathedral* of 12th-15th cents., rich in frescoes and marbles; with an 8-sided Baptistery; and old Campo Santo. Palazzo Pubblico (pictures by Campi, etc.); Giureconsulti Palace (now a school); Pal. Reale (pictures, nat. hist., coins). *Torrazzo*, or Bell Tower, of brick, built 1284, about 500 steps high. Churches of SS. Agostino e Giacomo, S. Pietro, S. Sigismondo (in the suburbs), containing pictures by Campi and others of the Cremona School.

Rail. to Brescia and Pavia, see pp. 251, 255, 259.

Desenzano.—*Stat.*—Pop. 3,450.—HOTELS:—ALBERGO DELLA POSTA; ALBERGO REALE; VITTORIA. Distant from the station 1 m.

In Lombardy, 17 m. from Brescia, beautifully situated on the lower or south end of the Lago di Garda, 10 minutes distant. Hence on the rail to Brescia, is the station of Lonato, from whence branches the direct road to **Solferino**, passing the villages of Cartiglone, 4 miles; Guidizzolo, 5 m.; Goita, 5 m.; places which formed

the Austrian line occupied by about 200,000 men. The French, under Louis Napoleon, numbering about 179,000 men, forced the Austrian position from the right to the left bank of the Mincio. After a well contested battle, which lasted from sunrise to sunset, the Austrians retreated in good order from Solferino, Giudizzolo, Volta, and Valtigle, to Villafranca, about 9 miles. The battle was fought on the 24th of June, 1859. The killed and wounded, on both sides, amounted to upwards of 40,000. **Villafranca**, where the two emperors met and concluded peace, is the second station from Verona, on the Mantua railway. Close at hand is **Custozza**, where the Italian army, under Victor Emanuel, was defeated by the Austrians, with the loss of 20,000 men, June, 1866.

CONVEYANCE.—Railway, see p. 252. Steamer 333.

Ferrara—*Stat.*—Pop. (1871) about 28,509.—HOTELS: STELLA D'ORO, DE L'EUROPE, TRE MORI, TRE CORONE.

An old city, in a marshy tract of the Emilia, on the Po, 39 m. from Bologna; once a seat of the Este family, a house related to those of Brunswick and Hanover. Ferrara was famous for its University. The School of Ferrara, founded and patronised by the Este family, boasts many illustrious names in art & science, from Ariosto & Bojardo to our times.

Public Buildings—Cathedral, and Churches of S. Francesco, S. Benedetto, S. Paolo, S. Domenico, S. Andrea, the Campo Santo and others. Castle, formerly the Ducal Palace, sometime the residence of the Cardinal Legate. Gallery of Pictures, or *Pinacoteca*, at the Town Ateneo in the Diamente Palace, one of the most beautiful palaces of Ferrara. This gallery contains many excellent paintings, particularly Garofalo's Agony in the Garden: the Nativity, by Bastianino; Dosso Dossi's Noah's Ark; the Fall of Man, by Agostino Caracci; and works by Tura. The House of Ariosto, and his statue. Palazzo del Magistrato, and its Aristotean Academy *Studio Publico*, or Schools of Medicine and Jurisprudence, containing a rich collection of coins, Greek and Roman inscriptions and antiquities, with the celebrated Sarcophagus, dedicated by Aurelia Entychia to her husband. Its chief interest is in the public Library, containing 80,000 volumes, and 900 MSS., among which are the Greek palimpsests of Gregory and St. Chrysostom: some manuscripts of Ariosto and Tasso, together with Ariosto's arm-chair of walnut wood, the beautifully executed medal bearing his profile which was found in his tomb, and his bronze ink-stand. A Cell in the hospital of St. Anna is shown as the *Prison of Tasso*. It is below the ground floor, and lighted by a grated window from the yard. On the walls are the names of Lord Byron, Lamartine, &c. Observe the Theatre; Citadel; and statue of Savonarola (born here.)

CONVEYANCES.—Railway, see page 259.

FLORENCE (*Italian* **Firenze**)—*Stat.*—Pop. (1871), 123,463 or 167,093, including environs.—(*Map in Special Edition.*) HOTELS:

GRAND HOTEL DE LA VILLE C. Autenrieth, proprietor. Comfortable and well situated.

GRAND HOTEL DE RUSSIE, very well situated on Piazza Manin and Lung' Arno. Prices strictly moderate.

GRAND HOTEL NEW YORK, Lungo L'Arno, a first rate house, fitted up in the English style, for families and gentlemen, deservedly recommended.

GRAND HOTEL DE MILAN.—13, Rue du Cerretani, close to Cathedral, and near the Station.

HOTEL DE L'UNIVERS. Full south, great comfort beautiful gardens. See Advt.

GRAND H. ROYAL DE LA PAIX; WASHINGTON; PENSION SUISSE; D'ITALIA; PEN. GIRARD, 2nd cl.

HOTEL PORTA ROSSA.—Very good centrally situated Hotel, well managed. The proprietor, Mr. Bassetti, speaks English. See Advertisement.

HOTEL DE ROME, 8, Piazza Maria Novella.—Kept by Mr. Henkel. English spoken.

HOTEL DE LONDRES, good and clean, formerly HOTEL DE L'UNION, 43, Via del Scala.—See Advt.

HOTEL MINERVA. HOTEL VICTORIA. HOTEL ROYAL DE L'ARNO.

DE L'ARNO, in Lung ARNO; HOTEL ET PENSION ANGLO-AMERICANO.

HOTEL MONACO.

HOTEL and PENSION COURONNE D'ANGLETERRE.

RESTAURANTS: des Etrangers and Brasserie, Place Manin, underneath the Hotel de Russie, Della Patria Stella, D'Italia, Della Fenice, &c. Della Luna or Rossini, near Palazzo Vecchio.

CAFFES: Doney; D'Italia; Elvetico; &c.

APARTMENTS, chiefly on Lung' Arno Acciajoli, opposite Palace Pitti; between Borgognissanti and the Cascine; and Piazzas d'Azeglio and del' Independenza. PENSION, at Mad. Brunetti's, 20, Via Nazionale.

BANKERS.—Messrs. Haskard and Son, 3, Piazza S. Gaetano (Palazzo Antinori) cash circular notes, letters of credits, &c. Charge no commission.

CAB FARES (1 horse)—From Station to Hotels 1 lira; a drive 80c. By time—first half-hour, inside the Boundaries 1 lira 30 c.; outside 2 lire. Every half-hour after, 70c., and 1 l. Omnibus 10 c. Trunk 50c.; bag 25 c. Fare in advance for the theatre or opera. Extra at night.

THEATRES.—Pergola, restored 1857; Nazionale, Via dei Cerchi; Niccolini, Via Ricasoli; Alfieri, Via Pietra Piana; Goldoni, Via Sta Maria; Pagliano.

READING ROOM.—Vieusseux's 2, Piazza Sta. Trinita; a fine Room, with a circulating Library.

DENTIST: Dr. J. G. Van Marter, American Dentist—Palazzo Aresi, 24, Lung' Arno Nuovo.

CHEMIST: H. Roberts & Co., Pharmacy (for the British Leg., via Tornabuoni, 17 & 2, Piazza Manin.

SOCIETA ARTISTICA, 18, Viale Principe Eugenio, opposite the Protestant cemetery; designed to bring purchasers into direct communication with the best Artists; Manager, Mr. R. W. Sprague.

Florence, "the city of flowers and the flower of cities," 82 m. from Bologna, 196 m. from Rome; sometime the capital of the kingdom of Italy, and formerly the capital of Tuscany; lat. 43° 46' N., long. 11° 17' E.; mean temp. 42° (Jan.) to 77° (July). It can be best seen from the Boboli gardens, from the Church of San Miniato, and from the Belle Sguardo, a hill whence a fine view may be ob-

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tained. Galileo's Villa is at some little distance near the hill of Arcetri. In general, the streets are narrow; but the palaces are noble. The river Quays are called Lung' Arno (*i. e.* on or along the Arno); that on the right bank extends to the Cascine (Dairy) Gardens which are 2 m. long. There are 9 Gates; 2 Markets; 7 Bridges (2 suspens on); and 23 Squares or *Piazzas*, including the Piaz. of the Signoria, with its statues, Piaz. del Duomo, Piaz. Santa Croce, with the Dante Memorial (1865, the 600th year of his birth), Piaz. dell' Annunziata, the Piaz. Vecchia and its statues, Piaz. Santa Maria Novella, Piaz. San Spirito, and Piaz. of M. Angelo, which has a copy of his David.

The Gothic *Duomo* or Cathedral of Sta. Maria del Fiore, was begun 1298 by Arnoldo di Lapo; and finished 1470—Giotto and Brunelleschi being among the architects employed. The walls are cased with marble. It is 500 ft. long; with a nave 128 ft. wide, and transept 310 ft. long. The 8 sided *Cupola* (copied by M. Angelo at St. Peter's) over the Choir is 140 ft. in diameter, and 380 ft. high to the cross. A new front is in progress. It has several chapels; statues and bas reliefs by Donatello, D. Ghirlandajo, N. Aretino, G. Pisano, etc.; portraits or busts of Dante, Giotto, Di Lapo; and a fresco of Sir John Hawkwood, an Essex man.

The small coloured windows, make the interior look sombre and gloomy. The pointed arches are not truly Gothic. The pavement is tesselated with red, blue, and white marble. Stained glass, by a Florentine artist, Gambasi, in 1434. Near the principal gate is the 4 story *Campanile* or Belfry, 42 ft. square, 269 ft. high, begun by Giotto, 1334; and adorned with bas-reliefs and statues of patriarchs, prophets, evangelists, sibyls, by Donatello, A. Pisano, and others. Opposite this is the 8-sided *Baptistery* (S. Giovanni Battista), the bronze gates of which by Ghiberti and A. Pisano, were called by M. Angelo, the Gates of Paradise.

At the Church of Or' San Michele is a white marble tabernacle, constructed to hold the miracle-working picture by Orgagna, and surmounted by the statue of St. Michael. The dark solemn church of *Santa Croce*, near the Bargello, contains monuments of Dante (modern), M. Angelo, Galileo, Machiavelli, Alfieri, and Manin. Other churches worth notice are—Santa Maria Novella (called by M Angelo his "Bride")—having a Madonna by Cimabue; San Lorenzo, which contains the Medici Chapel, covered with rich marbles, also the Laurentian Library, designed by M. Angelo, and M. Angelo's Sacristy, with the tombs of the Medici, and the celebrated Statues of Day and Night; the church of San Marco—works by Fra' Angelico and relics of Savonarola; the Annunziata, a fine church with frescoes; Il Carmine; and S. Spirito, on the s. side of the river.

Among the *Palaces* are the Palazzo Vecchio, or Town Hall; and the Riccardi Palace belonging to the city, with a library of 23,000 vols., and 3,000 MSS. Casa Buonarotti, the house of M. Angelo, in Via Ghibellina, bequeathed to the city contains several relics, letters to 1563, and a Bust placed here at the festival of 1875.

GALLERIES, MUSEUMS, &c.—Galleria Reale, on the upper floor of the *Uffizi*, open every day, 9 to 3. Gallery of the Palazzo *Pitti* (460 ft. long), at the same hours. Fee 1 lira; except Thursdays and fête days, when they are free. The two Galleries contain perhaps the richest and most celebrated collection of statues and pictures in the world, including the Venus de'Medici, and works of Raphael; whose portrait by himself is in the Hall of Portraits. For a Summary, see Route 6, Special Edit. On the 1st floor of the Uffizi is the *National Library*, founded by A. Magliabecchi; containing 150,000 vols. and 12,000 MSS., including one of Tasso, with several of Machiavelli and Galileo. The Archives (150,000) are here. The Laurentian Library contains 9,000 MSS., including the Pandects, and MSS. of Virgil, Tacitus, Plutarch, the Decamerone, and several by Dante. The Marucelli contains 45,000 vols. National Museum, in the old Podestà or *Bargello*. Museum of Natural Hist., near the Pitti Palace. Etruscan Museum at S. Onofrio's. At the Academy of Fine Arts (Belle Arti) in Piaz. di S. Marco, are some early masters, as Cimabue, Giotto, F. Lippi, etc., with cartoons, statues (including M. Angelo's *David*); and the factory for Mosaics.

ENVIRONS.—Among the places worth a visit are Villas Demidoff (near Cascine Gardens), Petraia (the King's), Careggi, Ginori (and the pottery works); Bellosguardo, Fiesole, Poggio Imperiale, Pratolino, La Certosa; **Prato** (11 mls.) with a good Duomo and a Gallery (works by T. Gaddi and F. Lippi); and the suppressed convent of **Vallombrosa** to be reached *via* Pontassieve or Rignano Station. From Pontassieve it is 11 to 12 miles, through Pelago (Inn), Patorno, and Tosi, to Vallombrosa, now a Forest School (opened 1869), in a healthy spot, among groves of pines, &c., 3000 ft. above sea, half-way up the Prato Magno ridge, near a small Inn. The top of Prato Magno, 5325 ft. high, overlooks the Casentino (at the head of the Arno), Poppi and Bibbiena (15 or 16 m. from Vallombrosa), within a few hours of the suppressed convents of *Camaldoli* and *Alvernia* (or *La Vernia*), on the slope of the Apennines, to the east. At one point you see both the Adriatic and Mediterranean. Penna della Vernia (4790 ft) marks the source of the Tiber. Fine mountain scenery and trout fishing. To **Certaldo**, 15 m. from Empoli, up the Elsa; for the monument to *Boccaccio*, who was born and died here, 1313-75.

H. M.'s CONSUL, D. Colnaghi, Esq. VICE-CONSUL.—A. French, Esq., (French & Co., bankers.) AMERICAN CONSUL, Crosby J. Schuyler, Esq., 7, Via Maggio.

ENGLISH EPISCOPAL CHURCH of the Holy Trinity (Via del Maglio, Piazza San Marco.); erected 1844. Licensed Chaplain, Rev. R. Loftus Tottenham, M.A., late Chaplain to the Legation; 57, Via Ghibellina, Piano Terreno. Services Sunday at 8.30, 11 a.m., and 3.30 p.m.; Wednesday and Friday, 11 a.m. Holy Communion every Sunday, and on festivals, at 8.30 & 11 a.m. Free Lend. Lib.

AMERICAN UNION CHURCH—(Evangelical Alliance.)—Via del Serragli, No. 17. Sunday, 11 a.m. and 3 p.m.; Sunday school, 10 a.m. Prayer Meeting, Wednesday evening, at house of Pastor Rev. J. E. Kittredge, Piazza d' Azeglio, No. 9.

AMERICAN EPISCOPAL CHURCH, 11, Piazza de Carmini. Sunday, at 11 a.m. and 3 p.m.

SCOTCH CHURCH, 11, Lung 'Arno Guicciardini. Sunday at 11 and 3; Tuesday, 3 p.m. (except July and August). Minister, Rev. J. R. McDougall, M.A. (Free Church); residence above the church.

VAUDOIS CHURCH.—51, Via dei Serragli, Palazzo Salviati—Sr. Comba, etc. Also at Chiesa S. Elisabetta—Sr. Geymonat.

BIBLE SOCIETY'S AGENT.—Mr. T. H. Bruce, 28, Via de Panz.ni.

MEDICAL.—Dr. Wilson; Dr. Duffy; Dr. Young, Pal. Levi, 24, Lung' Arno Nuovo. AMERICAN PHYSICIAN, Dr. Forrest, 27, Via Luigi Alemanni. DENTIST.—Mr. Dunn. AMERICAN DENTIST,—Dr. Glayton, 36. Lung Arno Nuovo, and Dr. Van Marter, 5, Via Palestro. BOOKS, PRINTS, PHOTOS, STATIONERY.—DEPOT FOR BRADSHAW'S GUIDES, MAPS, &c.—E. Goodban, 19, Via Tornabuoni COPYIST OF OLD Masters, Sign. Pompigloni, 3, Piazza di Sta. Croce. POST OFFICE —At the Uffizi; TELEGRAPH at Pal. Riccardi.

CONVEYANCES.—Railway *via* Pisa, to Rome, see p. 261; to Rome *via* Arezzo, Perugia, and *via* Chiusi and Orte, p. 260. To Bologna, Venice, Milan, pp. 251-2; to Genoa, *via* Pisa, p. 261, 257. Steamers from Leghorn, see p. 315.

Frascati. — *Stat.* —Pop. 6000.—HOTEL:— DI LONDRA.

A beautifully situated town of the Campagna di Roma, on the Alban hills, 12½ m. from Rome, below the ruins of *Tusculum*. It is a favourite resort of the Romans in the summer months, and much frequented by English families for its beautiful scenery and healthy climate. "Henry IX.," the last Stuart is, buried here. Near it are Villa Aldobrandini, and site of Cicero's Tusculan Villa. Rail to Rome and Marino, p. 262.

GENOA *(Ital.* Genova)—*Germ.* Genua—*Stat.*—Pop. (1871) 130,269. (*With Map in Special Edition.*)—HOTELS.

GRAND HOTEL DE GENES.—First-class hotel, situated opposite the Carlo Felice Theatre.

GRAND HOTEL ISOTTA, 7, Rue de Rome.—First-class Hotel, newly built. See Advt.

GRAND HOTEL DE LA VILLE, beautifully situated in the centre of the town. H. Engel, proprietor.

HOTEL DE FRANCE, good, well situated—Isotta, Brothers. HOTEL TROMBETTA OR FEDER.

HOTEL DE LONDRES AND PENSION ANGLAISE.—Well situated, near the Central Station.

GRAND HOTEL D'ITALIE ET DE LA CROIX DE MALTE.

HOTEL DES QUATRE NATIONS; DE L'ECU; VICTORIA; BONERA; DEL GRAN COLOMBO.

RESTAURANTS:—Del Centro. CAFFE.—Italia open only during the season; Costanza.

CAB (1 horse), 1 l. 50c. first hour; the drive or course 1 l. OMNIBUSES, 10 c. and 20 c.

POST-OFFICE Piaz Fontane Morose.

Genoa, called "La Superba," or the Proud, at the middle of the Riviera, in Piedmont; a chief port of Italy 104 m. from Turin or Milan; and, like Bath, is very up and down. Marble is used everywhere. Its numerous Villas covering the hills about it, are seen to the bestest advantage when coming into the harbour, which is made by two solid Moles or piers. View from the Lighthouse, 865 steps or 412 feet high (lat. 44° 24′ E., long. 8° 55′ E). The three principal streets, Balbi, Nuova, and Nuovissima, are bordered by a noble succession of old palaces. Its shops are now better lighted. Among the *Palaces*, all more or less noticeable for their architecture or paintings, especially portraits, are Palazzo del Municipio (formerly Doria Tursi), in Strada Nuova, sometime the residence of Queen Adelaide, and the Jesuit College; Palazzo Spinola; Palazzo Pallavicini, or Palazzo; "Strip my neighbour," Rosso (or Brignole-Sale), the gift of the Galliera family to the city, with a Library and Picture Gallery, in 6 rooms (works by Guercino, Van Dyck, &c.); Ducale, now the Prefettura; Bianco or Ferrari; Marcello-Durazzo; Doria, Serra and, Balbi; with the large Palaz. Reale (a royal seat since 1815), finely gilt, with a red and blue mosaic throne-room, and some paintings.

The *Cathedral* of St. Lorenzo is a noble pile of the eleventh century, restored several times, but especially in 1550, by Galeasso Alessi. The columns of its portals were taken from Almeria, at the capture of that city. Notice the curious pilasters on the north door, and the striped marble of the interior. The richest portion is the chapel of St. John Baptist, into which no female was formerly permitted to enter, except on one day of the year. Notice the treasures in the Sacristy, including the Sacro Catino, a sham relic of glass.

The *Churches* best worth visiting, after the Cathedral, are the Annunziata; San Ambrogio, with a celebrated Assumption by Guido Reni; Filippo-Neri; San Siro, with gilt statues of angels; S. Matteo; Santa Maria di Carignano (1552), by Galeasso Alessi—a perfect piece of architecture, with remarkable paintings, by Procaccini. From the summit there is a good view of the town, and its picturesque port. Notice also the Old Exchange; Compera, or Bank of St. George, now the Custom House, with statues of city worthies; University; the Academy of Fine Arts, with its Library, and paintings and inscriptions. It is situated in the Piazza Carlo Felice, close to that great theatre. Other *Theatres* are the Paganini, Apollo, Andrea Doria, Nazionale, Politeama. See the pupazzi, or marionettes. The Public Gardens at Acqua Sola, near Villa Negro, deserve a visit. Monument of Columbus at the station, near the Doria Palace. The city is strongly fortified and protected by 40 bastions. The beautiful Cemetery (Campo Santo), ½ m. out, has noble cloisters, rich in sculptured tombs, and statues. Villas Doria and Pallavicini, at Pegli.

Genoa manufactures excellent filagree silver. The climate except one time of the year, is trying for invalids. Mean temp. 47° (Jan.) to 76° (July).

H. B. M.'s CONSUL, M. Y. Brown, Esq.

AMERICAN CONSUL, J. F. Hazelton, Esq.

ENGLISH BANKERS, Messrs. Granet, Brown, & Co.

MEDICAL.—Ch. Breiting, M.D., Physician to English Hospital. Via Mamele.

BANKERS.—Anglo Italian Bank.

SURGEON DENTIST.—Mr. C. S. Bright, Licentiate

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of Royal College of Surgeons, England, 14, Via Assarotti, 1st Floor.

FILIGREE WORKS.—In Silver and Double Gilt We recommend the manufactory and depôt of Mr. Emilio Forte, 155, Via Oreficl. Prize Medal awarded London, Exhibition, 1862.

Large manufactory and depôt of coral works of every description—Messrs. Raffael Costa e Figli; 17, Via Ginlia. Recommended.

POST OFFICE, Via Roma. Letters are distributed at about 2 p.m. BOX open for Letters to England till 5.5 p.m. TELEGRAPH at Palazzo Ducale.

ENGLISH CHURCH SERVICE.—Every Sunday, at the new Church in Via Goito, built 1872, by Street. Chaplain, Rev. E. Bayly, 18, Via Assarotti, near the Church.

SCOTCH CHURCH, Via Peschiera, (off Via Assarotti). Divine Service, Sunday, at 11 a.m., 4.30 p.m. (No afternoon service in July, August, and September). Minister, Rev. Donald Miller, M.A. (Free Church); residence above the Church.

MINISTER OF VAUDOIS CHURCH, Sr. Prochet. A Swiss Church, in Via Curtatone. German service at the Vaudois Church.

BIBLE SOCIETY'S AGENT.—Mr. T. H Bruce, 7, Via Nuovissima.

CONVEYANCES—Railway, see pages 250, 255, 256 & 257, Omnibuses attend the trains at the railway station, which is in the Town. Tramways open to Sestri, Cornigliano, etc. Tariff for boatmen, 1 fr. each person, including an ordinary quantity of baggage, either for embarkation or disembarkation: 2 frs. an hour. Steam. to Marseilles, Leghorn, Naples, Palermo, &c., see Steamer List.

Gressonay-St. Jean.—HOTEL:—MONTE ROSA.

In a delightful part of Val de Lys, in Piedmont. twelve hours from Brenil, 4 m. south of *Gressonay-la-Trinité*; on the south slope of the Matterhorn, by St. Théodule Pass. Residence of the Naturalist Zumstein, the first to ascend Monte Rosa. Lyskamm Peak is 14,890 feet above sea.

La Tour (*Ital.* **Torre Pellice**) the headquarters of the Vaudois Church, in the mountain valleys near the French border. Rail to Pignerolo (p. 220) 24 m.; thence by 'bus, 1 hr. INN.—L'Ours.

Lecco.—See Special Edition.

Leghorn (*Ital.* **Livorno.**)—*Stat.*—Pop. (1871) 80,914 or 97,696 including environs. HOTELS: GRAND HOTEL ET PENSION ANGLO-AMERICAINE, Outside the Porta a Mar, 20. L. Focacci, proprietor. DU NORD; GRAND BRETAGNE; GIAPPONE; ROBERTSON'S VILLA FRANCO BOARDING HOUSE, Via Nazionale, 23. Recommended. See Advt. RESTAURANT.—La Pergola.

OMNIBUSES from the railway station; fares, 50 centi.; cabs 1 l. CABS—per course in the town, 80 c.; outside, 1 l. 60 c; per hour, 1 fr. 70 c. in the town. Passengers with luggage pay on landing at the Custom House, 1 fr. 50 c.; without luggage, 1 fr.

Leghorn, 13 m. from Pisa, 62 m. from Florence, 147 m. from Rome; the commercial capital of Tuscany, founded by the Medici in the 16th century. The squares are spacious, the streets regular, well paved, and lighted with gas, with wide and convenient foot-paths on either side. The air is pure, the heat of summer and the winter cold being tempered by the sea-breeze; hence Leghorn is a favourite resort of people from Rome, Florence, Bologna, Siena, &c, in the summer season. It has a Cathedral, with a front designed by Inigo Jones; a large Reservoir at the water-works; and a fine Break-water, first begun by the Austrians. Marble group of Ferd I. on the quay. Lat. of lighthouse 43° 33' N., long. 10° 17' E. Mean temp. 47° (Jan.) to 77° (June).

BRITISH CHAPEL beside the Old English cemetery Chaplain, Rev. H. Huntington, B.A. Service at 11 o'clock and in the afternoon. The Old Cemetery contains the graves of Smollet, Francis Horner, &c. The New Cemetery is 1½ m. distant.

SCOTCH CHURCH, beside the old English cemetery, Via degli Elisi. Sunday, at 11 a.m., 6 p.m. (3 p.m. in winter). Minister, Rev. R. W. Stewart, D.D, Free Church; residence above the Church.

VAUDOIS CHURCH.—Piazza Manin—Sr. B. Pons.

POST OFFICE, Piazza Carlo Alberto.

H. B. M.'s CONSUL.—Alexander Macbean, Esq.

AMERICAN AND ACTING CONSUL.—E. Masi, Esq.

ENGLISH AND AMERICAN BANKERS.—Messrs. Maquay, and Hooker. Offices—7 and 8, Via Borra.

BANKERS AND COMMISSION AGENTS.—Alex. Macbean and Co., 12, Via della Madonna.

COMMISSION AND SHIPPING AGENTS—Messrs. Robertson Bros., & Co., 1, Scali del Pesce.

RAILWAY to Pisa and Florence p. 261. Steamers almost daily to Civita Vecchia, Naples, and Sicily, Genoa, Marseilles, and Elba; see Alph. List.

Lodi.—*Stat.*—Pop. 20,092.—HOTELS:—IL SOLE; GAMBERO.

In Lombardy, 21 m. from Milan, on the Adda, near the Roman *Laus Pompeia*; with a handsome Cathedral Here Bonaparte defeated the Austrians at the Bridge of Lodi, 1796. Rail to Milan p. 53.

Loreto (in the Marches)—*Stat.*—Pop. 6000.—HOTELS:—CAMPANARELLA: POSTA.

By rail from Ancona, 23 miles; see page 264.

Here is the magnificent Church of Madonna di Loreto, containing the Santa Casa or Holy House, said to be the one inhabited by our Saviour and brought here by angels. It has frescoes of Signorelli and Andrea del Sarto.

Mount the Campanile, visit the cellars and taste the wine of the Convent.

Lucca.—*Stat.*—Pop (1871) 1,286.—HOTELS: CROCE DE MALTA; UNIVERSO; HOTEL DELLA CORONA; VILLA PIERI; the last close to the railway station. Omnibuses to and from the station, 50 ctl. CABS 1 l. the course, or 3 l. the hour; to put down and take up at night, 5 l. To the **Baths**, 10 to 12 l.

The Roman *Luca*, and former capital of a Duchy, 10 m. from Pisa, on the fertile plain of the Serchio, in the Emilia, in view of the Apennines.

It has old ramparts, and manufactures of silk and woolen, and Fez caps for the Levant.

Principal Object:—*St. Martin's Cathedral*; notice the inlaid work of its fine façade and portico; the painted roof and frescoes; the mosaic pavement representing the Judgment of Solomon; the stained glass windows; and the paintings.

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S. Frediano, S. Giovanni, and S. Michele, are 7th and 8th century churches. At the Palaz. Publico is a gallery of pictures, including Fra Bartolommeo (his Madonna della Misericordia and St. M. Magdalene), Sustermans, F. Lippi, Tintoretto, &c. Statue of Duchess Maria Louisa, widow of Nap. I., in Piazza Grande. Remains of a Roman Amphitheatre and Theatre.

VAUDOIS CHURCH.—866, Via S. Pellegrino.

Baths of Lucca.—16 mls. from the town, past the Aqueduct made by Maria Louisa. HOTELS: NEW YORK; DE L'EUROPE; MONT-ROSE: DU PARC. This is one of the coolest summer residences in Italy. Apartments for visitors are comfortable, and moderate. There are very pretty drives.

ENGLISH CHURCH, open May to October. Chaplain, Rev. Rothwell Johnson. Service at 11 and 6; Holy Communion on first and third Sundays. An excellent library.

ENGLISH PHYSICIAN AND ACCOUCHEUR.—Dr. Gason, who practises in Rome during the winter.

CONVEYANCES.—Railway, see page 288.

Macugnaga.—HOTEL DU MONTE ROSA; where CHURCH SERVICE (S.P.G.) is held in the season. HOTEL: MONTE MORO.—In Piedmont, at the south foot of Monte Rosa. Best view from the Belvedere. Excursions to Alp Pedriolo, Glacier de Fellar, Zermatt, and Val Anzasca.

Magadino.—Pop. 770. HOTEL BELLEVUE. Voitures for the passage of St. Gothard or the Bernardino. Steamers on Lake, see p. 334. This picturesque town is in Lombardy, at the mouth of the Ticino, on the N. end of Lake Maggiore.

Magenta.—See Buffalora.

Maggiore Lake See **Magadino, Baveno, Pallanza,** &c.

Mantua—(*Ital.* **Mantova.**)—*Stat.*—Pop. (1871) 26,687.—HOTELS:—VENICE OR CROCE VERDE; AQUILA D'ORO; ECU DE FRANCE.

An ancient city of Lombard Italy, styled "La Gloriosa," and the capital of a province, on the Mincio, near the Po, 25 miles from Verona, on an island, in the middle of a lake 20 miles in circumference and two in breadth. Twelve mills at Ponte Molino are called after the Apostles. The largest Piazza (a fine view), is named after *Virgil*, who was born at Pietole, 3 m. At the old fort, or Castello di Corte, are the Archives, and frescoes by Mantegna. At the *Corte Reale* (formerly Ducal Palace of the Gonzagas, 500 rooms) are frescoes by G. Romano; whose house is shewn, and whose Psyche and Giants are at the Palaz. del Te. The Academy has a Museum of antiquities. St. Peter's Cathedral is a noble building, and contains some paintings. St. Andrew is a large church, built 1472, with frescoes by G. Romano, and the bones of the soldier (Longinus) who pierced Christ's side! St. Francis has some interesting relics; Statue of Dante; and Teatro Virgiliano.

At Sta. Maria della Grazie, in the neighbourhood, are curious old *ex-voto* figures of Charles V., Pius II., and Constable Bourbon.

Rail to Verona, Modena, and Cremona, p. 269. Omnibus from the station.

MILAN (*Ital.* Milano; *Germ.* Mailand) *Stat.*—Pop. (1871) 199,009, including the Corpi Santi or suburbs.—(*With Map in Special Edition*).—HOTELS:

HOTEL DE LA VILLE.—J. Braer, prop., well situated; good rooms, and excellent cuisine. On the Corso Victor Emmanuel. See Advt.

HOTEL GAVOUR, Place Cavour, opposite the public gardens, good accommodation, moderate charges.

GRAND HOTEL MILAN, see Advt.

GRAND HOTEL MANIN, opposite the park, in the healthiest and most convenient part of the town.

HOTEL DE GRANDE BRETAGNE, a remarkably good house, gives general satisfaction. The Guide attached to this Hotel is recommended.

HOTEL DE FRANCE. HOTEL DU LION.

HOTEL DE FRANCE, 19, Cours Victor Emanuel, recommends itself for cleanliness and moderate charges.

HOTEL DE L'EUROPE. *Buffet* at the handsome Railway Station.

CAFFES.—Biffi, Gova, & Gnocchi, in the handsome new Galleria V. Em., near best shops.

CABS (1 horse)—per course, 1 l.; from and to the Station, 1½ l. By time—1st half hour, 1 l. Luggage outside 25c. OMNIBUSES from the Duomo to all the City Gates, 10c.; to Railway Station, 25c.

Milan "in Grande," the chief city of Lombardy, near the Ticino, 94 m. from Turin, 176 m. from Venice; the ancient *Mediolanum*, founded by the Insubrian Gauls. It was sacked by Attila A.D. 452; half ruined by Fred. I., 1162; and restored in 1167 by the combined forces of Cremona, Brescia, Bergamo, Mantua and Verona. In 1535 it came to Charles V., who fixed the succession of the Duchy in his nephew. The Treaty of Utrecht, in 1713, handed it over to Austria. In 1859 it was returned to the kingdom of Italy. Mean temp. 31° (Jan.) to 75° (July). Women wear the mantilla.

It is 7 m. round, including the suburbs, and has 13 *Gates*, remarkable for their massive proportions and architectural designs. Notice particularly the *Porta della Pace*, or del Sempione, on the Simplon road, built 1804-38, in the Piazza d'Armi, near which are Napoleon's Arc de Triomphe or *Arena*, and the old Ducal Castello or Arsenal. Other Gates are Porta Venezia, and Porta Garibaldi. Principal open places are Piazza del Duomo, near the Cathedral, the King's and Archbishop's Palaces; and Post-office; Piazza de' Mercanti, with the Exchange, old City Palace, and Telegraph office; Piaz. della Scala, with statue of L. da Vinci (1872); Pias. Cavour, with Cavour's statue. In *Galleria Vit. Emanuele* the arcade ¼ m. long, are 24 statues of eminent Italians. The Town-hall is at Palazzo Marino.

The *Duomo*, begun 1386, and, after St. Peter's at Rome, considered to be the largest church in Italy, is built entirely of white marble from the Simplon; and, although architecturally massive, is admirable for elaborate detail and richness of decoration. It is 480 ft. by 180 ft., with nave 158 ft. high on 52 piers, and has a roof 214 ft. across, a tower 300 ft. high, and 136 spires or pinnacles. The statues outside amount to 2045; in the interior to 679. Glorious stained glass. Tomb of S. Sebastian, tomb of S. Carlo Borromeo, and

a magnificent Virgin Chapel. The tower should be ascended to the top, 490 steps, for the view.

Leonardo da Vinci's picture of the *Last Supper*, much decayed, in the refectory (now a barrack) of the Dominican Church of Santa Maria delle Grazie. Note, also, the Churches of St. Ambrose, (very ancient), and S. Lorenzo (octagonal), with the 16 old Columns of S. Lorenzo. The Monastero Maggiore, and the Church of S. Eustorgio, are worth seeing. Ospedale Maggiore is a grand establishment for the sick, founded by Francesco Sforza, in 1456. The rich Ambrosian *Library*, of 140,000 vols., contains some rare books and M.S.S.; with a *Picture Gallery* (Pinacoteca) including works by Luini, J. Bassano, D. Dossi, Raphael (cartoons), Titian (the Shepherds), and Da Vinci. The *Brera*, or Academy, has another *Gallery* of 400 works in 14 rooms; with Canova's statue of Nap. I., many casts, a library of 200,000 vols., coins, and antiquities. Among the Pictures are Raphael's Sposalizio, Guercino's Sarah and Hagar, Domenichino's Madonna Enthroned, and works by Lotto (portraits), Moretto, Moroni, Rubens, Titian, Guido. At the Town Museum is a Natural History collection.

The great Theatre of *La Scala*, opened 1779, holds 4000 persons, and has six rows of boxes. The pit, with the orchestra, holds 1100 places. General admission 3½ fr. The four first rows of boxes are purchased by the Milanese nobility. A box of the first row costs 2000 fr. for the season of six months. Other Theatres are the Manzoni; and Dal Verme, a new one, (1872,) for grand operas. Promenades at Viale dei Colli, the Public Gardens, and Giardino Cova. A handsome Campo Santo. Manufactures of silk, woollen, etc.

The rail from Milan to the Lakes of Como, Maggiore, and Garda, passes a beautifully fertile country embellished with villas. Excursions—To Villa Simonetta (*for* the echo), 1½ m. from Porta Tenaglia; the famous Abbey of Chiaravalle (3 m.)—a richly decorated Church; the cathedral of Monza, (also within an easy drive); and the Monastery of La Certosa—(*see Pavia*).

Bankers Vieg-Cor., T. Kelly, Esq., Hotel Grande Bretagne, 12 to 3. American Con.—D. Crain, Esq.

English Church Service—(C. C. Ch. Sec.), at the English Church, 11, Via Monigi. On Sundays and chief festivals—at 11 a.m.; and at 4.30 p.m. Oct. 1 to May 31, or 7.30 p.m. June 1 to Sept. 30. Holy Communion every Sunday, except in winter, then, on 1st and 3rd Sund. of month. Chaplain, Rev. A. J. Ard, A.M., 5, Via Principe Amadeo.

Engraved Banknotes.—Ulrich and Co.; Finck and Sebastian, 8, Via Andegari.

Vaudois Church.—Piazza della Rosa—*See* Turino.

Italian Medical Practitioners.—Dr. Cappelli.

English Chemist and Apothecary.—Signor Zambelletti, 5, Piazza S. Carlo.

Conveyances.—Rail, see pp. 205, 231 241, 242, 244, 245, 266, 269, 264.

Modena.—*Stat.*—Pop. (1871) about 30,854.—Hotels:—San Marco; Realm; Leopardo. Try Lambrusco wine.

Cabs.—The course, 70c.; the hour, 1 l. 10c. Omnibus from Stat. 50c.

The Roman *Mutina*, in the Emilia, on the Via Emilia, between the Secchia and the Panaro; the former capital of the Este Dukes, 23 m. from Bologna. Principal Objects—the Ducal palace, or Palazzo Reale, a fine edifice richly furnished, containing the *Estense Gallery*, including Abate, Caravaggio, D. Dossi, Cl. Lorraine, Giorgione (portrait), Tintoretto; with a Library of 90,000 vols., and 3000 M.S.S., besides coins, etc. The Duomo, or *Cathedral*, a magnificent building of the 11th century, in the Lombard style, with a projecting porch, good sculpture, a screen of red marble, and some Roman inscriptions and tombs; it is also celebrated for its lofty tower, (315 ft. high), called the Ghirlandina; near which is a statue of A. Tassoni. The Churches of St. Peter, St. Francesco, and St. Michele, containing some fine groups in terra-cotta by Begarelli. Notice also the Academy of fine arts; University and observatory; a regular Citadel, in the Piazza d'Armi; a statue of Muratori (who was librarian here) in the Corso; Roman inscriptions in the Museo Lapidario. Many rare paintings, etc., were carried off by the last Duke, 1859.

Conveyances.—Railway, see pages 250, 252.

Monte Motterone.—*See* Strese.

Monte Rosa.—*See* Zermatt, Switzerland.

Monticello.—Hotel:—Albergo Monticello, recommended.

Monza.—*Stat.*—Pop. (1871) about 16,000.

Hotels:—Castello; Falcone.

In Lombardy, 13m. from Milan; an ancient city, formerly called *Modoetia*, divided in two by the Lambro. Principal buildings—the Broletto or Town Hall; a fine Cathedral, where the sacred Iron Crown of Lombardy is always kept; and the Palace. Fine Campanile. Railway, see p. 245.

NAPLES.—(*Ital.* Napoli.)—*Stat.*—Pop. (1871) 415,549 or 448,335 including environs. (*Map in Special Edition.*)—Hotels:

Hotel Royal des Etrangers.—New 1st-class H. furnished & arranged with every modern comfort.

Hotel de Rome, 1st Class, at Sta. Lucia, fine view of Gulf and Vesuvius. Messrs. Isotta and Bruschetti, props. See Advt.

Grand Hotel Nobile, the largest Hotel in Naples, on the Riona Principe Amadeo, Giovanni Nobile, Proprietor, see Advt.

Hotel Bristol, first class Hotel, beautifully situated, Corso Vittorio Emanuele, see Advt.

Hotel et Pension Posilipone.—Delightful situation at Posilipo (Naples). See Advt.

Hotel Grand Bretagne; de Russie; de Rome; de Metropole; d'Amerique; Washington; de Naples. de Geneve; Central; du Plebicite; de l'Europe; St. Petersburg et Cavour.

Pensions—mostly under English management. Pension Beau Rivage, 42, Corso Vit. Em. English Boarding House, 64, Vico Giovanin Bausan. Pension Universelle, on the Salita Capa. Pension Allemande, 23, Chiatamone, well spoken of. Best apartments along the Chiaja and the streets leading from the Chiatamone, Santa Lucia, and Riviera di Chiaja.

Restaurant della Borsa, 46, Guantai Nuovi.

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Cafés.—Del'Europa, Grand Caffé, Café du Commerce; all have excellent Restaurants attached.

General Post & Telegraph Office, Palazzo Gravina, Strada Monteoliveto; open for distribution of letters 8 a.m. to 9 p.m and for stamps, 8 a.m. to 8 p.m. Postage to England, 25 centi per ½ oz. Postage Stamps sold at all tobacco shops. N.B. The Italian Post Office objects to receive large letters unless registered.

Cabs.—With 1 horse, per course, by day, 70 c.; by the hour, 1 l. 50 c.; and 1 l. 10 c. for every consecutive hour. At night, 1 l. per course, and by the hour, 2 l. 10c.; and 1 l. 50 c. for each consecutive hour, or part of it. Two-horse carriage, per course, by day, 1 l. 40 c.; by night, 2 l. 20 c. Per hour, by day, 2 l. 20 c., and following hours, 1 l. 70 c. at night, 3 l. 20 c., and for every consecutive hour, 2 l. 20 c. Omnibuses, 15 c. the course; double after midnight. To the Station in omnibuses, *with* luggage, 1 l.

Tram, from Largo del Castello, along the sea, to Portici, 20 to 50c.

Naples, the chief city of South Italy, the former cap. of the Two Sicilies (*i.e.* the mainland and island), now of Campania, 162m. from Rome, 269m. from Brindisi. Lat. of light-house 40° 50 N., long. 14° 16 E. Mean temp. 47° (Jan.) to 76° (July). It has 2vo principal entrances; that by the Ponta della Maddalena, near the Bay, is the most striking. Most of the houses are lofty, and the streets narrow; there are however several open spaces or squares; as, Piazza del Municipo; Piazza del Plebiscito, in front of the Royal Palace; Piazza Dante, in Via Roma (former Strada Toledo); Piazza Cavour, near the Museum; and Piazza dei Martiri (with its Victory monument); many of them being planted with palms, &c. New villas are springing up in Corso Vit. Emanuele, Corso Garibaldi, and other parts; as well as at Mergellina, a new bathing place beyond the Chiaja. The sewerage is improving, but the supply of good water is deficient. Trade is increasing.

Churches.—Of its 260 *Churches*, those best worth a visit are the Gesu Nuovo, in the style of St. Peter's at Rome; the San Severo a private chapel, (good statues of Christ, of Modesty, and Christ on the Cross); San Francesco de Paolo; the Cathedral; the San Martino, (extremely rich in paintings and precious marbles); the Santa Chiara or Second Cathedral, one of the finest in Naples; St. Domenico Maggiore, containing the tomb of the Anjouin and Aragonese monarchs, and many precious objects of art. Also, San Severino e Soggio; La Incoronata, remarkable for the fresco of Giotto; San Filippo Neri; San Lorenzo Maggiore; St. Maria del Carmine; all of them adorned with pictures, &c., of the first masters.

The Royal Palaces of Naples, Caserta, Capo di Monte, &c., may be viewed gratis by special permission. The *Museo Nazionale* (formerly Borbonico) possesses, besides a picture gallery, mosaics, gold and silver ornaments, vases, &c., discovered at Pompeii and Herculaneum. Indeed this Museum is in some points unique, especially in its treasures of ancient art. The building is divided into Fourteen departments. Open every day (except Mond.) 10 to 3, for 1fr.; Sund. and Thurs., free. Royal Library contains 250,000 vols. besides more than 1700 papyri, found in Herculaneum. For Summary, see *Special Edition*.

The Albergo del Poveri is a refuge for paupers and orphans. Monte de Misericordia, founded by Charles III, gives relief to 5000 poor, and pays the debts of deserving individuals.

Environs.—Within a few miles are *Virgil's Tomb*, at the end of the Chiaja; the grotto of Posilipo; the ruins of Pozzuoli; Lake Avernus, Baiæ and Misenum; the islands of Ischia, Procida, and Capri; the coast of Castellammare and Sorrento; Vesuvius, and the fields of lava; the streets of **Pompeii** (p. 525), and the excavations of Herculaneum. See Special Edition. **Pozzuoli** is a warm, dry spot near the Temple of Serapis, with a sandy soil, sheltered by hills, in view of Baiæ and Posilipo. **Hotel**—Grand Bretagne (Mrs. Dawes). Good Capri and Falerno Wine.

Ascent of Vesuvius—about 8 hours here and back from Naples; or 2½ hrs. from Prof. Palmieri's observatory (2080 ft. high), it is advisable to take refreshments. The cheapest way is to take tram to Portici, and thence on horseback, via Resina, to a little past the Hermitage and Observatory. If you want a Guide engage one from your Hotel. Or, a Guide may be got at the Resina office; fixed tariff 6 fr.; horse 5 fr.; donkey 4 fr. Have nothing to do with the troublesome gang who offer to pull you up the mountain. A hauler 3 frs.; chair 20 fr.; but neither horse, chair, or hauler is required; the help of a gentleman of the party is enough. A suck of lemon will be found more refreshing than the Lacryma Christi wine sold at the Hermitage. Punta del Nasone, on Monte Somma, is 3747 ft. above sea; but the highest point, Punta del Palo, is 3389 ft. A wire-rope Railway is now open.

A grand eruption broke out on 25th April, 1872, in the Atrio de Cavallo, near the Observatory; the lava pouring from four new mouths down to Torre del Greco, Camaldoli, Resina, &c. Columns of dense white smoke like fleeces of wool ascended to a height of 5000 ft., attended by earthquake shocks, and a deafening roar, "like millions of claps of thunder"; while clouds of ashes, dust, and stones were carried 10 or 20 miles.

The ruins of **Paestum** may be visited in a day. Take an evening train to Salerno, start early the next morning, and return to Naples in evening. The three magnificent Temples of Neptune, Vesta or Ceres, and Basilica, are in a fine state of preservation; and supposed to be 2500 years old. Another excursion is by rail to **Castellammare** (1 hour) and thence to **Sorrento**, by carriage along the side of the Bay (1½h); one of the most beautiful rides in Italy.

Festivals.—The 8th of September (the Nativity of the Virgin) is the greatest festival in the year. Another great feast is that of St. Januarius the martyr, whose blood is said to liquify on that occasion, 19th Sept., as well as on the first Saturday of May and December 16th. The body of the saint is in the crypt of the cathedral of San Gennaro. Festival of the Constitution, first Sunday in June.

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THEATRES.—SAN CARLO, Opera. DEI FIORENTINI.—Strada dei Fiorentini Toledo; Italian prose and drama. Del Fondo, Strada Molo, Opera and ballet Politema, Pizzo Falcone. TEATRO NUOVO.—Str. Teatro Nuova, half-way up the Toledo; Opera Bouffe. SAN CARLINO.—Plays in Neapolitan dialect.

BOATS.—A boat to or from steamer with luggage, usual price, 1fr. Sailing boats at Santa Lucia, by the hour; make a bargain.

PHOTOGRAPHS OF NAPLES &c., at G. Sommer, Largo Vittoria; also at shops in Strada Chiaja.

ENGLISH READING ROOM AND CIRCULATING LIBRARY.—Miss Dorant, 267, Riviera di Chiaja.

H.B.M.'s CONSUL.—H. Grant, Esq., Vico Calascione, Pizzo Falcone. VICE CONSUL.—J. Wolffsohn, Esq. AMERICAN CONSUL.—H. Conant, Esq.

ENGLISH CHURCH.—In Strada San Pasqual, at the back of the Chiaja. Rev. H. Barff, B.A., chaplain.—Service on Sundays at 11 a.m. and 3.15 p.m. The site was presented by Garibaldi, when Dictator in 1860. The first stone was laid, 1862, by the Duchess of San Arpino (an English lady).

SCOTCH CHURCH, 2, Capella Vecchia. Divine Service. SUNDAY, at 11 a.m. and 3.30 p.m.; Wednesday, at 3 p.m. Minister, Rev. J. Gordon Gray, M.A. (Free Church); residence above the Church.

METHODIST CHURCH.—In construction.

GERMAN AND FRENCH CHURCH.—Pastor, Rev. John Peters. Divine service in the elegant new church of Vico Freddo, on Sundays at 10 a.m.

ITALIAN EVANGELICAL CHURCH AND SCHOOLS.—Palazzo Barbaia, No. 210, Toledo. Divine service on Sundays at 11½ a.m. and 7 p.m. Pastor, Rev. Th. W. S. Jones, Wesleyan Missionary. VAUDOIS CHURCH.—Cisterna dell' Olio—Sr. G. Pons, etc.

MEDICAL.—G. R. Wyatt, Esq., M.R.C.S., Eng., Licentiate R.C.P. Edinb., Palazzo Calabritto, Strada Caterina a Chiaja.: A. Tweedie Stodart, Esq., M.D., Edin., Casa Beata, Corso Vittorio Emmanuele. SURGEON DENTISTS.—Atkinson, 48, Largo S. Ferdinando above the Caffé d'Europa; Dempster, 210, Riviera di Chiaja.

ENGLISH CHEMISTS.—Fred. Kernot, Chemist to the King, 14, Strada San Carlo. Valentino and Saggese, Largo Garofalo a Chiaja, 31, 32.

ITALIAN MEDICAL MEN.—Prof. Salvatore Tommasi, 6, Salita Tarsia, Salomone; Dr. P. Ramaglia 103, Via Stella, Palazzo proprio; Dr. F. Palasciano, Strada S. Carlo, 45.

INTERNATIONAL HOSPITAL.—Vico Stretto ai Miracoli; Dr. Malbranc, Medical Officer. Specially recommended to the notice of Visitors.

BIBLE SOCIETY'S AGENT.—Mr. T. H. Bruce, 17, Via del Gigante.

BANKERS.—Messrs. W. J. Turner & Co., 64, Sta. Lucia. P. G. Barff, 1, Vico Primo Pillero. G. Civalleri 267, Riviera di Chiaja. Cerulli and Co., 19, Strada Vittoria.

STEAM BOAT AGENTS AND BANKERS.—Messrs. Holme, Stanford, & Co.

STEAMERS.—Burns and McIver's (Cunard Line) steamers from Liverpool. French Messageries, and Fraissinet's Steamers, from Marseilles. Rubattino's and Florio's Steamers. Steamer to Capri, Ischia, Sorrento—see Steamer List.

RAILWAY, see pp. 260, 262-3, 266-7.

Nervi.—*Stat.*—Pop. 4,600. HOTELS.—GRAND HOTEL ET PENSION ANGLAISE.

HOTEL AND PENSION VICTORIA.

A fine spot, on the Eastern Riviera, 7 m. from Genoa. ENG. CH. SERVICE, in winter, supplied by the Col. and Cont. Ch. Soc.—Rev. T. Woodroffe.

CONVEYANCE.—Rail., see page 257.

Novara.—*Stat.*—Pop. (1871) 29,520.—HOTELS; RAILWAY; ITALIA.

A town of Piedmont, 31 m. from Milan, on a declivity, in view of Monte Rosa. The ancient Duomo, or Cathedral, in the early Lombard style, has an altar adorned by Thorwaldsen, Monti, and others; also a fine mosaic pavement. Basilica of San Gaudenzio contains some good pictures; San Giovanni and San Marco are also worth notice. A large fair in November. Here Charles Albert was defeated by Radetzky, 1849. CONVEYANCES—Rail., see pp. 249, 252, 254-5.

Orta Lake. See Special Edition.

Orvieto.—*Stat.*—Pop. 7000.—HOTELS:—BELLE ARTI; AQUILA BIANCA.

The Roman *Urbibentum*, in Umbria, 117 m. from Florence, 79 m. from Rome, whose Gothic *Cathedral* is one of the two finest specimens of pointed architecture in Italy. The other Churches are worth seeing; and the surrounding country is hilly and picturesque. Visit the Etruscan Tombs at Porta Cassia; and at Poggio del Rocollo, a few miles out.

CONVEYANCES.—Railway o Rome, Siena, Leghorn & Florence, p. 258, 260. Diligence to Viterbo.

Padua (*Italian* Padova).—*Stat.*—Pop. (1871 66,107.—HOTEL:—HOTEL FANTI STELLA D'ORO, D. Orlandi, propr. See Advt. AQUILA D'ORO; CROCE D'ORO. Caffé Pedrocchi.

The Roman *Patarium*, in Venetia, an old walled city, and seat of a University, on the Bacchiglione, 23 miles from Venice, of which it was the parent. The Duomo has a good Bapistery. Church of *Il Santo* or S. Anthony, a large 13th century pile, 300 feet long, 120 high, with 8 domes like St. Mark's; having Donatello's bronze of Gattamelata, monument of Cardinal Bembo; frescoes, bronzes, reliefs, and a crucifixion, by Avanzi, Donatello, Lombardo, Sansovino, and others; besides frescoes (by Altichiero, etc.) in the Scuo'a del Santo, and in S. George's Chapel.

Notice S. Giustina; the Eremitani (frescoes by Mantegna); the Arena or Annunziata, with *Giotto's Chapel*, so called from his frescoes; Scuola of the Carmine, with other frescoes by Titian. Palazzo della Ragione (Town Hall) with a great room 256 ft. by 86 ft., containing a monument of *Livy*, said to be a native. Loggia de Consiglio. *University* (as old as 13th cent.), with 10,000 vols., museum, and old Botanic Gardens of the 16th cent. At Palaz. Papafava, is a group of 60 figures of Fallen Angels. Thesmall *Picture Gallery* or Museo Civico (in St. Anthony's Cloister), has Guercino's Baptist's Head, and Padovanino's Woman in Adultery. Observe the arcaded streets: Prato, with its statues of Petrarch (who lived here before 1374), Dante, Giotto, Tasso, &c.; and the Clock Tower, in Piazza de' Signori.

Rail see pp. 252, 258-9, 263. Omnibus to Sta. 75c.

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Pallanza, on **Lago Maggiore.**—HOTEL: GRAND HOTEL PALLANZA; first class hotel, kept by Georges Seyschab; deservedly recommended.

A charming spot, in a sheltered position, facing the beautiful Borromean Isles. Visit Villa Franzosini (by boat or carriage in half an hour); and Madonna di Campagna (½ hour's walk) for a view of Monte Rosa. CHURCH SERVICE at the Hotel; Chaplain, Rev. W. Owen, M.A., (C.C.C.Soc.)

Parma.—*Stat.*—Pop. (1871) 44,915—HOTELS: CROCE BIANCA; POSTA; ITALIA

Capital of the late duchy of Parma (79 m. from Milan), in Emilia, on the Parma river. The large 11th cent. *Duomo* has an Assumption on the cupola, by Correggio, 1530. Its Baptistery, is an octagon of of white marble. S. Giovanni (marked by a tall campanile) has frescoes by Correggio. Madonna della Steccata, of the 16th cent., contains frescoes of Moses and the Two Tables, by Mazzuoli (Parmegianino). Convent of S. Paolo has frescoes by Correggio, the Grotto of Diana, painted for the Abbess, 1509, and a room by Bartolini. The Farnese Palace contains an *Academy*, or *Pinacoteca*, with paintings, by Correggio, Francia, Mazzuoli, Carracci, Vandyke. In the same building are Canova's Maria Louisa; with Correggio's Virgin Crowned, in the Library (rich in engravings). University and Museum of antiquities, from Velleja, etc. Frescoes by A. Carracci, at Palaz. del Giardino. Prefettura in the old Palaz. Ducale. Farnese Theatre. Statue of Correggio in Piaz. Grande. Silk and felt hats made. RAIL p. 250. Omnibus from Stat. 75 centl.

Pavia. *St.*-Pop. (1871) 27,888—H. DEL POZZO.

In Lombardy, 23 m. from Milan, on the Ticino, (covered bridge, on 100 granite pillars) with some bell Towers, and a large Castle, built 1460, now a barrack. Notice the fine Cathedral; the Churches of S. Michele, S. Pantaleone, etc.; the Picture Gallery, near the Theatre; and the ancient University, which had for professors Volta, Spallanzani, and Scarpa. It has good collections and the Museo Malaspina. Here Francis I. was defeated, 1525, and taken prisoner by Charles V. Near this is the immense convent of **Certosa**, one of the finest Gothic specimens in Italy.

CONVEYANCES—Railway, see pages 254, and 255.

Pegli—*Stat.*—Pop. 3395.

GRAND HOTEL PEGLI, kept by Lindry and Girard. First class hotel, every modern comfort.

GRAND HOTEL GARGINE.

H. D'ANGLETERRE.

A growing resort of English visitors, on account of its fine climate and inviting position on the West Riviera, 6 m. from Genoa, near Villas Doria and Pallavicini. The beautiful garden of V. Pallavicini is to be seen by order, at Grand Hotel.

CHURCH SERVICE in winter, twice on Sundays, at St. John's Church, near Grand Hotel; Chaplain (S.P.G.), Rev. T. L. Stayner, M.A.

MEDICAL.—Dr. Whitley; Dr. C. Spurway.

CONVEYANCES—Railway, p. 257.

Perugia.—*Stat.*—Pop. 18,500; (1871) 19,503, with suburbs. HOTELS: GRAND HOTEL PERUGIA, H. Brufani); GRANDE BRETAGNE.

The ancient *Perusia* (sometimes called *Turenne* from its towers), an Etruscan town and capital of Umbria, on a hill over the Tibar, 103 m. from Florence, 127 m. from Rome. Its Cathedral, S. Lorenzo, has paintings by Barocci, etc., and the graves of Popes Innocent III, and Martin V. Near it are Da Pisa's Fountain (1217); the Palaz. Pubblico, and a statue of Julius III. The present Pope Leo XIII. was bishop here. Its 100 churches (more or less) contain paintings of the Umbrian School, particularly of Perugino, and his pupil *Raphael*, whose first fresco is in the church of San Severo. Works by Perugino are seen at S. Pietro in particular; at the Penna Palace (a Madonna); the Collegio Cambio (frescoes); and at the *Pinacotheca*, in the University (an old convent), which has also a Library and Museum of Antiquities. Prefettura, in Piazza Vit. Emanuele, on the site of the Citadel (band, weekly). Arco di Augusto, an ancient town gate near Piaz. Grimani.

At **Terentola**, 26m. towards Florence, the junction for **Chiusi** goes off, passing **Castiglione**, on the famous **Lake Thrasymene**, 8 miles long and 8 broad, where Hannibal obtained his great victory, B.C. 217. RAILWAY, see page 256, 260.

Piacenza.—*Stat.*—Pop. (1871) 34,908.—HOTEL:—SAN MARCO.

The Roman *Placentia*, founded B.C. 219, in Emilia, on the Via Emilia and the Po, 42 m. from Milan; with an old citadel. The 12th cent. *Duomo* has paintings by Guercino and L. Carracci; S. Maria, an old church, with paintings by Pordenone and Tintoretto; S. Francesco and S. Antonino, both old churches; S. Sisto, of the 15th cent. Vignola's large Farnese Palace, is now a Sarrack. Palaz. del Comune, in Piazza Cavalli, so called from Mocchi's equestrian statues of two Dukes, Alex. Farnese, of Philip II's time, & his son.

CONVEYANCES—Railway, see pages 250, 253.

Pisa.—*Stat.*—Pop (1871) 60,341, with suburbs.

HOTEL GRANDE BRETAGNE, situated full south. Large garden and splendid terrace.

GRAND HOTEL LUNG' ARNO; VITTORIA; EUROPA; DE LONDRES. DELLA VILLE; WASHINGTON; all on the Arno. LA MINERVE, at Station.

CAFFES —L'Ussero; Nettuno, Europa.

OMNIBUS to hotels, 75 c.: cittadini, 1 fr 25 c.

The Roman *Pisae*, in Tuscany, on the Arno, 12 m. from its mouth, 80 m. from Florence; once a famous mart which succumbed to Gen a 1284, and to Florence 1509. Notice the four great Sights—1. The marble *Cathedral*, begun 1063, with a restored front. 2. *Leaning Tower*, built 1174, by Bonanno of Pisa; inclination 13 ft.; height, 180 ft. 3, *Baptistery*, begun by Diotisalvi 1153, of marble. 4. *Campo Santo*, begun 1278 to hold earth from the Holy Land, containing frescoes by B. Gozzoli, and Orcagna, statues by G. Pisano, etc., with alter-pieces from the churches. Chs. of St. Francis, St. Catherine, St. Paul, San Stefano. University of 12th century, called the Sapienza. Academy of Art.

ENGLISH CHURCH, open Oct. to May. Chaplain, Rev. R. Johnson. Service on Sund. at 11 and 3, holy Communion, 1st and 3rd Sund. Library at the Church, as well as a Religious Library for loan.

VAUDOIS CHURCH.—Via del Museo. ENGLISH WAREHOUSE—J. Cordon. MEDICAL—Dr. Hirsch.

CONVEYANCES.—Railway, see pp. 257, 258, 261.

Pistoja or **Pistoia**—*Stat.*—Pop. 12,300.—HOTELS:—HOTEL DI LONDRA.

The Roman *Pistoria*, in Tuscany, under the Apennines: a cutlery town near the Ombrone, 24 m. from Florence, 61 from Bologna. *Duomo* of S. Jacopo, of the 11th cent., rebuilt by N. Pisano, and having a silver altar, a fresco by A. Della Robbia, A. Pisano's tomb of Cino de P.stoja, on which is a portrait of Petrarch; with a Campanile, and A. Pisano's Baptistery, called S. Giovanni Rotondo. S. Andrea, 12th cent.—G. da Pisa's Pulpit. S. Giovanni Evangelista, 12th cent.—F. Guglielmo's Pulpit, and Della Robbia's terra cotta of the Visitation. S. Paolo's old Church; S. Domenico, of the 11th cent. The Pretorio and Communità Palaces, near the Cathedral. Ceppo Hospital—frieze by Della Robbia. Card, Fortiguerri's Library.

CONVEYANCES.—Railway see pages 250 and 258.

Pompeii.—*Stat.*—HOTEL DIOMEDE.

By rail 15 m. from Naples (p. 263). Buried by an eruption of Vesuvius, A.D. 79; discovered 1748. Tickets 2 fr. each, including a guide; free on Sundays. Principal curiosities: House of Diomede, of Sallust, of Pansa, of the Fullonica, of the Faun, with a fine mosaic of the battle of Issus. Temples: of Venus (the largest), Jupiter, Mercury, Augustus, Neptune. Barracks, in which 63 skeletons were found. Theatre; Amphitheatre, with 35 rows of seats; Forum; three Triumphal Arches; Villa called Cicero's; Tombs of Umbricius Scaurus, Naevoleia Tyche, &c; and two Museums.

Porto S. Maurizio.—*Stat.*—Pop. 7000.

HOTEL DE FRANCE.

On the Riviera, near Oneglia, 15 m. from San Remo, possessing sheltered sites, available for visitors. Steamers to Nice and Genoa. Rail, p. 257.

Pozzuoli.—See **Naples.**

Rapallo.—*Stat.*—Pop. 10,020.—HOTELS: DE L'EUROPE, (former Palazzo Serra), good; well situated, moderate charges. DE LA POSTE.

An ancient town and a bathing place at the head of a small bay, beautifully situated on the Eastern Riviera; 19 m. from Genoa, 3 hours from Spezia, under the Apennines. The climate is remarkably mild and equable; and the adjoining mountains offer a most picturesque variety of scenery to the artist and pedestrian. Notice the Collegiate Church, and a tall Campanile. A festa is held on first three days of July. **Sta. Margherita,** pop. 7,000; (Hotel Belle Vue), 2 miles west, is another inviting spot, on the shore of the Monte Fino peninsula. Good boating; and the Spinola Gardens.

MEDICAL.—Dr. Olivo.

ENG. CHURCH Service, Sunday, alternately at Sta. Margherita and Rapallo. (S.P.G.) Rev. P. Bates, M.A. Rail, see p. 257.

Ravenna.—*Stat.*—Pop. (1871) 58,904.—HOTELS:—SPADA D'ORO; SAN MARCO.

In the Emilian Romagna, 69 m. from Bologna, an ancient bishopric, founded, they say, by St. Peter's disciple, Apollinaris, A.D., 44; where the Exarchs of Italy and the Lombard Kings were seated. A serviceable canal runs to a port on the Adriatic. Ravenna is remarkable for its very ancient churches and mosaics, mostly of the 5th and 6th centuries. The restored *Cathedral* contains Guido's celebrated paintings—the Fall of the Manna, and the Meeting of Melchisedek and Abraham. Other pictures are the Grand Banquet of Ahasuerus, by Carlo Bononi; and Camuccini's Consecration of the Church, by St. Orso or Ursus. At the high altar are remains of nine bishops of the see, and a silver crucifix of the 6th century. In the Chapel of Madonna de Sudore, are the ashes of St. Barbatian; and a Paschal Calendar, an early specimen of astronomical knowledge. Here also, is Guido's Angel offering Bread and Wine to Elijah; with an old vine wood door behind the grand door. The *Baptistery*, called "S. Giovanni in Fonte," is an octagon, with a cupola adorned with mosaics. It was built A.D. 380, by St. Orso, and restored 451.

The round Basilica of *San Vitale*, built in the reign of Justinian, by St. Ecclesius, was Charlemagne's model for his church at Aix-la-Chapelle. It contains mosaics; St. Benedict, by Francesco Gersi; and the Assumption of St. Gertrude, by Andrea Barbiani. In the sacristy is a Greek bas-relief, the "Apotheosis of Augustus;" near the Tomb of the Exarch Isaac, 8th Exarch of Ravenna, who died A.D. 644. Notice, also, the following Churches: Basilica of S. Giovanni Evangelista, built 414; S. Giovanni Battista, built 438; Sta. Maria in Cosmedin; San Domenico; S. Apollinare Nuovo; S. Francesco; Sta. Agatha; and SS Nazario e Celso, called the Mausoleum of Galla Placidia, daughter of Theodosius the Great.

The **Tomb of Dante,** rebuilt 1784, is near the Church of S. Francesco, and to the house (No. 295), in which Byron lived, 1819. Other objects are the Governor's Palace, in Piazza Maggiore; the College, including the town Library, Museum, and Pictures; and remains of Theodoric's Palace, in the Corso. Outside the town stands his circular Mausoleum or *Rotonda;* with the church of Sta. Maria in Porto Fuori; and the Basilica of S. Apollinare-in-Classe, so called from a suburb at which the Roman fleet was stationed. The famous *Pine Forest* is near the sea. Rail, p. 263.

Recoara (Baths of)—Pop. 4,000.

In Venetia, 24 m. N.W. of Vicenza; noted for its chalybeate waters, which are bottled and exported. It is reached via Schio, 10 m. west. See p. 263.

Resina.—Pop. 12,000.

Four miles from Naples (rail to Portici, p. 263), under Vesuvius; guide at the office here. Entry to the ancient *Herculaneum*; fee 2 francs.

Riva, in Austrian territory, at the top of Lago di Garda, 12 m. from Roveredo. Most part of the Lake belongs to Italian Lombardy. Riva is a pretty town, surrounded by mountains forming as if it were a frame to beautiful panoramic views; among which that of the Baldo is a striking object. H. AND PENSION AU LAC. Highly recommended. See Advt. Steamer to Desenzano, at the bottom of the Lake, on Italian ground; where luggage is examined.

Rimini.—*Stat.*—Pop. 17,000.—HOTEL:—AQUILA D'ORO.

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The ancient *Ariminum*, in Emilia, 69 m from Bologna; a bathing place in a rich plain on the Adriatic. Notice the Gothic Duomo; S. Giuliano's, near the Roman Bridge on the Via Æmilia; Town Hall; the Porta Romana, an arch to Augustus, 27 B.C. Trade in silk and fish.

Rail. to Ancona and Bologna, p. 264 and 265.

ROME (*Ital.* **Roma.**)—*Stat.*—Pop. (1871) 219,608, or 244,500 with suburbs; of whom 3,800 are Protestants, 4,600 Jews.—(*Map in Special Edition*) For a Summary see Special Edition, and for a full description of Rome, see "Bradshaw's Handbook to Italy."] It is 196 m. from Florence, 243 m. from Ancona, 162 m. from Naples, 331 m. from Brindisi. Lat. of Roman College 41° 51′ N., long. 12° 29′ E. Mean temp. 45° (Jan.) to 76° (July.)

HOTELS—Alberghi.—Most of the hotels are situated between the Piazza del Popolo, Piazza di Spagna, Via Condotti, and the Corso.

HOTEL DU QUIRINALE.—Situated in the healthiest part of Rome, and patronised chiefly by English and American families.

HOTEL COSTANZI.—Beautifully situated, Piazza Barberini, highest & healthiest position in Rome.

GRAND HOTEL DE RUSSIE ET DES ILES BRITANNIQUES; well situated Hotel, kept by G. Mazzeri.

CONTINENTAL HOTEL.—Excellent hotel near the Railway Station.

HOTEL DE L'EUROPE, Piazza di Spagna, BRISTOL H.

HOTEL DU LOUVRE; HOTEL LONDRA; HOTEL ANGLO-AMERICANO; HOTEL DE ROME; HOTEL D'ANGLETERRE; HOTEL D'ALLMAGNE; HOTEL D'AMERIQUE; HOTEL MINERVA, Piaz. del Minerva.

HOTEL VICTORIA, Via de Due Macelli.

HOTEL D'ITALIE, PENSION, MISSES SMITH, 93, PIAZZA DI SPAGNA.

The charges at Hotels are generally for dinner, from 3½ to 5 lire; breakfast, 2½ lire; tea, 1½ lire. A suite of apartments, from 10 to 25 lire per day. A bedroom generally costs from 3 to 5 lire per diem. Omnibuses, to the railway station.

The prices of Apartments in the best hotels vary according to the season, the situation of the hotel, the position and view from the rooms. The best quarter is in the vicinity of Monte Pincio, the Piazza del Popolo and the Piazza di Spagna, as the locality is healthy and the water pure and good. Furnished apartments in the best situation cost—say for bed-room and sitting-room in the summer, 40 to 60 lire per month; in the winter season from 100 to 150 lire. A small suite containing 3 bed-rooms, a dining-room and a kitchen, 150 to 250 lire per month; service 5 to 15 lire a month; servant with board, from 20 to 30 lire per month. Domestico di piazza (called guida), 10 lire per day.

NEWSPAPERS. — *Forbes's Tourist Directory*, *Opinione*; *Fanfulla*; *Libertà*; *Popolo Romane*; *Diritto*; *Capitale*; *Italie* (French); *Gazetta Illustrata*; *Frusta* (Comic); *Voce della Verità* and *Osservatore* (Clerical); *Corriere Evangelico* (Prot).

ROME, the capital of the Kingdom of Italy, the city of the Popes, and once of the Cæsars, is situate on the Tiber, partly on a plain, and partly on low hills with their intersecting valleys, about sixteen miles from the mouth of the river. The Tiber divides the city into two unequal parts. The smaller on the right bank is called the Leonine city, and Trastevere. Walls of 15 miles in circuit surround the entire city. The modern city is built upon the Campus Martius of the ancient Romans, lying along the banks of the Tiber, to the north of the **Seven Hills** which formed the site of ancient Rome. Four of these hills, are now almost entirely deserted, or covered by gardens, vineyards, broken buildings, or ruins.

Rome is entered on the high road from Florence by the Porta del Popolo, built by Vignola, from designs by Michael Angelo, in 1561; and opening upon Piazza del Popolo, at the foot of Monte Pincio. At the centre stands the fine obelisk of Rameses I., the "oldest of old things" here.

Some of the streets are re-named; thus Via Porta Pia is V. de Venti di Settembre (when the Italian troops occupied Rome, 1870). The Senate House is at Palazzo Madama; House for the Deputies, in the former Police Office on Monte Citorio.

CHURCHES.—About 370 in number, seven of which are Basilicas; the principal ones are as follows:—St. Peter's, St. John Lateran, Santa Maria Maggiore, and Santa Croce in Gerusalemme, within the city; and St. Paolo, San Lorenzo, and San Sebastian, *extra muros*.

The largest, **St. Peter's**, stands on a slight acclivity, in the Leonine city, in the N.W. corner of Rome. It is built in the form of a Latin cross, the nave being in length 607 feet and the transept 444 feet. The east front is 396 feet wide and 160 feet high, whilst the pillars composing it are each 58 feet high and 8½ in diameter. Height of Dome, from the pavement to the cross, 448 feet. It contains 46 altars and 400 statues. In front there is a large piazza, on the site of Nero's Circus. It occupied a period of 176 years in building, and required 350 years to perfect it. It cost £10,000,000; covers eight English acres, and is kept in repair at a cost of £6,300 per annum. To take it all in, it must be visited again and again.

The Chapel of the Presentazione, has the tomb, of Maria Clementina Sobieski, wife of the Pretender, James III.; she died at Rome in 1745. Opposite to this is Canova's Stuart Monument, erected by George IV.

San Giovanni in Laterano, St. John Lateran, is the Pope's Metropolitan Church, he being its official minister. It is in this church, also, that the Popes are crowned. It contains the famous chapel of the Corsini, reckoned the finest in the world, and stated to have cost £400,000. The Lateran Palace and Museum should be visited.

The other Basilicas, particularly St. Mar's Maggiore and Saint Paolo, are equally interesting to the traveller, especially the latter, which is outside the Walls on the site of a former basilica, as old as Constantine, burnt about 30 years ago, except some valuable pictures. The new church, now replacing it, is a superb building. San Luigi de' Francesi, the splendid marble Jesuit church of the Gesù, with many others, deserve attention.

Among the sacred sights of Rome are the **Catacombs.** The best guide to these memor-

tals of the early Christians, is Cavaliere Rossi's *Roma Sotterranea*. Those of S. Agnese outside Porta Pia, are open Sundays, Tuesdays, & Thurs.

PALACES.—The **Quirinal**, or Palace of Monte Cavallo, on the Quirinal Hill, is the residence of the King of Italy, Humbert I.

The **Vatican** or seat of the Pope, Leo XIII, elected 1878, dates from the eighth century; having become dilapidated, it was rebuilt by Innocent III. in the twelfth century. It stands over the Vatican Hill, adjoining to St. Peter's; covers a large space; and is 1,151 English feet long, and 767 feet broad. It contains 4,422 chambers, and has eight grand staircases and two hundred smaller ones, and twenty courts. In it are the Proclementine and Chiaramonti Museums, both filled with master-pieces of painting and sculpture, including the *Transfiguration* of Raphael, the *Apollo Belvedere*, the Etruscan Museum, collected by Popes Gregory 16th and Pius 9th. Here also are Raphael's painted *Loggie* and *Stanze* (open to Students, 10 to 3); the *Sistine Chapel*, with M. Angelo's *Last Judgment*, built in 1473; and the Vatican Library, containing the richest collection of manuscripts in the world. The Pope's country seat is at *Castel Gandolfo*, near Albano.

The **Capitol** occupies the square of the Capitoline Hill, called the Piazza del Campidoglio, the site of the ancient Capitol; and contains the palaces of the Senators and Municipal Magistrates of Rome. The College della Sapienza, a university of Rome, founded by Innocent IV. in 1244, is one of the oldest in Europe. Notice, the Royal Lyceum, or Biblioteca Vit. Emm. (formerly Collegio Romano or Jesuits' College), with its extensive Library, and the College de Propaganda Fide. The subterranean church of St. Peter's should not be passed by; there are many tombs of Popes, Emperors, and Kings, including the Stuarts. Orders to be obtained of Cardinal Mertel, Pal. della Cancellaria. Notice, also, the *Scala Regia* and Grand Entrance to the Vatican, north of the Basilica. Visit the lakes of Albano and Nemi, and the ruins of Tusculum, in the environs. Mr. S. R. Forbes's excursion every Tuesday.

Antiquities (Pagan):—These are legion, and must be looked for in a Special Guide (see *Bradshaw's Italy*). We can only enumerate—the Colosseum Amphitheatre; the ruins in the Forum, including Temples of Vespasian, Concord, and Saturn; Arches of Constantine and Titus; Palace of the Cæsars, on the Palatine; the Pantheon (now a church dedicated to Sta. Maria ad Martyres), in which Raphael and Victor Emmanuel (1878) are buried; Baths of Caracalla and of Titus (both open daily, 1 fr.) and of Diocletian; the Circus Maximus; Castle of S. Angelo; Trajan's Column; the Cloaca Maxima; the Aqueducts; the Tombs of Cæcilia Metella, and of the Scipios. See Mr. J. H. Parker's *Archæology of Rome*, with about 800 photographs.

PROTESTANT BURIAL GROUND, near the Porta San Paolo, adjoining the Pyramid of Caius Cestius. Here are buried Shelley, Keats, Gibson and Wyatt the sculptors, and Bell the anatomist.

H.B.M.'S AMBASSADOR.—His Excy. Sir A. Paget, K.C.B. SEC. OF LEGATION—H. G. Macdonnell, Esq.; Office of Legation, Pal. Gran. Brettagna, Via Vente Settembre, Porta Pia. BR. CONSUL—Alex. Macbean, Esq., 878, Corso. BR. VICE-CONSUL—A. R. Franz, Esq., Pal. del Bufalo.

AMERICAN MINISTER.—His Excellency Hon. G. P. Marsh. SECRETARY OF LEGATION, G. W. Wurts, Esq.; office, 432, Via Fontinella Borghese.

AMERICAN CONSUL GENERAL.—Eugene Schuyler, Esq., 26, Piazza di Spagna.

THE ENGLISH CHURCH.—Outside Porta del Popolo, estab. 1818, and the only English Church open throughout the year (to be moved to the old convent of Gesù Maria). Licensed Chaplain (S.P.G.) Rev. R. W. Wasse; Holy Communion every Sunday. Services from June 1 to Oct. 1, at 9 a.m. and 5 p.m. Daily Service at 10 a.m. Saints' days, 9 a.m.

TRINITY CHURCH.—Piazza San Silvestro, opposite the new General Post Office. Ch. of England Service on Sundays at 11 a.m. and 3 p.m.; Wednesdays, at 11 a.m. from Advent to May. Holy Communion on first Sunday. Chaplain, Rev. Dr. Griffith. The Church, finished and opened 1874, is the work of the late Commendatore Cipolla, architect to Pius IX.

ENGLISH CHURCH (C. C. C. Soc.), at 14, Vicolo d'Alibert, near Piaz. di Spagna. Sunday services, 11 and 3; Holy Communion every Sunday, morning, or evening (at 8.30). Licensed Chaplain, Rev. J. Hill Tait.

AMERICAN EPISCOPAL CHURCH.—St. Paul's picturesque brick Church by Street, on Via Nazionale, opened 1876. Services at 9 and 11 a.m. and 4 p.m. Rector—Rev. R. J. Nevin, D.D., Via della Mercede, No. 39, 2nd floor. AMERICAN BAPTIST CH.—Near Valle Theatre-Sr. Cocoldi.

SCOTCH CHURCH, outside Porta del Popolo. Divine Service, Sunday, from November till May at 11 a.m. and 3 p.m.

ENGLISH METHODIST.—64, Via della Scrofa. AMERICAN EPISCOPAL METHODIST.—Piazza Poli.

BAPTIST CHAPEL.—Piazza di San Lorenzo.

VAUDOIS CHURCH.—Via delle Vergini, near Fountain of Trevi—Sr. Ribetti, etc. There are now nine or ten foreign Churches in Rome.

CATHOLIC COLLEGES.—English, in Via di Monserratio. Scotch, Via Quattro Fontane. Irish, Via del Quirinale. United States, Via Umilta.

BIBLE SOCIETY'S AGENT.—Mr. T. H. Bruce, 85, Via del Corso.

GUIDES.—Mr. S. R. Forbes, author of "*Rambles in Rome*," conducts parties through Rome and its environs. Terms moderate. Apply at 93, Via Babuino; and Mr. Lacour, Via S. Stefano del Cacco, No. 22, 1st floor. See *Forbes's Tourist Directory*, price 3d., pub. during the season. At No. 12 Vicolo d'Alibert, is the Office of the *Archæological Society*.

BRITISH ACADEMY.—No. 78D, Via Sistina.

SCHOOL OF ART for Women.—Via degli Artisti.

POST-OFFICE.—In the Piazza S. Silvestro; open for distribution of letters from 8 a.m. to 10 p.m. Letters for England or America and the Continent generally, if not exceeding 15 grammes or [illegible]

are charged 25 centi.; if not prepaid the charge is double. Letters or Papers may be posted at the G. P. O. up to 9.30 a.m., 1.40 p.m., and 9.15 p.m.; or in the local letter boxes, up to 8.30 a.m., 12.30 p.m., and 8.0 p.m. Those posted before 1.40 p.m. at the G. P. O. reach England at the same time as those posted before 9.30 a.m.

Letters for India, directed *vid di Brindisi*, and not exceeding 15 grammes (½oz.), prepaid, 70 cent.

A small room is attached to the Post Office, where letters may be answered immediately. The charge for a sheet of paper and envelope is 10c.

Letters for the United States of America may be posted three times a week, on Sundays, Tuesdays, and Fridays, at the G. P. O., up to 8 a.m.

TELEGRAPH OFFICE.—Telegram to U. Kingdom, 8d. per word.

STEAM COMMUNICATION. — Valery & Co., French Merchants, fast English built screw Steamers —To Leghorn, Genoa, and Marseilles, every Sunday and Thursday at 1 o'clock from Civita Vecchia.—Agency, 9, Via Condotti.

Fraissinet & Co. French Merchant Steamers.—To Leghorn, Genoa, and Marseilles on Mondays and Thursdays from Civita Vecchia, at 3 o'clock Agency—43, Piazza Nicosia.

CARRIAGE FARE INSIDE THE WALLS.	1 Horse.		2 Horses.	
	Day.	Night	Day.	Night
	L c.	L. c.	L. c.	L. c.
The Course for one or two persons ...	0 80	1 0	1 70	1 90
A Course to or from the Station ...	1 0	1 20	1 70	1 90
Course from any part whatever of the city to the Salaria, Maggiore, St. Sebastian, St. Paul, St. John, St. Pancras, and Portese Gates ...	1 0	1 20	1 90	2 0
By the hour (each hour) ...	1 70	2 20	2 50	3 0
For every quarter of an hour over the hour ...	0 45	0 55	0 65	0 75
Up to 2 miles outside the Del Popolo, Pia, Angelica, and Cavallegra Gates, for one hour ...	2 20	2 70	3 0	3 40
For every quarter of an hour over the hour ...	0 55	0 70	0 75	0 75

N.B.—If going any distance *beyond the Walls* a bargain should be made.

The price of the Course increases 20 cents. in the day, and 40 cents. at night, for every extra person more than two for the carriages of one horse; more than four the carriages of two horses. For the carriage by the hour a third person pays nothing extra. There is no charge for a carpet bag or any small article. Articles of a larger size or weight, 50 cents. extra each.

During the 8 days of Carnival the price must be settled beforehand when hired for the Corso.

Well arranged OMNIBUSES run frequently through various parts of the city; the tariffs 15 cs.

CONVEYANCES.—Rail to Leghorn and FLORENCE *via* Civita Vecchia and Maremma, in 12½ hours, see page 261. To NAPLES in 7½ hours, see p. 262. To ANCONA by railway, in 9 hours, see p. 262. To FLORENCE, by the direct line, in 8 hours; passing Orte, Orvieto, Chiusi, Lake Thrasymene, Terontola, Arezzo, &c. p. 260. The branch line from Orte (p 262) passes Terni, Foligno, Assisi, Perugia, Terentola, &c.; branch from Chiusi to Siena and Empoli, p. 258. To Fiumicino, at the Tiber's mouth, p 258. To Brindisi, p. 256. See BRADSHAW'S "Illustrated Hand-book to Italy." Good sleeping-places at most of them.

STEAM TRAMWAY, to Tivoli, along Via Tiburtina, in 1½ hour, opened 1879. It starts from the Baths of Diocletian, passes the warm Baths of Agrippa or *Acque Albule*, and has omnibus connection with Hadrian's Villa See p. 263.

SADDLE HORSES.—Good Hacks and Hunters, 300 to 500 lire a month. A ride of three or four hours from 10 to 15 lire—agreement to be made previously. RACES at Piati Fiscelli, in the Campagna.

MEDICAL.—Dr. Gason, Fellow Col. Physicians, Dublin, &c., Physician and Accoucheur; No. 8, Via Sebastiano, 3° p° (3d. floor); Piazza di Spagna Dr. Aitken, M.D. and C.M., University of Edinburgh; 52 Via Frattina, 3° p°. Dr. T. Small. Dr. J. Steele.

SURGEON DENTIST.—Dr. C. J. Curtis, Dentist to H.R.H. the Princess of Piedmont, successor to Drs. Burridge and Parmey, 93, Piazza di Spagna.

ENGLISH AND AMERICAN BANKERS.—Packenham, Maquay, and Hooker, 20, Piazza di Spagna.

BANKERS AND COMMISSION AGENTS.—Alex. Macbean and Co., 278, Via del Corso. J. S. Dumaresq & Co., 81, Piazza di Spagna.

HOUSE AGENT.—Mr. J. P. Shea, 11, Piazza di Spagna.

BANKERS and COMMISSION AGENTS—**Messrs. Giorgi and Biscossi**, 113 and 114, Via Frattina.

As there are many false notes and coins in circulation, it will be prudent to have recourse to respectable bankers. The above are recommended.

National Paper money is taken at its full value in all the public offices, as well as at the Railway Stations, for any destination in Italy. The value of the paper money is marked on each note.

ENGLISH READING-ROOMS—Mrs. Brown, 12, Vicolo d'Alibert, free. Monaldini, in the Piazza di Spagna, supplied with London Daily Papers, Galignani, a small English Library of Books, Maps of Rome, &c. Subscription, 4 lire per month. Enter address,

L. PIALE'S English and American Library and Reading-Rooms, with Circulating Library, No. 1, Piazza di Spagna.

PHOTOGRAPHS.—Permanent artistic photographs, copies, etc, of great masterpieces, etc., Eug. Aubert, 22, Via Condotta See advt.

JOSEPH SPITHÖVER, 85, Piazza di Spagna.

ENGLISH CLUB, at No. 78, Via della Croce.

THEATRES.—Valle (opera, etc.); Argentina (operas); Apollo and plays (grand operas); Polteama.

Galleries (The attendants expect a gratuity).—ACADEMY OF ST. LUKE.—Via Bonella, near the Capitol; open daily from 10 to 3. Here are "Iris," by Heard, an English artist; "Puck," by Raphael; "Fortune," by Guido Reni.

BARBERINI.—Via Quattro Fontane; daily, 12 to 5

BORGHESE.—Palazzo Borghese, open Monday, Wednesday, and Friday, from 9 to 3. The Gallery of Statues at the Villa Borghese, every Saturday.

CAPITOL.—Free on Sun.; other days ½ lira; 10 to 3.

COLONNA.—Piazza dé SS. Apostoli, at Palazzo Colonna; 11 to 3 daily.

CORSINI.—Via della Longara, at Palazzo Corsini; Monday, Thursday, and Saturday, 9 to 3.

DORIA.—Via del Corso, at Palazzo Doria; Tuesdays and Fridays, 10 to 2.

FARNESINA.—Closed.

FARNESE.—Special order from French Embassy.

KIRCHERIANO, and the Mediæval Museum, (Collegio Romano).—Every day, 10 to 3; 1 lira each. Holidays free.

LATERAN MUSEUM.—Daily, from 10 to 3.

ROSPIGLIOSI. — On the Quirinal, at Palazzo Rospigliosi; Wednesday and Saturday, 9 to 3.

SPADA.—Palazzo Spada; Monday, Wednesday, Saturday, 10 to 3; fee ½ lira.

TENERANI MUSEUM.—Via Nazionale.

VATICAN GALLERY and MUSEUM.—Daily, 9 to 3, except Saturday. By order at the Vatican, 9 to 1.

DOME OF ST. PETER'S, by order from Msgr. Teodoli, in the Sacristy; from whom orders may be got for the MOSAIC FACTORY, and the Hall of the Council. Dome without order from 8 to 10, Thursday. CRYPT OF ST. PETER'S; order from Cardinal Mertel, Palazzo della Cancellaria (p. 527).

Villas. — ALBANI.—12 to sunset; by order from Prince Torlonia, the Banker. BORGHESE:—Tuesday, Thursday, Saturday, and Sunday, after 12 o'clock; the Statuary Museum in the Villa, only on Saturdays from 2 to 4. LUDOVISI.—Thursday, by order from the respective Embassies. MEDICI, (otherwise the French Academy.) Open daily, by a fee of half-a-lira. MELLINI.—Daily, by paying half-a-lira. PAMPILI.—Only two-horse carriages admitted; on Monday and Friday. TORLONIA.—On Wednesdays, from 1 to 3; by order from Prince Torlonia. VOLKONSKI.—Wednesday and Saturday. Order from Prince Wolkonski. CÆSAR'S PALACE. —Daily, 9 to sunset, 1 lira. Sunday, free.

N.B.—Orders for the Vatican, Cast. Angelo, Conservatori, Torlonia, etc., may be obtained gratis, at Messrs. Dumaresq, 81, Piazza di Spagna.

Week at Rome.—This may be done by keeping close to the order given below; many of the Palaces and Villas containing art-treasures, being only opened to the public once or twice a-week. When a fee is required, 50c. will be enough for a party of two; over that number a franc.

MONDAY.—Church of St. Carlo in Corso; St. Peter's; Vatican Museum and Gallery (this alone will occupy several hours.) The delightful gardens on the Pincian Hill are close to the principal hotels.

TUESDAY—Paintings in Palazzo Doria, and Pal. Colonna; they close at 3 or 4.

WEDNESDAY.—Mr. R. Forbes's excursion leaves at 7.30 a.m., in carriages for *Tivoli* (the ancient Tibur), 18 miles distant from Rome. Stop an hour *en route* at Villa Adriana (1fr.), one of the most famous ruins in Italy. For Tivoli, see below.

THURSDAY.—Pantheon; Column of Trajan: Capitol Museum; Roman Forum; Arches of Septimius, Titus, and Constantine; the Colosseum; Lateran Museum and Church (with two famous chapels of Corsini and Torlonia); St. Maria Maggiore; Pal. Corsini; and P. Spada.

FRIDAY.—Villa Albani and Ruins of the Bath, of Diocletian; St. Paul's Basilica (a magnificent new church, cost a million sterling); Pyramid of C. Cestius; Temples of Hercules and Fortune.

SATURDAY. — Palazzo Barberini; Churches of Jesu, and S. Maria-Sopra-Minerva. Carriage necessary on Thursday or Friday.

NOTE.—For a particular account of the churches, etc., of Rome, see Bradshaw's *Handbook to Italy*.

San Germano.—*Stat.*—Pop. 10,000. H REALE. The Roman *Casinum*, 94 m. from Rome on the Naples line, under **Monte Casino**, where a famous Convent was founded by St. Benedict, A.D 528. Its church and library deserve notice. Roman amphitheatre, and antiquities. Rail., p. 262

San Remo.—*Stat.*—Pop. 16,000.—HOTELS: WEST END HOTEL, comfortable and well situated. See Advt.

GRAND HOTEL VITTORIA, east end of town, in a beautiful garden, with every comfort. See Advt.

GRAND HOTEL ROYAL, near Station, fine views of the town and sea. See Advt.

MEDITERRANEE; D'ALLEMAGNE; DE NICE. DI SAN REMO; GRANDE BRETAGNE. DE LA PAIX. BELLE VUE; DE LONDRES; PARADIS; PALMIERI; DES ANGLAIS; DE RUSSIE.

On the Western Riviera, 32 m. from Nice, 85 m. from Genoa, and of high repute as a winter health resort; well sheltered by an unbroken chain of mountains, which at Monte Bignone are 4,270 ft. high. Its climate is one of the mildest in the Riviera, the air being at the same fresh and invigorating. Mean winter temp. 49°; spring 57½°; summer 72½°; autumn 62°; mean annual 60°. The environs are exceedingly beautiful; lemon trees abound. For full details see Dr. Hassall's "San Remo and the Western Riviera," (Longman).

BRITISH VICE-CONSUL W. Congreve, Esq., M.A.

ENGLISH CHURCH Service at St. John Baptist's, opened in 1868; chaplain, Rev. Geo. Livingstone Fenton, M.A., Villa Carli. October to May.

MEDICAL.—Dr. Henry Danbeny. Dr. Freeman. Dr. G. B. Turner. Dr. Hassall, M.D. London, M.R.C.P., Eng. Sen. Phys. to Royal Free Hosp., founder of the Hosp. for Consumption, Ventnor. Dr. Ameglio, an Italian Physician, attends English patients.

BANKERS.—Messrs. Asquasciati frères; Sr. Rubino; Banca di San Remo.

HOUSE AGENTS AND WINE MERCHANTS.—Messrs. W. & J. Congreve. ENGLISH CHEMIST.—Mr. Squire C. E. Vicario, English Grocer, Wine and Spirit Merchant. Agent for Brand's Specialities for Invalids.

ENGLISH SUB. LIBRARY, at the Vice Consulate.

INTERNATIONAL CLUB.—English newspapers.

CONVEYANCES—Railway, see page 257.

Santa Margherita. See **Rapallo.**

Savona.—*Stat.*—Pop. (1871) 24,855. HOTEL SUISSE; RAILWAY.

An old port, on the West Riviera, 28 m. from Genoa; having a newly erected quarter, with a Cathedral built by Pope Julius II. (born close by), containing good paintings, and a Chapel built by Pope Sixtus IV. They were both of the Rovere family, at Albissola, in the neighbourhood. Chiabrera, the poet, a native, is buried in S. Giacomo church. It produces good pottery.

ENGLISH VICE-CONSUL, G. Martinengo. Esq.

CONVEYANCES—Railway, see pp. 252, 257.

Siena.—*Stat.*—Pop. (1871) 22,965.—HOTELS; GRAND HOTEL DE SIENA. AQUILA NERA near the railway station; L'ARME D'INGHILTERRA (Paguini's); LA SCALA.

A picturesque old walled city, the Roman *Sena Julia*, standing high and cool, in a province of Tuscany, 60 m. from Florence. It has some street paintings, and about sixty churches. The chief are the Duomo on the top of the hill, of striped marble, with seven fine paintings, a subterranean baptistery, 10 frescoes by Pinturicchio (in the Library), and unique mosaics (of the Roman Sibyls, &c.), on the choir floor. S. Agostino (statue of Pius II.), near the Tolomei College; S. Domenico (some good pictures); the Servi or Conception Church; St. Cristoforo (painting by Pacchiarotto); and the Cell of St. Catherine. The old Palazzo Pubblico, in the market place, has frescoes by Sodoma and S. Aretino; and at the Pinacoteca or Picture Gallery (delle Belle Arti) are above 600, by Sodoma (Christ at the Column) and artists of the Sienaschool, &c. The University is in St. Vigilio's old college. Palazzo del Governo was built by Pius II. (a native.)

ENGLISH CHURCH, in Piazza dell' Abbadia; on Sunday; Chaplain,

The rail to Orvieto passes **Salcini,** where there is a curious bit of deception, viz., a sham cupola, painted on a flat surface. Omnibus to *Chianciano Baths* (good Hotel). At **Chiusi,** 6 m. from Salcini, is the branch from Cortona on the direct route between Florence and Rome.

CONVEYANCES.—Railway, see page 258.

Sinigaglia.—*Stat.*—Pop. (1871) 22,200.—HOTEL DE LA POSTE.

The ancient *Sena Gallica*, on the Marches of the Adriatic, 15 m. from Ancona; having a Cathedral, &c., with a new Bathing establishment. During the great July *Fair*, there is a good Opera Company at the Theatre. The late Pope, Pius IX. was born here, 1792, of the Mastai-Ferretti family. Near this is the *River Metauro*, where the Consuls Livy and Nero defeated Hasdrubal, 207 B.C.; a decisive victory, which saved Rome from Hannibal. Railway, see page 264.

Sondrio.—Pop. 6000.—Hotel della Posta.

In the Val Tellina, 30 m. E. of Lake Como. Diligences to Colico on the Lake, &c. From here there is a way to Casaccia in the Engadine (25 m.), past Monte della Disgrazia (12,075 ft.), the Roseeg, and Piz Bernina, in the Rhaetian Alps.

Sorrento.—Pop. 7000.—HOTELS:—

HOTELS TRAMONTANO and VILLA NARDI; English proprietress; families *en pension*. CROCE DI MALTA (or Piccola Sirena.); Hostess is English.

In Campania, 7 m. from Castellammare (p. 263) facing Capri; made up of three straggling towns, in a delicious valley full of orange groves, between the higher ridge to the S. and the cliffs bordering the Bay of Naples. It is a most enchanting spot, with beautiful views; healthy climate; good fish, fruits, butcher's meat and milk. Mules 3½ fr. per day. Excursions by land to Amalfi and Massa, and by water to the island of Capri. Wood mosaic is bought here, but is subject to a trifling duty on the return to Naples, causing much delay and annoyance.

ENGLISH CHURCH SERVICE at Hotel Belle Vue (S.P.G.), during summer.

ENGLISH VICE CONSUL.—A. Consigl'o, Esq.

Spezia.—*Stat.*—Pop. (1871) 24,139. HOTELS:

HOTEL D'ITALIE, the only Hotel in Spezia that has an establishment of hot and cold Baths. P. Pernigotti, Proprietor.

HOTEL ROYAL DE LA CROCE DI MALTA; Divine Service in the Hotel. See Advt.

GRAND HOTEL SPEZIA, exceedingly well situated, and surrounded by a garden.

A naval port, in Piedmont, on the East Riviera, finely situated at the foot of the Gulf of Spezia, 40 miles from Genoa, in view of the Apennines. An Arsenal and Dockyard, on a large scale, are in progress. Of late years this has become a much frequented watering-place; the bathing being excellent, with a mild sheltered climate. The country all around is very beautiful; and the Gulf affords great attractions in its aquatic excursions, and in visits to La Polla spring (of fresh water, rising out in the sea), the caves on the W. side of the Gulf, etc.

H. B. M.'s VICE-CONSUL—J. Greenham, Esq.

AMERICAN CONSUL—W. Rice, Esq.

MEDICAL—Dr. Cracknell, M.B., F.R.C.P., Lond., Phys., Gt. North. Hosp.

CHURCH OF ENGLAND SERVICE (S.P.G.), on Sunday, at 11 a.m., at the Hotel Croce di Malta; Rev. E. Corrie, M.A.

CONVEYANCES—Rail, see page 257.

Stresa.—HOTEL AND PENSION DES ILES BORROMÉES, facing Lake Maggiore (a most beautiful situation) affords excellent first-rate accommodation.

HOTEL MILAN; a small one further up the Lake.

A delightful place, 3 m. from Baveno, and the real starting place for visiting the Borromean Islands, in Lake Maggiore, and Lake Orta at Motterone.

All the Steamers touch at Stresa, and it communiates by diligence with all parts of Switzerland. There is an office in the Hotel des Iles Borroméesfor the Swiss diligences; and extra Post and carriages for excursions to the Simplon, St. Gothard, and St. Bernardino. Visitors often remain the whole year. Wonderfully fine view from **M. Motterone,** but guide necessary—5fr.

English Service in Summer, at the Hotel des Iles; supplied by Col. and Cent. Church Society.

Terni.—*Stat.*—Pop. 15,000. H. INGHILTERRA.

In Umbria, 76 m. from Rome, having ruins of various temples and other Roman buildings, baths and amphitheatre, &c. Near at hand is the celebrated **Fall of Terni** on the Velino, 600 to 900 feet down. It is within a short walk. Mules or donkeys can be had. Railway, p. 262.

Tivoli—Pop. 8,000.—New Hotel lately opened

Situated in the Campagna di Roma, 18 miles from Rome, in a delightful situation. It is the seat of several remarkable antiquities,—the remains of the Temple of Vesta, of the Sybil, the Villa of Mæcenas, Villa of the Emperor Hadrian. The Teverone forms a picturesque cascade at Tivoli down a new channel. At *Mentana*, Garibaldi was defeated by the Papal troops, Nov., 1867.

CONVEYANCE.—Steam Tramway from Rome in 1½ hours, four times a day. See page 263.

Treviso.—*Stat.*—Pop. (1871) 28,295.—HOTELS: STELLA D'ORO; POSTA; AQUILA.

In Venetia, 17 m. from Venice, having several

churches, a handsome Town-hall, an Academy of Arts and Sciences, and factories of cloth, paper, &c. Among the churches, note St. Nicholas, an antique structure; and the yet unfinished cathedral of St. Peter's, in which are paintings by Titian and Domenichino. Near it is the Villa Manfrini. RAIL, page 259 and 263.

TURIN (*Italian* **Torino.**)—*Stat.*—Pop. (1871) 192,443 or 212,644, with environs. (*With Map in Special Edition.*)—HOTELS:

HOTEL DEL'EUROPE, Piazz. Castello, opposite the King's palace, five minutes walk from the station. First class Hotel; recommended.

HOTEL FEDER, one of the best; Recommended. See Advt. HOTEL DE LONDRES.

GRAND HOTEL LIGURIE.—A very good, comfortable first-class family hotel. Moderate charges, Albino Guidi, Proprietor. See Advt.

BAGLIONI'S GRAND HOTEL AND PENSION D'ANGLETERRE. Well and conveniently situated in Via Roma, near the central Station. Recommended.

HOTEL TROMBETTA, one of the best of Turin, under the immediate superintendence of the new proprietor, Mr. Leopold Baglioni. See Advt.

GRAND HOTEL DE TURIN.—Branch establishment of the Bernerhof at Berne, and Kraft's Hotel de Nice at Nice, kept by M. Constant Kraft. Recommended.

GRAND HOTEL SUISSE. Advantageously situated, facing the general Station.

In most of the hotels (second class), rooms from 3 to 5 frs.; table d'hôte, 4 to 5 frs.

RESTAURANT MERIDIANA, 7, VIA S. TERESA. Kept by Antonio Bonfante.

CAFES.—San Carlo, Fiorale, Addo, Conradin, Cambio. Cup of mixed coffee and chocolate called "beccherino," drunk here early in the morning, costs 1½d. Asti Spumante is a fine sparkling wine, like good perry.

CAB (Cittadina) 1 horse, 1 l. the course; 1 l 50 c. an hour. Outside package, 25 c. Omnibuses to the hotels from the station, fare, 1 l.; through the city 10 c. Tram, 10 c. Cheap fiacres for hire in Piazza Castello.

The capital of Piedmont, and a rectangular city of large solid houses, 93 m. from Milan, 416 m. from Rome, 501 m. from Paris. It stands on a plain, on the site of the Roman *Augusta Taurinorum* (the crest is a bull—toro), on the left bank of the Po, near its confluence with the Dora Riparia, in full view of Monte Rosa and the Alps. Mean temp. 31° (Jan.) to 73° (July.)

The oldest gate is Porta Palatina; Piazza Emanuel Filiberto and Piazza Castello are the largest squares. The best shops are in Piazza Castello and the Via del Po, leading to the Po bridge. A gallery or arcade joins Piaz. Castello to Piaz. Carlo Alberto. One of the finest points of view from the town and the Alps is the Capuchin Convent, on the Monte hill. Among the *Statues* are King Ch Albert, in Piaz. Ch. Albert; and Gioberti, near Palazzo Carignano—a building erected 1680, with a modern front. Emanuel Filibert (or Iron-head) in Piaz. San Carlo. Cavour, in Piaz. Carlo-Em.—he was born 1810, in Via Cavour Azeglio and Lagrange, in Piaz. Carlo Felice. The Siccardi Obelisk in Piaz. Savoia. M. Cenis Tunnel Fountain, in Piaz-dello Statuto,—a pile of stone blocks, supported by Seven Titans.

PALACES.—The *Royal Palace* in Piaz. Reale is a brick square, with the Palace of the Duke of Genoa, and the Cathedral on one side, and the Royal and Zoological Gardens behind. It has a bronze of Castor and Pollux, statue of Victor Amadeo I., frescoes, rich furniture, royal portraits, coins, library, etc., and a good Armoury (open 11 to 3; 1 fr.). *Palaz.-Madama* in Piaz. Castello, so called from V. Amadeo II's mother, is the 13th cent. castle (the oldest building here) of the Dukes of Savoy, and has a monument to the Army in front (1859) with an Observatory. Near this, is the *Academy of Sciences*, including a Museum of Nat. Hist. (10 to 4); Egyptian (a rich one) and other antiquities; and a *Picture Gallery* or *Pinacoteca*, in 15 rooms—among which are battle pieces, Dutch masters, Vandyck's Charles I's children, and Memling's Seven Sorrows (cat. 1 fr). Albertina *Academy of Arts* contains pictures by G. Ferrari, etc. *University*, founded 1404, has Roman inscriptions, statues and busts, a library of 200,000 vols.; with 85 professors, and 1500 students. City Museum has paintings, and ethnological collections.

CHURCHES.—St. J. Baptist's, *Cathedral*—a florid Late Gothic pile, with Guarini's round marble *Chapel* (lit from the dome), containing the Holy Shroud or Sudario, and statues of V. Emanuel's Queen (1856) and other personages. S. Filippo Neri and S. Lorenzo, both large churches. Corpus Domini built 1607. S. Massimo, a Grecian temple. Consolata, built 1679, by Guarini, with knocking statues of V. Emanuel's Queen, etc. *Gran Madre di Dio*, a Pantheon-like church, built 1818, at the Po Bridge, near the Monte Convent. Tempio Valdese (Waldensian), built 1854. Synagogue, a tower, near the City Museum.

OTHER BUILDINGS.—Town Hall (Pal. di Città), built 1659, with statues of Pr. Eugene, Ch. Albert, etc. Arsenal and its Museum, near Piaz. d'Armi and Citadella Gardens. Engineer School, in the Valentino; near the Public Gardens and Botanical Gardens and the Iron Bridge.

ENVIRONS.—Among the chain of heights called Collina, within a short distance, are the Royal Palace at Stupianigi, and the summer residences; the Veterinary School at Venerria Reale; the magnificent church at *La Superga* (five miles), containing the mausoleum of the Royal Family, and built on a hill 2,560 feet high. *La Torre*, in the Waldensian valley, by rail to Pignerolo. Castles of Agri, Rivoli, and Moncalliere.

POST OFFICE.—In Palazzo Carignano; open to 10 p.m. TELEGRAPH OFFICE, in Piazza Castello.

BRITISH VICE-CONSUL—C. de B. Brounlie, Esq.

AMERICAN CONSULAR AGENT: H. Noble, Esq.

ENGLISH CHURCH SERVICE (C. C. C. Soc.)—Sunday at 11 a.m. and 3.30 p.m., in the Church behind the Vaudois Church, Corso del Re, Via Pio Quinto, No. 18. Holy Communion, 1st Sunday every month and on Festivals. Rev. E. Giannini, Chaplain, 6, Via Madama Cristina. VAUDOIS CHURCH.—Corso del Re—Sr. Meille.

BIBLE SOCIETY'S AGENT.—15, Via Pio Quinto

TEACHER OF ITALIAN.—Prof. L. Harman, 37, Via Roma, 3rd floor.

CONVEYANCES.—Rail. pp. 54, 250, 252, 255, 263

Udine.—*Stat.*—Pop. (1871) 22,001.—HOTELS: HOTEL L'EUROPA.

A walled town, on the plain of Friuli, in Venetia, 57 miles N.W. of Trieste, 84 m. from Venice; having a Castle on a fine point of view; and an old Town Hall, once the seat of the Venetian Provedditori, who ruled here. Rail. pp. 231, 251, 259.

Urbino.—Pop. 15,000.—HOTEL: Albergo Reale.

An old fortress on a hill in the Marches, the Roman *Urbinum Hortense*, on the Via Flaminia, 30 m. from Fano (p. 264); and the birthplace of *Raphael* Santi (1483), at a house now fitted as the town *Museum*. It contains a Madonna and Saints by his father, Giov. Santi, but nothing of Raphael's. Notice a mediæval Ducal Castle or Palace, with some portraits and antiquities; a Duomo (the Last Supper, by Barocco); the churches of St. Francis (Ducal Tombs), and St. Bernard; and a Capuchin Convent. Clement XI. was born at Palaz. Albani; Bramante, the architect, and Baroccio, were also natives. Majolica ware, painted by Raphael, was made here.

Varallo—*Stat.*—Pop. 3,500.—HOTEL DE POSTE.

In Piedmont, 24 m. from Arona, on Turin rail., where the valleys of Gressonay and Macugnaga meet under Monte Rosa, near Lakes Maggiore and d'Orta. It is the birthplace of G. Ferrari, the painter, whose frescoes are seen in the churches. On Monte Sacro is a Pilgrimace Church, containing fifty chapels, filled with colossal statues; there is a splendid view. Rail. see p. 254.

Varese.—*Stat.*—Pop (1873) 12,605.

GRAND HOTEL VARESE. — First-class hotel, beautifully situated; where Church Service is supplied by Colonial and Continental Church Society.

A Roman and Lombard city at the end of Lake Varese, 10 m. from Como, nearly half way between Lakes Maggiore and Como, near the Alps, and at the foot of a hill crowned by a sanctuary called Madonna del Monte. It has an old Ducal Palace in the midst of gardens, some Churches, a Hospital, and a good trade in silk and cattle. In the neighbourhood, besides the beautiful Lake, there are Villas of Milanese families; the Grottoes of Valgana, the Hermitage of Dandolo, the Tower of Velate, Castiglione and its antiquities.

RAIL to Milan, p. 255; Coach to Como, 2½ hrs.

Velletri.—*Stat.*—Pop. 16,000.—

In its vicinity are ruins of the city of Corioli. Temple of Hercules & Castor. Rail to Rome (p. 262.)

VENICE (*Ital.* **Venezia**; *Germ.* **Venedig.**) — *Stat.* — Pop. (1871) 128,094. (*Map in Special Edition.*) HOTELS:—

DANIELI'S ROYAL HOTEL.—See Advt.

GRAND HOTEL (formerly New York Hotel), Palazzo Ferro, newly fitted up. Well situated on the Grand Canal. Moderate charges.

GRAND HOTEL VICTORIA, formerly Regina d'Inghilterra, recommended to English families for its accommodation, good attendance, and moderate charges.

GRAND HOTEL DE L'EUROPE, on the Grand Canal. Comfort combined with moderate charges.

HOTEL BEAU RIVAGE, facing the Lagunes. Moderate charges. See advt.

ORIENTAL HOTEL.

HOTEL D'ANGLETERRE Quai des Escalrons, kept by F. Venturini, proprietor.

GRAND H. D'ITALIE and H. BAUER, with a large terrace on the grand canal, see Advt.

HOTEL DE ROME AND PENSION SUISSE.

HOTEL BRITANNIA.

H. LUNA; H. UNIVERS; SAN MARCO; H. BELLE VUE, on Piazza S. Marco.

CAFES. — Florian and Suttil. — English and French papers. Restaurant Français, over the Café Militaire, Piazza San Marco.

Private apartments pay a month in advance.

Riva, is a footway; *rio*, a canal; *campo*, a small square; *calle*, a narrow lane; no streets, horses, or vehicles. Trade in antiquities, pictures, spangglass, mosaics, beads, pearls, coral, &c. Good water from artesian wells.

GONDOLAS.—Upwards of 4,000 gondolas. With 1 boatman, 1lira (10d.) the first hour; 50 cents. for each successive hour; for 10 hours 5 lire. Omnibus gondolas, one place, to any part of city in the line of route, 25 c. Ferry (traghetto) across Grand Canal, by day, 5 c., by night, 9 c; Iron Bridge toll, 3 c. Gondolas at the Terminus, 1 boatman 2 l. (1 l. without luggage); 2 boatmen, 3 l.; these men load your baggage in the gondola, and deliver it at your apartment, at the hotel. A good gondolier serves as valet de place. Gondolas, 30 l. a week.

Venice, 176 miles from Milan, 181 miles from Florence, capital of Venetia, is built on piles, on 3 large and 114 small islands, made by 150 narrow canals, crossed by 380 short bridges; in a shallow lagune of the Adriatic. Lat. of Campanile 45° 26′ N., long 12° 20′ E. Mean temp. 35° (Jan.) to 75° (July) It is divided into two unequal parts by the Canalazzo, or Grand Canal, the course of which through the city follows the form of an inverted S; is 300 feet wide, crossed near the middle of its course by the famous *Ponte di Rialto*, a marble structure of one spacious arch.

In the midst of the labyrinth of canals & streets there are several Piazzas (or campi), nearly all adorned with fine churches or palaces. The principal of these is the *Piazza di San Marco*, an oblong area 562 ft. by 232 ft., surrounded by elegant buildings, and containing the metropolitan *Church of San Marco*, a singular but brilliant combination of the Gothic and Oriental styles. It was made a cathedral as late as 1807, when the patriarchal seat was removed to it from San Pietro; but was founded as early as 828, by Doge Guistiniano Participazio, to receive the relics of St. Mark, from Alexandria. It has 4 bronze Horses of Nero's time, 500 marble pillars, numerous gilt and other Mosaics, from 11th cent., and rich altars (one said to rest on Solomon's Temple).

In the Piazza is the *Campanile*, 316 ft. high, and 42 ft. square, with a pyramidal top, to which the ascent is made by an inclined plane; also, the 3 cedar flag-staffs for Cyprus, Candia and the Morea. The Library of St. Mark is a nobly designed building, of two orders Doric and Ionic.

The Zecca or Mint adjoins the Library on the Molo. The *King's Palace* makes part of the Procuratie Nuove, and has paintings by Bonifazio, Tintoretto, etc., (1 fr.) The *Doge's Palace* (10 to 3, 1 fr.), or Palazzo Ducale, is situated on the eastern side of the Piazzetta, and was rebuilt 1354-5 by Doge Marino Faliero. It contains the Giant's Stairs, the Lion's Mouth in the Bussola Room, bas-reliefs, library of MSS. and coins, and pictures by Tintoretto and P. Veronese of events in Venice history. The first Doge or Duke was elected 697; the last was displaced and died 1797. The first palace built on the spot was in 820. Notice the Bridge of Sighs, the prisons, and other old buildings.

The following CHURCHES should be seen (6 to 12 free; later ½ f.)—S. Maria della Salute, by Palladio; SS. Giovanni e Paolo or "Zanipolo," a fine 13th century gothic; S. Sebastiano—paintings by Titian and P. Veronese; S. Maria dei Frari—mons. of Titian, Doge Foscari, and the Archives; S. Rocco; The Scalzi; S. Lorenzo; Il Redentore, on the Giudecca, by Palladio, 1570; S. Giorgio Maggiore, by Palladio; S. Ste'ano, a 14th century Gothic; the Jesuit. (Gesuiti); and S. Salvatore restored: all remarkable for rich marbles, or for works of Venetian painters, Titian, Tintoretto, Bellini, etc. Titian's "Peter Martyr," at S. Zanipolo, was burnt in a recent fire.

PALACES.—The most striking line the Grand Canal (10 to 4; 1 fr. to attendant, ½ fr. to porter.) Among them are—Palazzo Foscari (now a barrack), with 365 windows; Grimani, now Appeal Court; Corner della Cà Grande, now the Prefecture; Loredan, now City Offices; Manin, now a Bank; Bernardo, now H. Panieli; Mocenigo, where Byron lived; Cavalli and Vendramin, belonging to Count de Chambord; Correr, now the *City Museum* (Mon. Wed., Fri., 10 to 1); Giovanelli, lately restored, with picture gallery. Ferro (an hotel), which is shown as "Desdemona's." Palazzo Moro, in Campo del Carmine, was the house of Christofero Moro, said to have been "Othello." Titian's house faces Murano.

The *Accademia* delle Belle Arte (10 to 3, 1 fr.), with its extensive gallery, is in the ancient Convent of della Carita. Museum of Antiquities at the old Patriarch's Seminary, near the Dogana (Custom House). Chief Theatre La Fenice; others are the Apollo and Rossini. The Arsenal and its relics (10 to 3), near the Port and Public Gardens. On Lido island, which marks the shore of the Adriatic, is the Armenian Convent of S. Lazzaro, where Byron stayed some time. The tide rises 2 to 3 ft. A steamer trip to Chioggia and back, gives a good notion of the Lagoon, and of its sea-walls.

H. B. M.'s CONSUL.—E. Smallwood, Esq.

COMMISSIONAIRE, Roch Jacopossi; Caffè Florian, speak English. DR. MED. Alfred Kurz, St. Marco Ponti dei Ferati 951, (German). CHEMIST: Gampironi.

PHYSICIANS: Dr. Levi, and Dr. Richetti, both

CHURCH OF ENG. SERVICE (S. P. G.)—Sunday at 11.30 a.m., at the chaplain's residence, Rev. J. D. Merewether, B.A., Pal. Contarini San Trovaso.

SCOTCH PRESBYTERIAN SERVICE, Sunday, at 11.

VAUDOIS CHURCH—Pal. Cavagnis—Sr. G. Pons

BANKERS, Messrs. S. & A. Blumenthal & Co. No. 3945, Traghetto; S. Benedetto, Canal Grande.

READING ROOM.—At the north-west angle of the Piazza St. Marco in the Procuratie Vecchie. English and other papers by the week or month.

COLOMBO COEN'S NEW LIBRARY.—Piazza S. Marco, 140, Procuratie Vecchie. Dr. Salviati's establishment for glass and mosaics, see Advt.

CONVEYANCES.—Rail. pp. 205, 231, 252, 259.

Steam to Trieste, Ancona & Brindisi, etc., p 329.

Vercelli.—*Stat.*-Pop. (1871) 20,140.-HOTELS: LEONE D'ORO. TRE RE.

An old city of Piedmont, close to the Scala, 49 m. from Milan. Its Duomo, of white marble, with 4 steeples and numerous statues, contains a Gospel, written by St. Eusebius in the fourth century, and Anglo-Saxon Poems, brought, it is said, from England by Cardinal Bicchieri, Papal Legate to England in the reigns of John and Henry III. Notice the English-looking Gothic church of St. Andrew, and the Hospital, both founded by Bicchieri; the church of St. Christopher, which possesses some Italian frescoes of Gaudensio Ferrari, and some excellent paintings.

CONVEYANCES—Railway, see page 252.

Verona.—*Stat.*—Pop (1871) 67,080.—

GRAND HOTEL ROYAL BARBESI ET DES DEUX TOURS (Due Torri), kept by M. Paul Barbesi; very good accommodation, well situated.

GRAND HOTEL DE LONDRES, formerly Hotel de la Tour de Londres, A. Cereda, new propr.; first class hotel, in a very good situation near the New English Church. COLOMBA D'ORO.

CABS.—From the Stat., 2 persons, 1 l.; the drive 75 c.; or 1½ the hour. Omnibus from Stat. 50c.

VAUDOIS CHURCH, 2, Via S. Pietro Incarnario.

Verona "La Decna" or Worthy, is the Roman *Verona*, and an old fortress in Venetia 72 miles from Venice, on the winding Adige (crossed by 4 bridges), with many ancient and modern edifices, chiefly of marble. Several of the Gates (Porta Stupe, etc), Churches, and Palaces, are by Sammichell. In the 15th cent. Diocletian's *Amphitheatre* or Arena, in Vit. Em. Piazza, is 506 ft. by 404 feet, 106 feet high, with 72 arches left and 45 rows of steps inside. Porta de' Borsari, a double Roman Arch, by Vitruvius, A.D. 265, stands in the Corso Cavour; there is another called Arco de' Leoni. A Roman Theatre is traced under Castello S. Pietro. Descriptions of these and of the inscriptions at the Museo Lapidario in the Filarmonia Theatre, are given in Maffei's "Verona Illustrata." Piazza del Erbe was the old Forum, *Piazza de' Signori*, in or near which are the Municipal Tower, 300 ft. high; the old Palace del Consiglio, and Town Hall, with its statues of Catullus, C. Nepos, Vitruvius, Pliny the younger, and other natives, a modern statue of Dante; and the *Scaliger Monuments*,—a remarkable group of five equestrian figures in metal of the Della Scalas, former Podestas of Verona from 1277—(notice the scala or *ladder* in the crest)—the best being Can Signorio and Can Grande, the patron of Dante.

CHURCHES.—*Cathedral*, a Lombard 14th cent. Gothic, containing Roland and Oliver in the porch, Titian's Assumption, old MSS. in the Library, The Vescovado or Bishop's Palace is near it.

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Anastasia—a fine Lombard 13th cent. Gothic with old tombs. S. Zeno Maggiore—large Lombard 12th cent. of marble and brick with bronze gates, crypt, tomb of Charlemagne's son, Pepin, and pictures by Mantegna, etc. S. Maria in Organo, and S. Giorgio—both by Sammichelli—the latter has paintings by Tintoretto and Dai Libri. S. Fermo Maggiore—small Gothic, with frescoes, reliefs, and the Turriani or Torre tomb. S. Bernardino—has Sammichelli's round *Pellegrini Chapel*, 64 ft. high, 32 ft. diameter. St. Stefano—A. Veronese's Forty Martyrs. The Misericordia has his Pietà. S. Eufemia—frescoes and paintings by Caroto, etc. SS. Nazzaro e Celso—founded 7th cent., near the Giardino Giusti (a good view.) S. Tommaso Cantuar (Abp. Becket), near Ponte Nuovo, by Sammichelli.

PALACES.—The Canossa, Gran Guardia, Ganstaveza, Bevilacqua, and Pompei, all by Sammichelli. The last, Pal. Pompei, now the *Museum* or Pinacoteca, has pictures by Veronese artists, Morone, Dai Libri, B. Montagna, etc., and P. Veronese. The Exchange or Custom House, built by Count Pompei, is 100 ft. long. Castle Vecchio, the Scaligers' old seat, faces the Arsenal. Juliet's Tomb (a mere delusion), is shown in the convent garden in Vicolo Franceschino; and her father's house (the Capulets), in Via Cappello. At Gargagnago, the Scalas' country house, up the hills, Dante wrote his "Purgatory." Railway pp. 200, 233, 252, 258-9.

Viareggio.—*Stat.*—Pop. 5000 (of commune, 17,437). HOTELS.—GRAND HOTEL CORONA D'ITALIA; DE RUSSIA. Several Pensions.

A bathing place (much visited by the Florentines) in Emilia, between Spezia and Pisa, 14 m. from Pisa; which on account of its mild climate and beautiful scenery has begun to attract winter travellers. The picturesque Apennines behind shelter it from north and east winds. Good walks in the neighbouring pine forest. Roman remains at Bagni di Nerone. *English Church Service* at the Corona d' Italia. Chaplain, Rev. J. G. Clay, M.A. CONVEYANCES.—Railway, page 257.

Vicenza.—*Stat.*—Pop. (1871 26,914.—HOTELS.—LA VILLE; STELLA D'ORO; DUE MORI; PARIGI; CAPPELLO ROSSO.

A decaying place, styled 'l'Antica,' the Roman *Vicentia*, in Venetia, on the Bacchiglione, under Monte Berici, 41 m. from Venice, to which it belonged. There are several buildings mostly of brick, by *Palladio* (born here 1518); as the Palazzo Ragione or Basilica with a double colonnade, the Prefettizio, and the Teatro Olimpico, a copy of a Greek theatre. Notice also the Gothic Duomo, and Gothic churches of S. Corona and S. Lorenzo; the *Pinacoteca* at Palaz. Chierigati (4 rooms), containing pictures by B. Montagna, and P. Veronese, marbles, and nat. hist. specimens; the Piazza de' Signori and its Bell Tower, 300 feet high; Casa Piga fetta, and Casa Palladio, near his statue; Porta del Castello and Ponte S. Michele, by Palladio; the Campo Santo and its monuments; Palladio's Rotondo or Villa Capri; and the Madonna Church, on Monte Berici, reached by a colonnade of 160 pillars. RAIL to Treviso and Schio pp. 252, 263; thence to Recoaro Baths and Sette Commune.

Villa d 'Este.—See Como.

Viterbo.—Pop. (1871) 20,640.—HOTEL AQUILA NERA. At the foot of a hill, surrounded with gardens and country houses, 42 m. N.W. of Rome. Santa Rosa Church is held in great veneration.

SICILY—(SICILIA.)

In the Mediterranean, at the south-west corner of Italy, separated by the narrow strait or Faro of Messina. Greatest length 190 miles, and greatest breadth 106; Area 8,067 square miles; and the Population (1871) 2,565,323. It is studded with hills, among which are plains 1,000 feet above sea level. For its most striking natural feature, Mount Ætna, see below. For Greek remains, see Girgenti, Syracuse, &c. It is divided into seven *Valli* or Provinces; capital, Palermo. It produces good wheat, wine, fish, sulphur, silk, and a little cotton.

Travelling.—Railway open from Palermo to Girgenti and Porto Empedocle, from Messina to Catania and Syracuse and from Catania to Caltanisetta and Canicatti; the distance from Canicatti to Caldare, being traversed by diligence (see p. 264). There is a carriage-road from Messina to Palermo following the coast; with other roads connecting the chief places; some of which are travelled by diligence, protected by an escort if necessary. Private carriges going 40 m. a day, for 25 fr. It may be done on mules, 30 miles a day. The landlord of the TRINACRIA, or other respectable hotels at Palermo, will make arrangements; charge for three mules, guide, muleteer, provisions and lodging, for one traveller, is 23s. per day. Fees for service, police, and local guides extra. Some improvement has been introduced since annexation to Italy: but brigandism is not extirpated. One Sicilian mile=15-16ths English=4-5ths Italian=1¼ Kilomètre. Steamers touch at all the ports round the coast.

Aci Reale.—*Stat.*—Pop. (1871) 21,514.

A well-built town, 9 m. from Catania, standing on streams of lava; with a castle, mineral waters, the Cave of Polyphemus, and Grotto of Galatea.—Railway, see page 265.

Alcamo—Pop. 20,886.—A city, 25 m. west of Palermo; under M. Bonifato (2070 ft.) It is 3 hours from the site of ancient *Segeste*, which has a Temple in good preservation.

Aragona.—Pop. 7,000—A town, under M. Ferro, near Caldare (p. 264), 6 m. from Girgenti; having an old castle, a gallery of antiquities; and the singular mud spring of Maccaluba in its neighbourhood.

Bronte.—Pop. 12,000.—A small town up the country, under Mount Ætna, 30 m. from Giardini (p. 265), which gave Nelson the title of duke, and gives name to a finely flavoured wine made here, but not much exported.

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Calatafimi.—Pop. 10,000.

Founded like Alcamo, (3 miles from it), by the Saracens; and celebrated for the victory gained by Garibaldi over the Bourbon troops, in 1860.

Caltanisetta.—*Stat.*—Pop. 20,400.—HOTELS:—INNS-ITALIA; AQUILA NERA. In a basin of hills near the middle of the island, 76m. from Catania. Rail p. 264. At Castro Giovanni, the ancient *Enna*, the great revolt of the slaves began 134 B.C.

Catania.—*Stat.*—Pop. (1871) 83,496—HOTELS: GRAND HOTEL DE CATANI (Grande Albergo). FRANCIA; ETNA; VITTORIA; ORIENT; ROME; MALTA.

CABS.—From Station, with luggage, 70 cents; or a course in the town, 70 cents; with 2 horses, 1 fr. 10 cts; by time, first hour, 2 horses, 1 fr. 80 cts.; next hours, 90 cents.

BOATS.—To Steamer, 1 fr.; with luggage 1 f. 25 c.

A large city, 59 miles from Messina, at the foot of Mount Ætna, with wide straight streets, and a new Mole; founded by a colony from Chalcis, 750 years B.C. Its Greek amphitheatre is buried out of sight. It has suffered much from earthquakes, is almost built of lava, and has been nearly destroyed by Mont Etna several times, but especially in 1669 when 27,000 persons perished. The cholera carried off 7,000 in 1837. It contains a University, a Lyceum, a Public Library, the Biscari Museum; with 108 churches and convents. It is lighted with gas. The silk stuffs are excellent; yellow amber is found. A road runs close to the sea, near the rail; and high up are numerous towns, villages, and castles. The Benedictine Convent of S. Niccolo should be visited.

The town is a resort for invalids, as well as a good point of access for **Mount Ætna** or **Etna** (called by the natives *Mongibello*), the peak of which is 30 to 40 miles distant, 10,874 feet above sea level. It is 90 miles round at the base; where palm and sugar grow, while the top is covered with snow. You reach this after passing three principal regions, called Piemontana (at the bottom), Selvosa (middle, where the Great Chesnut grows), and Deserta (near the top). The ascent is usually made at night, in order to *see the sun rise*. For this, drive to **Nicolosi** (pop. 3120), 3 hours. INN here; but luncheon and wine had better be taken from Catania. Thence with a guide to Casa Inglese, 6 hours; near the Piano del Lago (a plateau, 9760 feet above sea), Val di Bove, and Torre del Filosofo. At the Monti Rossi are little craters (450 feet high) and beds of lava. Hence to the top in 1½ hr. The cone of cinders is practicable for ladies who can ride upon mules, and do not mind the piercing cold. As the sun rises, the vast moving shadow of the mountain is projected over the country behind. The view takes in all Sicily, the Lipari Islands, &c., with the neighbouring coasts of Italy.

BRITISH VICE-CONSUL—R. O. Frank, Esq.

AMERICAN CONSULAR AGENT—A. Peratoner, Esq.

VAUDOIS CHURCH.—Strada S. Guiseppe al transito—Sr. Long.

Steamers to Messina. Rail to Messina and Leonforte, at the base of Mount Ætna; see p. 265.

Girgenti.—*Stat.*—Pop. (1871), 20,650.—HOTELS:—VILLA DI NAPOLI; ALBERGO GELLIA.

An irregularly built city on the south-west coast, on a hill 508 feet high; 84m. from Palermo, and 5½m. from the harbour at Porto Empedocle (p. 264). In its neighbourhood are remains of *Agrigentum*, consisting of the ruins of the Temple of Concord, the Temple of Juno, and of two other Temples. That of the Olympian Jupiter, never finished, was constructed with enormous columns 120 feet high.

BRITISH VICE-CONSUL—A. Oates, Esq.

AMERICAN CONSULAR AGENT.—Z. Granet, Esq.

Marsala.—Pop. (1871) 34,205, with suburbs.

HOTEL:—LEONE.

A port about 60 miles from Palermo. Under the Carthaginians the population of the neighbouring city of *Lilybaeum*, which was their capital, amounted to 300,000. It was devastated by the Romans, and the Saracens. A large College here. Its harbour is encumbered with sand; but its *Wines* form an important article of export. There are here 4 wine establishments, viz., 2 British and 2 Sicilian; the British having 8,000 to 20,000 pipes annual deposit. The wines came into repute in 1802, when Nelson introduced them for his fleet.

Trapani, 18 m. N. the anct. *Drepanon*, under M. Eryx, where the Carthaginians were defeated B.C. 241. At 24m. S.E. (via Mazzara), is **Selinunto** (*Selinus*), with its Seven Temples, one 325ft. long.

BRITISH VICE-CONSUL—R. Cossins, Esq.

AMERICAN CONSULAR AGENT—G. Hayson, Esq.

Messina.—*Stat.*—Pop. (1871) 111,814, with suburbs. HOTELS:—IL BANCO NAZIONALE; LA VITTORIA; DI PARIGI; EUROPA; VENEZIA; CENTRAL. None are first-rate. Excursions by steamer to Reggio, &c.

CABS.—From rail, without luggage, 50 cts.; in the town, 50 cts.; double at night. FACCHINI (porters), moderate quantity of luggage 1 fr.; portmanteau, 85 cts; box, 45 cts. They are noisy and extortionate.

A large fortified city, with an excellent harbour, 220m. by road, 260m. by rail, from Palermo, well suited for residents or invalids, and beautifully placed on the Faro or Strait which divides it from the opposite shore of Italy, 4 to 6 miles distant. There is a strong current, with Charybdis on the Island side, and Scylla on the Italian. The city has been rebuilt since 1783, when it was almost destroyed by an earthquake. It has a *Cathedral* and a Citadel; and its environs are the most densely inhabited and the best cultivated part of the island. Mount Ætna is about 50 miles S.

H. B. M.'s VICE-CONSUL—J. Richards, Esq.

AMERICAN CONSUL.—G. H. Owen, Esq.

ENG. CH. SERVICE at 11.30 a.m. Chaplain—Rev. J. Varnier. VAUDOIS CHURCH—Srs. Malan.

ENGLISH AND AMERICAN BANKERS—Messrs. Caillier, Walker, & Co., 179, Via Garibaldi.

CONVEYANCES.—Railway, see page 265. Steamers to Reggio on the mainland, in correspondence with the trains (p. 267); you embark and land in boats, 1 fr. 25 c. with luggage. The Anglo-Italian Company's vessels touch at Messina and Palermo.

PALERMO.—*Stat.*—Pop (1871) 186,145, or 219,400, including the suburbs (*Map in Special Edition*).—HOTELS:—

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TRINACRIA, house overlooking the sea; DE FRANCE; D'ITALIE; SAN OLIVE; SICILIA; LONDRA. ALBERGO DE FRANCIA (Piazza Marina); ALBIONE A LA FORTUNA, frequented by artists and students. Furnished Apartments called Strauze Mobigliate.

RESTAURANTS: Villa di Roma; Di Sicilia; Du Nord. CAFFES: Sicilia, Europa, Bruno. Good red and white wines.

CAB FARES—With 1 horse, in the town, 60 c.; with 2 horses, 80 c. To the station, 1 fr.; 2 horses, 1 fr. 50 c. One hour with 1 horse, 1 fr. 80 c.; 2 horses, 2 fr. 80 c. For each hour after the first—With one horse, 1 fr. 60c.; 2 horses, 2fr. From midnight to sunrise double prices. Boats to Steamer, 1fr.; with luggage, 1fr. 25c.

VALET DE PLACE (cicerone), 2½ to 3fr. per day.

THEATRES.—Bellini; Sta. Cecilia.

Palermo the capital of the island, is a fine archiepiscopal city and port, on the northern coast, in a luxuriant plain called La Conca d'Oro, (the golden shell), which is enclosed on three sides by mountains, and opens to a spacious Bay. It has a circuit of 12 miles, and 15 gates; good public buildings, seven Squares, and fine walks; the best of which is the Marina, along shore towards the gardens. The flat-topped houses, have balconies with glass doors instead of windows; and the streets are well laid out. The point of intersection for the streets is the Piazza Vigliena or Quattro Cantoni, in the Corso Vittorio Emmanuele (a mile long); other squares are the Piazza Marina, Fiera Vecchia, del Duomo, Pretoria Reale or della Vittoria. The Palazzo Reale, on the north of the Saracen Alkasr, is a castellated pile.

The *Cathedral* of St. Rosalia, built about 1170, over a mosque, has paintings by Morralese, Velasques, &c.; also tombs of Henry VI. Emperor of Germany, who died 1198, and of Constantine, his wife, daughter and heiress of Roger II., king of Sicily. At San Domenico and San Guiseppe are fine paintings, deserving notice. The Archives contain many early Greek charters. In the picture gallery of the *University*, founded 1805, is the famous Bronze Ram, found at Syracuse; and in the courtyard are many interesting statues from Selinunto. The Capella Reale, and the Church of Martorana, next the Post-office, contain many interesting mosaics. The Jesuit Church is rich in marbles. The Botanical Gardens and the English Garden are worth seeing, as well as the *Ziza*, with its Moorish roof and parapet.

For a splendid drive and view, take a drive to **Monreale** (there and back 5fr.—No good inn), distant 5 miles; a dirty place with 15,000 inhabitants. Its noble *Cathedral*, has good mosaics, with the tombs of Roger II., William I., and William II., Kings of Sicily. The catacombs of the Capucini Monks are well worth a visit: 8000 bodies being deposited there. Visit the *Grotto of Sta. Rosalia*, at Mont Pellegrino, 3 miles from the city, especially at the Festival, 11-5 July.

Lat. 38° 8′ N., long. 13° 22′ E. Mean temp. 52° (Jan.) to 76° (July.)

H. B. M.'s CONSUL—H. A. Churchill, Esq.

AMERICAN CONSUL—B. Sampson, Esq.

ENGLISH CHAPLAIN—Rev. Canon Burbidge. A new Church is in progress.

UNITED PRESBYTERIAN CHURCH, Via del Bosco No. 42. Minister, Rev. John Simpson Kay, Palazzo Sanbuca, Via Alloro, 78. Service in English, on Sabbaths at 1,30 p.m.; in Italian, Sabbaths at 11 a.m., and 7 p.m.

VAUDOIS CHURCH.—18, Corso Vittorio Emm., Vicolo Paterno—Sr. Kay.

ENGLISH PHARMACY.—H. L. Oxley, 27, Corso V.E.

CONVEYANCES:—Railway, see page 264-5.

Steamers to Messina, Naples, Malta, Liverpool.

Sciacca.—Pop. 14,000.

A port, 32 m. west of Girgenti on a green hill, amidst a profusion of cactus, having a cathedral and three or four old castles. In front of it at a distance of 20 miles, a volcanic peak called *Graham's Island*, rose from the sea to a considerable height in 1833, and soon after disappeared. Sir W. Scott landed upon it.

BRITISH VICE-CONSUL.—F. Imbornone, Esq.

Syracuse or **Siracusa.**—*Stat.*—Pop: (1871) 22,180.

INNS.—LOCANDA DEL SOLE; LOCANDA VITTORIA; ALBERGO D'ITALIA; BELLA PARIGIA.

ENGLISH GUIDE.—Antonio Casacuberta; he will save you from the extortionate porters.

Steamers: Catania in 3½ hrs.; and Messina (you embark and land in small boats). Rail to Catania and Messina see p. 265. Post cars to Palermo, &c.

A fortified city on the east coast, having a good Harbour. There is one fair Inn; inquire as to prices. A Royal College, two Seminaries, a Library and Museum, stand amidst the ruins of the ancient Syracusa, which cover a space twenty miles in circumference: and of whose five magnificent populous districts the island of Ortygia is the only one now inhabited. Its harbour was believed to be choked with sand till Nelson, in 1798, sailed into it, and found excellent anchorage. The celebrated *Fountain of Arethusa* which flows through the town in a stream four feet deep, is now thoroughly cleared out, well preserved, and planted with the papyrus. The only place in Europe where this plant grows wild is in the river Anapus, about three miles from Syracuse, and a charming boating excursion. It was brought here from the Nile 250 years B.C.

ANTIQUITIES.—Fountain of Arethusa; Theatre. Walls erected by Dionysius the Elder, in 20 days, with 60,000 men and 6000 oxen. Amphitheatre (Fossa del Granati) noticed by Cicero; the Latomio del Paradiso (quarries), with the Ear of Dionysius: Tomb of Archimedes: Temple of Minerva, described by Cicero; and the Cathedral. The Museum has a fine statue of Venus and head of Jupiter. Rail. p. 265.

BRITISH VICE-CONSUL.—N. Biasni, Esq.

AMERICAN CONSULAR AGENT.—N. Stella, Esq.

Taormina.—Pop. 3000.—The anct. *Tauromenium*, near Giardini Stat. (p. 265,) 30 m. from Messina, under M. Etna; having an old Saracenic Castle and Abbey; with remains of a Greek theatre, Temple, &c., on an Acropolis 850ft. high. Castello Catarina, P. Rainsford, Esq. INN—TIMEO.

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SPAIN.—(*España*—Ancient *Hispania.*)

The Railway is called *Camino de Hierro*, or *Ferro-carrile.*

Books.—Bradshaw's Handbook to Spain and Portugal, by Dr. Charnock, F.R.G.S. &c. With Illustrations, Town Plans, &c., and Travelling Map for Spain and Portugal. Price 7s. 6d.

The interior of Spain being generally elevated is not so warm as might be expected from the latitude; and its temperature is more regulated by elevation than geographical position. It is the configuration of this country which accounts for the aridity of soil in the interior of the Castiles, the want of water, and that difference of temperature observable between Madrid and Naples. Of its large **Rivers** the Ebro runs to the East; the others, the Douro, Guadiana, and Guadalquivir, run West; their basins being divided by **Sierras** or chains of mountains, viz.:—The Asturian, on the N.W., in continuation of the Pyrenees, rising 8,790ft. above the sea, at Picos de Europa, near Potes; the Sierra Gredos, Guadarama, and Moncayo, 10,500ft. high; Sierra Guadalupe, 5115 ft. high; Sierra Morena, west of Cordova; and the Sierra Nevada (or snowy), in Andalusia 11,664ft. high, at Cerro Mualhacen, the highest in Spain. Pic Nethou, in the Pyrenees, is 11,170ft.

Government.—The Revolution that broke out, Sep., 1868, drove Queen Isabella from the throne, and changed the Government to a Republic, which, under the guidance of General Prim, lasted till December, 1870, when Victor Emmanuel's second son, Amadeo, Duke of Aosta, was chosen king, as Amadeus I. He abdicated on the 12th of February, 1873; and a Republic was again proclaimed; followed by civil war. Marshal Serrano became President, 1874. On 31st Dec., 1874, Alfonso, the son of Q. Isabella, was proclaimed King, as Alfonso XII. He was born 1857; and married in 1878 his cousin Mercedes, who died the same year. On 30 Nov. 1879, he married his present Queen, the Archduchess Maria Christina, born 1858. He received part of his education at the Military College, Sandhurst. The Cortes are composed of two legislative bodies—the Senate (not to exceed 180 members), and the Chamber of Deputies (one Deputy being elected for every 5000 inhabitants).

Population (1877) 16,628,400; besides 25 millions in the Colonies. There are 14 Territorial divisions, and 49 Provinces, including the Balearic and Canary Islands. **Expenditure.**—(187-) about 29½ millions sterling; against a Revenue of 29½ millions. **Debt** 515 millions, besides interest unpaid. **Army.**—About 100,000 men on a peace footing. **Navy**—123 Steamers (9 being ironclads), with 515 Guns, and 22,500 Seamen. About 3,850 miles of **Railway**, and 8,440 miles of **Telegraph**, were open (1877).—Telegram to U. Kingdom, 6d. a word.

Commerce.—Exports and Imports to and from England (1877) 10¾ millions and 4¼ millions respectively. Sherry is exported from the Trocadero and Port St. Mary, opposite Cadiz; and a Liquor wine from Tarragona. The wealth of its corn, and wine, and oil, favoured by a sunny climate has scarcely any limit. Two-thirds of the commerce are carried on with France and England. *Baggage* is examined at the seaports, and the frontier places of Irun, Figueras, and Badajez.

Tours.—The tourist may enter Spain—1, by P. & O. Steamers from Southampton to Gibraltar; 2, by rail and water, *viâ* Paris, Marseilles and Barcelona—frequent and good Steamers; 3, by Paris, Bordeaux, Bayonne, Irun, Vitoria, and Burgos—this is the favourite route; 4, *viâ* Paris, Toulouse, Narbonne, Perpignan, over the frontier at Cerbere to Figueras and Barcelona. *Leather* portmanteaux resist rough usage better than *wooden* trunks.

Postage.—To U. Kingdom, 2½d. for ½ oz., Cards 1d. Mails twice-a-day, *via* France. Money Orders (only for Gibraltar) see p. xlvii. In Spain, post your letters at the Hotel office.

Churches.—Most closed at mid-day. A fee (silver) will always open a church at any hour, but then the sacristan must be found; and from 12 to 3 he generally enjoys his siesta.

Money.—Since 31st Dec., 1870, the monetary system of Spain and her Colonies has been as follows:—100 Centimos = 1 Peseta, = 9½d. = a franc nearly. Gold Coins.—100, 50, 25, 20, 10, and 5 Pesetas. Silver Coins.—1, 2, 5 Pesetas, and 20 and 25 Centimos. Bronze Coins.—1, 2, 5, 10 Centimos. 100 Pesetas = £4 0s. 10d.; 10 Pesetas 7s. 11d.; and the other coins in proportion. A 25 Peseta gold piece is nearly equal to a sovereign. [From "*The Merchant's Handbook.*"—By W. A. Brown, LL.D. London: Stanford.] Money was formerly reckoned in reals = 2½d., and dollars or duros of 20 reals. A peseta = 4 reals; escudo = 10 reals; a dollar = 50d., but varies with the market price of Silver and the current exchange. 5 dollars = £1 0s. 10d. = 100 reals. A gold onza (ounce) = 16 dols. = £3 6s. 8d. Besides bronze centimos of a peseta, there are 2½ and 5 cent. pieces of an escudo = ¼ and ½ real respectively. In Catalonia (Barcelona, &c.,) these hundredths of a peseta are not recognized; but the bronze coins are called cuartos; and 8½ cts. = 1 real, or 34 cts. = 1 peseta. "Much bad money is current, especially gold. Silver coins with holes in them should not be taken. Railway buffets pass off a good deal."—*H.P.P.* When receiving change at diligence offices, railways, hotels, or from boatmen, examine your coin. Provide small change before starting for a journey.

Language.—French, English (at some of the ports), and German are sometimes spoken at the principal hotels in large cities. See Bradshaw's *Anglo-Spanish Phrase Book* for Travellers and Students price 1s., W. J. Adams. Cervantes, the author of *Don Quixote*, was born at Alcala de Henares, near Madrid; but for a beginner he is hard and old fashioned.

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Travelling—The Railways are slow but comfortable; the railway stations indifferent; the fares high,—and now higher than ever, since a government tax of 15 per cent. was imposed. The conveniences for ladies and families are miserable. Refreshments are dear and indifferent. The trains start at Madrid time. Baggage is examined at your destination station—unless a pour-boire is given. Smoking is rarely prohibited. Use coloured spectacles. Ask the price of everything at hotels and shops; as a rule less will be taken than is asked. Travellers are usually put into expensive bed-rooms on their arrival; inquire the charge for the night. Living in hotels by the month is cheap,—from 25 reals a day; usually 35 reals. For two days' stay, 40 reals per day is charged. Living *en pension* should include room, breakfast, dinner, service, and lights. The Diligences are generally crowded and dirty; and Spaniards love smoke and closed windows. Diligence fares are high; if quick, £2 per day may be calculated on. Spanish steamers are irregular, and not clean. Keep your temper, as Spaniards will not be hurried, and have a keen sense of personal dignity. *Circular Tickets* for the Peninsula, at reduced rates, issued at Irun and Perpignan.

During March, April, and May, travelling is agreeable. The summer heats subside in October. In Andalusia, winter may be pleasantly spent. It begins to get hot in April and increases till July. Granada is much frequented for relief from summer heats; Malaga is then a good resort for warmth.

General Hints.—An experienced Courier, Mr. R. Marsch, says, "*Passports* are required in Spain. Before you leave England, get the visa of the Spanish and French Consuls. When embarking in a Spanish port, the Passport must be left at the office before Tickets will be issued. Do not trust agents for information, but go straight to the office, or, better still, go to the English Consul. As to *Money*, provide yourself with sovereigns and napoleons; paper is not easily changed. Even with gold, a deduction of 5 per cent. must be submitted to; that is, you will get only 19 (instead of 20) pesetas for a napoleon, and only 21 (instead of 25) for a sovereign. Do not expect the comforts of a Swiss or French Hotel; be content with plain food; wines are poor and dear. Take meals at the public table; the first from 10 to 1 o'clock; the second about 6.30. Servants are charged in the bill, but they expect something more. Telegraph for apartments; and a conveyance will be sent to the station, with a porter to clear your things. Going from Paris to Madrid, *Luggage* can be registered. At Irun it is examined, the Spanish officers being very particular; on return, it is examined at Hendaye on the French side. As to *Expenses*, everything is dear—railways, porters, cabs, diligences, boats; and people will take advantage if they can." The conclusion is, that a Courier speaking the language will save the traveller much trouble and extortion.

DESCRIPTION OF PRINCIPAL PLACES

Alicante.—*Stat.*—Pop. (1877) about 29,000.

HOTELS: FONDA DE BOSIO; FONDA DEL VAPOR; FONDA DE LA MARINA.

A port with a deep harbour, in Valencia, 283m. from Madrid, of which it is the port (though distant) and connected by steamers with Marseilles. It is a pretty, well-built, Moorish-looking place, with good markets, reading rooms; and a brisk trade in wine, almonds, raisins, and esparto matting. There are only two churches:—St. Nicolas de Bari and Sta. Maria, the former remarkable for the richness of its decorations.

Notice the Castle, on a fine hill (lat. 38° 21' N, long 0° 27' E) open by a permit from the governor; also, the Fabrica de Tabacos; and the collection of the Marquis d'Algorfa, containing specimens of Murillo, Velasquez, Albert Dürer. The palm and pomegranate groves at **Elche**, near Alicante, are well worth a visit. It is the Roman *Illica*, and half Moorish in its look.

In landing, the tariff for boat hire is 2 reals for oneself, and 2 for each box or package. Marseilles to Alicante takes 40 hours. Commissioners, faquines, or mozas de cordel, receive, for loading or unloading baggage at the station, 2 reals; for baggage to hotels, 5 reals.

H. B.M.'s CONSUL, Col. Benj. Barrie. AMERICAN CONSUL, W. Giro, Esq. ENGLISH CHAPLAIN.——

CONVEYANCES.—Rail. to Madrid, Almansa, and Toledo, see pp. 272 and 274. Steam to Malaga.

Aranjuez.—*Stat.*—Pop. 5000.

In New Castile. 31 miles from Madrid.

The village consists of 34 wide streets, on the banks of the Tagus and surrounded by a most beautiful country. It is chiefly remarkable for its *Palace*, a large and handsome building, which is the retreat of the Spanish Court after Easter. The gardens around the Palace are delightful, commanding a fine and most extensive prospect. When the Court resides there the population rises to 20,000. Principal attractions—the Sotilla, the Garden de Primavera, that of the Principe, the Casa del Labrador, the new gardens of Queen Isabel, the Avenue of the Queen, a league long.

CONVEYANCES:—Railway, see p. 272.

Avila.—*Stat.*—Pop. (1877) about 8,000.—FONDA DEL INGLES. Buffet.

Capital of a province in Old Castile, 71 m. from Madrid; and the Roman *Albula*, shut in by granite Walls eight hundred years old, having 86 towers and gates. Notice the Cathedral, and S. Vicente church, which has a fine Gothic porch. Rail to Madrid, p. 268; to Valladolid, Burgos, & Bayonne.

Badajoz.—*Stat.*—Pop. (1877) about 18,000.—HOTEL:—GRAN HOTEL CENTRAL, 5, San Juan.

The Roman *Pax Augusta*, a fortress, 31 m. from Merida, on the border of Portugal, in Estremadura, on the Gaudiana, stormed by the allied troops, April, 1812. **Truxillo**, the Roman *Turris Julia*, where Pizarro was born, is 60 miles north-east, beyond the Sierra Guadalupe. Cathedral, with fine statues; Theatre; Ayuntamiento (Town Hall).

Rail to Madrid, Cordova, Seville, etc., pp. 276-6.

Barcelona.—*Stat.*—Pop. (1877) about 216,000—(1874) about 200,000. HOTELS:

GRAND HOTEL DES QUATRE NATIONS, Rambla

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First-class family hotel, situated in the most fashionable part of the town. See Advt.

Del Oriente, 25 to 30 reals; Las Cuatro Partes del Mundo; Fonda Peninsular, 25 to 30 reals; Fonda Catalana. Dinner, 12 reals; breakfast and 2 rooms, 4 to 6 reals. Posadas, or second class hotels, are numerous. Baths at reasonable charges.

Cafe—Siete Portes. Chaplain (C.C.C. Soc.) Rev. E. Lovegrove, M.A.

Omnibuses to railway station and the environs, at moderate fares. Street fiacres; fares during day time, the course within the town, 4 reals; night time, 6 reals. The first hour, 8 reals by day, and 10 reals per hour at night.

Boat hire, embarking or disembarking, 2 reals per person, and 2 reals each packet of baggage.

The capital of Catalonia, on the Mediterranean, 128 m. from Saragossa, 440 m. from Madrid, in a highly-cultivated country. It is a port of great and increasing trade, with various manufactures.

Principal Objects—The *Cathedral*, a fine Gothic building of the 14th century, containing many beautiful tombs and some good paintings. Notice the carving in the choir, the grave of Sta. Eulalia (a martyr, A.D. 309), and the statue of the good Knight Vilardell, in the cloisters. The view from the tower is very fine. The Church of Santa Maria del Mar, containing some rich stained glass. The Library of San Juan containing 40,000 volumes, some manuscripts, and a collection of coins. The Museo Salvador, containing curious MSS., coins, marbles, and a splendid herbal. See also the College of Santa Ana (1146); and the Casa de la Disputacion. The Bourse, a fine building, containing some good statues, and pictures. The Liceo Theatre is a large building. Plaza de Toros, or Bull Ring, behind Railroad Terminus; large enough for 10,000 persons. The Archivo General de la Corona de Aragon, in the old Palace (burnt 1875) contained documents bearing on the history of ten centuries. The Rambla is a promenade, a mile long, lined with plane trees, leading to the Muralla del Mar. The citadel of **Monjuich** or Mont Jouy, associated with the memory of Lord Peterborough in the time of Queen Anne, is in lat. 41° 22′ N., long. 2° 10′ E.

Excursions.—To Pedro Alves Convent, the Pepper Trees of Sarria, Ripoll Abbey, and S. Culgat de los Valles.

H. B. M.'s Consul.—J. Prat, Esq. American Consul—F. H. Schench, Esq.

English Church.—Calle de Abaixadors, 10. Divine service on Sunday mornings, at 11 a.m.

The Spanish Language.—Mr. G. Hudson-Montague, Professor of Languages, and author of "*Vade-Mecum, or Handbook of English-Spanish Conversation*," gives Spanish lessons to English travellers visiting Spain; serves as interpreter, and Agent, &c. Address:—Calle Condesa Sobradiel, No. 1, Piso 4°, Puerta 2ª.

Conveyances.—Steamboats to Marseilles. Alicante, Malaga, and Cadiz; see list of Steamers. Rail to Valencia. Rail to Gerona, see page 271. to Lerida, Saragossa, Granollers and Martorell, where Hannibal's Bridge may be visited, p. 270.

Bilbao.—*Stat.*—Pop. (1877) about 27,000,—Hotels: H. d'Angleterre; Fonda de Antonia (English spoken), 32 reals (6s. 8d.) a day; Fonda de las Navarras; F. de Telegrafo.

A Basque port on the Nervion, near the Bay of Biscay, 55 m. from Miranda Junct. It has a theatre; and an old quarter called the Siete Calles, or Seven streets of tall houses. There are iron smelting works for the rich ore in the neighbouring hills. Lat. of Bridge, 43° 14′ N, long. 2° 57′ W. High water at full and change 3h.; rise 13ft.

H. B. M.'s Consul.—H. Young, Esq. American Agent.—E. Aznar, Esq.

Eng. Ch. Service.—Chaplain, Rev. A. Burnell.

Medical.—Dr. G. Wilson, L.K.Q.C., P. and C., Calle de la Torre, 4; late of Birkenhead.

Tram to **Las Arenas**, a bathing place in the river's mouth, opposite Portugalete, where large vessels unload. Rail. to Miranda Junct. (p 269). Dil. to Zumarraga Stat. (9¼ hrs), Durango and Vitoria, daily. Steamer to Santander (6 hours)

Burgos.—*Stat.*—Pop. (1877) about 24,500.—Hotels.—Fonda del Norte, Parador de las Diligencias Generales de Vitoria: Parador de las Peninsulares; Casa de Postas.

In Old Castile, on the Arlanzon, near the heads of the Douro and Ebro; 56 m. from Miranda Junct.; entered by a striking Gate at the bridge. The noble gothic *Cathedral*, built 13th century by King St. Ferdinand, and marked by numerous towers and spires, is profusely decorated with pictures, statues, bas-reliefs, and fine stained glass windows. One of its large chapels, the Capilla del Condestable, has good sculpture by Jean de Bourgogne, representing the Crucifixion, the Resurrection, and the Ascension. Other Churches are San Gil, San Esteban, San Nicolas, and Santa Agueda, in which the Cid forced Alfonso VI. to swear that he had taken no part in the death of his brother Sancho. Esplon, Cubos, and Isla promenades.

Visit the Cartuja de Miraflores, and the tomb of the Cid, Rodrigo (or Ruy) Diaz: the former (2 miles out of the town) contains the fine tomb erected by Isabella to her parents, Juan II. and Isabella of Portugal; the latter is in the convent of San Pedro de Cardenas, which was part of the estate of the Cid. His bones and those of Ximena his wife are at the Town Hall. Rail to Madrid, and Santander, see page 268.

Cadiz.—*Stat.*—Pop. (1877) about 57,000—Hotels:—De Paris; De America; De Cadiz; Fonda de las Cuatro Naciones.

Club or Casino.—An introduction will suffice for a fortnight; subscription for a longer period.

A port, 96 m. from Seville, in Andalusia, on a Bay, at the end of a tongue of land called the Island de Leon, protected by the Cortadura, Punta de la Vaca, and other Forts; which, with the 5 gates, and walls 3 m. in extent, are seen from the Vigia or Signal Tower, 172 ft. high. Lat. of St. Sebastian light 36° 13′ N., long. 6° 18′ W. Mean temp. 51° (Jan.) to 71° (July.) It has a Town Hall; old and new Cathedrals (paintings by Murillo, &c.); a Museum (some middling pictures); two Theatres; an Alameda; a large Tobacco factory; and new Waterworks, supplied from Medina Sidonia. Gloves, guitars, jewellery, and carved work are made. At Trocadero

(taken by the French, 1823), on the mainland facing the town, are the Docks of Lopez & Co., 2½ m. by steamer, 18 m. by rail. **Rota**, across the Bay, 4 m., gives name to the Rota Tent, a sacramental wine. Other places round the Bay, reached by rail or steamer, are St. Fernando, the Naval head-quarters, and St. Carlos hospital; **Caracoa**, or **Caracas**, Dock Yard and Arsenal: Puerto Real (anct. *Portus Gaditanus*), near the Junction for Trocadéro; and Sta. Maria, an old Greek town, on the Guadalete, noted for its bulls. **Jerez**, with its wine depôts, is 31 m. by rail.

H. B. M.'s Consul.—G. R. Perry, Esq.

American Consul—A Duffie, Esq.

English Chaplain.—Rev. H. J. Rose, M.A.

Rail to Seville, Cordova, Madrid, p 274. Steamers to Gibraltar, etc. See Steamer List.

Carthagena, or **Cartagena**.—*Stat.*—Pop. (1860) 4,215.—Hotels: Fonda de Francia; Francesa; F. de Paris; F. de Carrasco; Gutierez.

This decayed place, in Murcia, 40 m. from Murcia, founded by the Carthaginians as *Carthago Nova*, has new forts on both sides of the pretty harbour, in the Mediterranean. The Naval Arsenal contains building slips and floating docks, magazines, &c., and is rising again to importance. It was held by the Insurgents, 1873-4. The half-ruined Cathedral has a banner of Columbus. Rise of Spring tides 9½ ft. A good Theatre; fine Circus (1879); and a *Casino* (in Calle Mayor), with newspapers,—introduction by an English member.

H. B. M.'s Vice-Consul—W. Milvain, Esq.

American Consul—C. Molina, Esq. Rail, pp. 272, 274. Steam tram to Hererias or **La Union**, 6 m.; extensive lead mines and smelting works.

Cordova (or **Cordoba**).—*Stat.*—Pop. (1877) about 44,400.

Hotels:—F. Suiza; F. de Oriente. Buffet.

An Andalusian city, 81 m. from Seville, on the Guadalquiver, full of narrow streets, which at one time contained 200,000 houses, and 100 baths, with a famous University. It abounds in Moorish and Roman antiquities. The *Cathedral*, once a Roman temple, was rebuilt as a mosque by the Moors, in 770. It is profusely ornamented with coloured marbles, in the most graceful designs; and divided into nineteen principal naves, traversed by thirty-six narrow naves or aisles; with a roof supported by about 1000 short columns of marble, porphyry, jasper, &c. Notice, a figure of the Saviour cut on one of the marble pillars by the finger-nails of a prisoner; the Mihrab where the Koran was kept; and the Orange Court. Next to the cathedral are San Pedro, of Roman and Gothic times; Santa Mariana, a Gothic church, near the Alcazar; the Episcopal palace; the Triunfo, a pretty monument in jasper to St. Raphael, patron of Cordova; hospital of San Sebastian; the Alameda and its palms. Lucan and Seneca were born here.

Rail to Cadiz, Madrid, Malaga, p. 273 4.

Corunna.—*Stat.*—(*Spanish* **Coruña**, called by sailors "the Groyne.")—Pop. (1877) about 30,000.

Hotels:—Fonda del Comercio, in the Calle Real; Fonda Universal. Café Suizo.

Corunna, in Galicia, 72 m. from Lugo, is divided into upper or old town, and lower or new town called Pescaderia. La Reunion promenade is between the town and the ramparts, and the garden of San Carlos containing a monument to the memory of Sir John Moore, buried here after his victory, 1809. The Tobacco factory employs 2000 hands, principally women. The Tower of Hercules is a Roman work. Lat. of Fort of Antonio 43° 22′ N., long. 8° 23′ W. Spring tides rise 15 ft.

H. B. M.'s Consul—E. Walker, Esq.

Rail to Lugo (the aft. train on alternate days) p. 275; thence by dil. to Brannelas (p. 278), for Madrid. Dils. to Santiago, Vigo, Oporto. Steamers to Vigo, **Ferrol** (daily 10m.); see Alph. List.

Gerona.—*Stat.*—Pop. (1877) about 18,600.—Fonda de las Diligencias.

Capital of a province in Catalonia, 61 m. from Barcelona, with a fine Gothic Cathedral, the nave of which has a span of 73 ft. View of Monserrat, &c. Rail to Barcelona and Perpignan, p. 271.

Gibraltar (*English*).—Pop (1871) 25,216, including 7000 troops.

Hotels: Europa (Calamaro's), New Mole Parade; Royal, in Town, well situated, excellent Table d'hote; Imperial; King's Arms, Terms from 3 dols. a day. Exchange News-room accessible.

Landing in boats; make a bargain beforehand. Cabs, in town for 1 or 2 persons 6d.; more than Two 1s. Ordinary luggage 2d. each.

"Gib," the ancient *Calpe*, one of the Pillars of Hercules, in Andalusia, 5 m. from Algeciras across the Bay, and 15 m. from Ceuta (anct. *Abyla*) in Africa, across the Straits, is a garrison town (not a colony) under the Colonial Secretary; and is not a free port, but a great smuggling centre; with a trade in wine and spirits (on which there is a duty), tobacco, sugar, coffee, cotton goods, coal, Barbary produce, provisions, etc. Permission to reside must be obtained from the Governor. This famous key to the Mediterranean (the arms are a key on a gate) stands in view of the Sierra Nevada and Mount Atlas, is a barren-looking, fortified Rock, 2½ m. long north and south, by ¾ m. broad, 1¼ m. area, and 1439 ft. high near the road at O'Hara's Tower. It is joined to the Spanish mainland by a low sandy isthmus (El Istmo) called the Neutral Ground, and is inaccessible on the E. and N. sides.

The fortifications began with the Moorish castle of Tarik, the conqueror of Spain, A.D. 711; were continued by the Spanish kings, and have been wonderfully strengthened by the English, since Admiral Rooke took possession, 1704, and especially since the great siege of 1779-83 in Gov. Elliot's time. The town lying on a narrow sandy shelf, consists of two or three parallel streets, about 1 m. long from Water Port to South Port. Landing place at the New Mole, between two piers of 1100 ft and 700 ft. There is anchorage in the *Bay*, 5 m. by 8 m. in extent, exposed to south-west winds; tide rises 3 to 4 ft; many coal-hulks lie here. A strong current sets through the *Straits* from the Atlantic; the water changing from blue to green. Government House is an old Convent, with gardens facing it. In the town are Holy Trinity Cathedral; Scotch and Spanish Churches;

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Synagogue; and the Officers' Library. Further away are the Parade and Public Gardens; Admiralty, in an old Friary; a small Dock near the New Mole; Victualling Office, and Naval Hospital; Light House, at *Europa Point* (latitude 36° 7′ N., longitude 5° 22′ W.) near the Almeda and the best houses, where the bands play. The Fortifications mount about 1,000 guns; permission is got from Town Major's office to visit the *Galleries* (Queen's Gallery, St. George's Hall, etc.) cut inside the Rock, from end to end, wide enough for a carriage, with port holes for the guns. St. Michael's *Caves*, are near the South Barracks; and the New Caves discovered by Capt. Brome, near Main Barracks and Windmill Hill Military Prison. Cemetery, near the Racecourse and Neutral Ground. The markets contain many varieties of fish; oranges and other fruits very plentiful. A new market is in progress. Water is supplied from the works on the Neutral Ground, near the Lazaretto; there are few wells, and the rain supply is scanty. Climate, hot in summer, but pleasant in winter; a sea breeze in the day-time; mean temp. 58° (Jan.) to 80° (July).

Excursions to Europa Point and back, through the town to the Neutral ground, and over the Spanish lines to the village of **San Roque** (6 m.) Picnic in the cork woods. Sport — Calpe Hunt. Shooting for rabbit, woodcock, teal, partridge. Monkeys without tails are seen.

Money.— Accounts kept in imaginary reals (1½ dollar), and imaginary quartos or quarts (1-16 real) The current coins are Spanish gold and Specie dollars, half-dollar (silver), quarter-dollar, and eighth-dollar pieces.

Telegram to the United Kingdom, 6d. per word.

Governor. — His Excellency, General Lord Napier of Magdala, G.C.B., G.C.S.I.

Chaplain —Rev. G. Willan.

Presbyterian Church.—Rev. John Coventry, (Bible Society's Agent, Church Street); at St. Andrew's Church on Sundays, 11 a.m. and 6 p.m.

American Vice Consul.—H. J. Sprague, Esq.

British Vice Consul at San Roque, G. C. Cornwell, Esq; Algeciras, Maj. Gen. Gordon, C.B.

Conveyances.—Coach, daily, from Algeciras to Cadiz, over Sierra de Ronda (fine view); steamers to Algeciras (three times daily), Cadiz, and Malaga; and to Tangier (4 hours, twice a week). P. and O. Steamers weekly.

Gijon.—*Stat.*—Pop. 7,500

Hotels:— Fonda de la Iberia; Comercio.

Gijon, in Asturias, 27m. from Oscura, on the Bay of Biscay, is a bathing place, with a good port. Notice a fine arched gateway, called *de Infante*, built by Charles III; the Palace of the Marquis de San Esteban; College, founded 1797; Tobacco Factory, employing upwards of 1200 hands. Large shipments of coal from here.

British Vice-Consul.—W. Penlington, Esq.

Rail. to Sama; Oviedo, and Pola de Lena, see p. 269, 274; thence by dil. to Busdongo for Leon and Madrid. Steamers to Santander and Corunna.

Granada.—*Stat.*—Pop. (1877), about 60,500.

Hotels: Fonda de las Diligencias; Comercio.

Washington Irving H., and Hotel and Pension de los Siete Suelos (Seven Towers), are on the hill, 3,000 ft. above sea level, near the Alhambra, and the groves and elms planted by Wellington.

Many Boarding Houses, clean and reasonable.

In Andalusia, 155m. from Cordova, 2,500 feet higher than Malaga, having a good Prado and beautiful environs, with a temperate climate in the heat of summer, and in view of the Apujarra Hill, and the snowy peaks of the Sierra Nevada, 20 miles. The *Cathedral* has 5 naves, stained windows, and 15 rich chapels, the best of which, the sumptuous Capilla Mayor, has fine paintings. In the Capilla de los Reyes are the splendid tombs of Ferdinand and Isabella, Juana and Philip. Of the 27 parish churches, notice especially, S. Ana, S. Cristoval, and San Agostino.

The great point of interest is the **Alhambra**, which is open in the forenoon, and from 4 to 7 p.m.; a Guide and also a fee to the conservator for the first visit, but not afterwards. This ancient oriental palace of the Moorish kings, stands at a fine point of view, between the rivers Darro and Genil, and derives its name (signifying "red") from the red stone of which it is built. The ascent is through a grove of elms, abounding with nightingales, to an oblong court, 150 ft. by 90 ft. with a basin of water 100 feet in length, encompassed by a flower border; at each end is a colonnade. Here are the Lion Court, with its large Vase), Great Hall, etc., of which there is a well-known model at the Crystal Palace. Mr. Mariano, of the Washington Irving Hotel, is a good guide for the Alhambra.

The *Generalife*, or country palace of the Moorish kings, has a few remains of arcades and gardens. The *Cartuja Convent* is one of the lions of Granada. Notice the extraordinary paintings in the passages. The Wellington estate is at Soto de Roma, on the Xenil; near Rabida Convent, where Columbus was stopped just as he was going to England. The city crest is a pomegranate. There is a Gipsy quarter in the town.

A branch rail unites Granada with Cordova and Malaga. Diligence to Malaga, 14 to 16 hours; by a fine road. Or, on horseback in 2 days, stopping at Alhama. It is three days by mule, direct to Gibraltar, via **Ronda**; also a fine road. Ronda stands over a deep chasm and waterfall. From Granada, by **Jaen** (a fine Cathedral) to Menjibar (buffet), on the Cordoba and Madrid line; or to **Linares**, *Stat.*, (pop. 6,600), near the copper and lead mines, where Mr. Hamilton was taken by the brigands, 1874 Railway, see p. 276.

British Vice-Consul.—H. Stanier, Esq.

Chaplain.—Rev. E. Drought, M.A.

Irun.—*Stat.*—Pop. 4,500. Fonda de Arrupe.

A small Basque town, 11m. from St. Sebastian, on the river Bidassoa, near the French frontier, on the route from Bayonne to Madrid.

Baggage from France is examined at Irun stat.

Conveyances.—Rail to Madrid, p. 268; to Alsasua for Pamplona, see p. 270; to Bayonne, p. 45.

Jerez-de-la-Frontera.—*Stat.*—Pop. (1860) 52,158. Busch's Private Hotel, Guadalete Str. Hotel de Jerez.

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Jerez, or **Xeres**, a large well-built town, in Andalusia, 30m. from Cadiz; the head of the "Sherry" District; which includes Jerez, Port St. Mary, S. Lucar de Barrameda (Manzanilla Vineyards), and Trebujena (12 m. from Jerez), a space of 50 sq. m., yielding 5 to 6 mill. galls., of which 9-10ths are sent to England. Chief Bodegas (cellars) are Gonzalez, Misa, Domecq, Remates, Gordon, Davies, Garvey; some containing 20,000 butts; with wine 100 years old, and worth a guinea per bottle. Notice the Collegiate Church with its library and museum, containing 12,000 medals of great antiquity; the Moorish Alcazar; and the *Casas Municipales*, a fine building of the 16th century. Three miles out of the town are the ruins of the Cartuja Monastery, having a Doric façade, now a stud for horses At 30 miles south-east is *Medina Sidonia*, near the River Barbate, where Roderic, the last of the Goths, was defeated by Tarik, A.D 711.

British Vice-Consul.—G. Suter, Esq.

Wine Cellars.—The extensive Bodegas of Mackenzie & Co., are situated in the Calle Cartuja, opposite the Railway Station. This firm are Agents for many of the principal English, Canadian, and United States Bankers, and pay their circular notes and drafts.

Rail. to Trocadero, Cadiz, Seville, p 274.

Leon.—*Stat.*—Pop. (1877) about 10,300.—Hotels:—Parador del Norte; Posada de los Catalanes. Casas de Pupilis (lodging and board) on the Santa Domingo. A Posada on the Rastro.

An ancient walled city, cap. of a province, sometime of a kingdom, 49m. from Branuelas, on the Bernesca and Sorio. The rich Gothic Cathedral walls 120 feet high; with a principal façade composed of five ogival arches ornamented with sculpture, and statues to the number of forty, the whole surmounted by two beautiful and lofty towers. The interior is superbly decorated with sculpture and stained glass. The splendid Gothic church of San Isidoro should be visited. Other objects of interest are the monastery of San Marcos; the fine Convent of Santiago; the Plaza Mayor, surrounded by good buildings; the Casa de los Guzmanes, a magnificent palace; the Casa Consistorial, devoted to municipal fêtes. There are also a number of convents, a library of 5,000 volumes, and a good theatre capable of holding 1,500 persons. Outside the walls, is the principal promenade, Paseo de San Francisco, having on one side a convent, on the other a bull-ring.

Conveyances.—Rail. to Placentia, Bustongo (for Oviedo), and Branuelas (for Vigo, &c.), pp. 269, 273.

Lerida.—*Stat.*—Pop. (1877) about 18,400.

Fonda San Zuis; Posada del Hospital.

A pleasant and busy town in Catalonia, the Roman *Ilerda*, on the Segre. 114 m. from Saragossa, in view of the Pyrenees. The New Cathedral is a fine Corinthian building, containing some good sculpture. The Old Cathedral, of the 13th century, now a ruin, still presents some rare studies of the Byzantine-Gothic style to the antiquary; its cloisters are particularly worthy of attention. The church of San Lorenzo, founded 1149, also deserves notice.

Rail to Saragossa and Barcelona. See page 270.

Linares.—See Granada.

MADRID.—*Stat.*—Pop. (1877) about 367,300; (1860) 298,426; (1870) 332,034. Lat. 40° 25′ N.; long. 3° 25′ W.

Hotels:—H. de Madrid. H. de Paris. H. Peninsular, 15, Calle de Alcala. Los Embajares. The two best French Hotels are Gd. H. de Londres, and H. de la Paix, situated in the finest part of the Puerta del Sol, kept by J. Capdevielle & Co.

Cafes—La Iberia: Café Suizo.

Courier and Guide, Mr. Carlo Caveglia, at the Hôtel de Paix, speaks English, Spanish, &c.

Guides.—G. Soubrie and Mariano Peralta, of the Hotel de Paris; the first speaks English.

Casas de Huespedes.—Boarding-houses not distinguished by sign or name; but when unoccupied a sheet of white paper is suspended from the balcony. Clean apartments with board and service may be had at 20 to 30 reals per day.

Caution.—The climate of Madrid is one of the most trying and treacherous in Europe. The town is at a great altitude on a bleak plain, exposed to a broiling sun and dry icy winds from the Sierra de Guadarrama. The spring is especially dangerous; be sure to cloak well morning and evening. Madrid is cold and damp in winter; hot and dusty in summer. The agreeable months are March and April, October and November; the rest are almost unbearable. Mean temp. 43° (Jan.) to 79° (July).

Madrid, 538 m. from Bordeaux, in one of the five provinces of New Castile, was made the capital of Spain, by Philip II., from being supposed to be at its centre. It is built in an uninviting locality, on some sandy hills upon the left bank of the Manzanares; and has a fine view from the Palace of Guadarrama range. The valley of the Manzanares, has some orchards and woods.

The city is about 8 miles in a circuit of brick wall, and contains upwards of 8000 houses, with 146 churches and other religious buildings, 18 hospitals, 13 colleges, 15 academies. 15 public libraries, 6 prisons, 15 granite gates, 85 squares, and plazas, 33 fountains, and 50 public wells which supply the city with a little excellent water brought from the mountains, 30 miles distant. The modern part has good houses, and straight streets paved with flint, and lined with foot-pavements. *Calle de Alcalá* is the best street. The *Puerta del Sol* is a large open area, where eight of the principal streets meet, and in which there is a great thoroughfare. In the pretty square of the Prado is the *Dos de Mayo* (or 2nd of May), an Obelisk, surrounded by allegorical figures dedicated to 3 artillery officers, killed at their guns, in the massacre of 2nd May, 1808, by order of Murat. In Plaza Mayor (or de la Constitucion) the Autos de Fé took place; Plaza S. Ana contains the Teatro Espanol; Plaza de la Cebada has a new Market; in Plaza S. Anna is a statute of Calderon.

The royal *Palace*, in Plaza del Oriente, is a magnificent square edifice, each front 470 feet long and 100 feet high, all built of white stone and enclosing a court 140 feet square. On the south side of the palace is the royal Armoury

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(armeria) which contains Columbus's armour among his other historical relics. It is open to any person with passport (no difficulty). In the Plaza are statues of Spanish Sovereigns, including the great equestrian statue of Phil. IV.; and the Opera House or Teatro Real, facing the Palace. Near the Palace of the Cortes is a statue of Cervantes. The royal Stables contain 300 horses, 250 mules, and 124 carriages, with endless apartments for livery dresses and harness rooms. Bull fights, generally on Sunday and Monday; office for tickets in Calle de Alcala.

PUBLIC WALKS:—The Prado, 2 m. long, from north to south, on the east of the city, with rows of trees and several fountains; the Paseo de las Delicias, along the Manzanares, on the west side of the city; and the Buen Retiro gardens to the east, beyond the Prado. La Fuente Castellana is a walk, about 1½ m. long.

Besides the Opera House there are six *Theatres* and three Circuses. Among the scientific and literary institutions are the Royal Spanish Academy, containing a museum of Natural History, and a few very fine pictures; the Royal Academy of History; and the Estudios Reales de San Isidro, a kind of university, which has sixteen professors. The two largest *Libraries* are, the Royal Library, containing 200,000 vols., some valuable MSS., and a rare collection of coins, illustrative of Spanish history; and the Library of San Isidro, consisting 60,000 vols.

The new *Museo*, in the Prado, near the Dos de Mayo, is a magnificent gallery of 2000 pictures, of which 46 are by Murillo; 10, Raffaelle; 52, Rubens; 54, Velasquez; 34, Tintoretto; 43, Titian. Admission free on Sundays and festdays; on other days, 2 rls.

CHURCHES—At the Atocha is a very ancient and miracle working image of the Virgin Mary, to which the most magnificent dresses and jewellery have been presented; there are also the tombs of Palafox (the defender of Zaragoza), Narvaez, O'Donnell, Prim, and Concha.

In the environs of the city are the royal residences of La Casa del Campo, La Florida, Monglos, Zarzuela, and *El Pardo*, 9 m. along the Manzanares. Pictures and frescoes.

CASINO or CLUB.—Any member can introduce a stranger for a period of 14 days by the payment of 12s; for a longer period the fee is £10.

BATHS.—Public Baths at 6 and 8 reals per person. Baths at one's domicile, 14 to 16 reals.

POST OFFICE.—Calle del Correo; near the TELEGRAPH OFFICE; telegram to United Kingdom, 6d. per word. Letters not sufficiently prepaid are returned to the country they come from; or if not properly addressed are placarded on a list in the hall. Letters for France or England received up to 6 o'clock.

H. B. M.'s MINISTER—His Excy. the Hon. L. Sackville-West. SEC. OF LEGATION, G. Wyndham Esq., C.B. V. CONS. W. MacPherson, Esq.

AMERICAN MINISTER—His Excy. Hon. L. Fairchild.—SEC. OF LEGATION—A. A. Adee, Esq.

ENGLISH CHURCH SERVICE.—At the Legation, on Sund., at 11.30 and 3.30. Chaplain,———.

PRESBYTERIAN CHURCH.—Rev J. Jamieson.

SPANISH PROTESTANT SERVICES at 6 Chapels, in the following streets (Calle) with schools, a hospital and orphanages, attached; viz. No. 8, Madera Baja; 29, Calatrava; 5, Glorieta de Quevedo Chamberi; 4, Leganitos; 20, Cabeza; and Moratines-Pennelas. Service: Sunday at 10.0 a.m., and 8.30 p.m.; Thursday, 8.30 p.m.

BIBLE SOCIETY'S AGENT—Mr. R. Corfield, 46, Calle de Preciados.

MEDICAL.—Dr. Jelly, F.R.C.P. Lond., M.R.C.S. Edin., 1, Calle del Carbor.

AGENCY.—Mr. G. Polack, 13, Puerto del Sol, Agent for the Ligne Transatlantique Company, cashes circular notes, etc.

COACH & DILIGENCE OFFICES.—Calle de Alcala and Calle del Correo; 40 lbs. baggage allowed.

EXCURSIONS.

1. **Escorial**, 32 miles by rail. A magnificent edifice, considered one of the wonders of the world. The Pantheon, containing tombs of the Spanish kings and queens, chapels, a statue of Christ, and tapestry, will fully occupy an entire day. Ask for the Sacristan. 2. **Toledo.**—By rail in 3 hrs.; p. 546. 3. **Aranjuez** and Palace. By rail 31 m. (See the name) Gardens and walks, and palace by the river side. 4. **La Granja.**—To Villalba, *Stat.*, (page 268), thence 5 hrs. by coach over a pass. A royal Palace in a fine bracing air, 3,800 ft. above sea, with beautiful gardens, parks, forests, and water-falls (one 200 ft. high), a Gondola, 300 years old, and the Labyrinth of St. Ildefonso. Apply at the Office. Hotel EUROPEO. 5. **Alhama Baths** (rail. p. 270); thence 2 hrs. by Coach to **Piedra**, 12 m. S.E., in a picturesque mountain gorge, with an old feudal Castle, and extinct Monastery, among fine Waterfalls (some are 170 ft. high), stalactite Caves, &c.

Railway, see pages 45, 268, 270, 272, 274, 275.

Malaga—*Stat.*—Pop. (1877) about 98,000.—HOTELS:—H. DE LONDRES, well spoken of; VICTORIA, pretty good; EUROPA: FONDA ALAMEDA.

ENGLISH PENSION.—(Mrs. Walsall), 6, Alameda Hermosa, opposite Bank of Spain. Spanish Boarding Houses are called Casas de Pupillos; board and lodging about 2 dols. a day. Furnished apartments are not to be had. Necessaries of life are dear. Small Omnibuses and carriages at the Station.

CLUBS.—Good and well-provided reading clubs, the "Circulo," the "Comercio," and the "Liceo."

An Andalusian city, 120 m. from Cordova, on a Bay in the Mediterranean, surrounded by vine-clad hills, in a delightful plain or Vega, producing Malaga and Mountain wine, sugar, oil, Muscatel raisins, figs, almonds, oranges, lemons, limes, &c., in abundance. There are about 20 sugar and refining mills, besides cotton mills, at Marbella, Adra, &c. It is much frequented by invalids in winter, for its mild and charming climate; the weather however, is treacherous; hot sun and cold winds being prevalent. But a correspondent (Jan. 1880) says, "I found the climate perfect, like a fine day in the country in England during May and June.

PRINCIPAL BUILDINGS—The *Cathedral*, a vast pile commenced during the reign of Philip the II. at the time of his marriage with Mary of England it contains a marble font, handsome carved choir,

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a recently erected main altar, (Italian style), several remarkable side chapels, with some good paintings, and fine altar pieces, especially that of the Virgin de la Encarnacion, the patroness to whom the whole edifice is dedicated. Its towers overlook a wide-spread panorama. The churches of the Martyrs, St. James's, formerly a Moorish mosque, San Telmo, a ci-devant Jesuit college, are worthy of notice, together with the Episcopal Palace, with a fine marble portal.

The best promenade is the Alameda, where most of the hotels are located; with the houses of the principal merchants. It is a long avenue, running east and west, with trees, marble statues and benches, and a fountain at each end; from which the main arteries of this compactly built Moorish city emanate.

Malaga is the port for the exportation of Montilla wine. At one of the Theatres, a good Italian Opera company is generally to be heard. The rides and drives to the neighbouring hills and country houses, are delightful. Lat. of Mole 36° 43'N., long. 4° 25'E. High water and moon's full and change 12 h.; rise 3 feet.

H. B. M.'s Consul.—R. Wilkinson, Esq.

American Consul.—H. Marston, Esq.

English Church Service, at the British Consulate every Sunday; Rev. T. W. Scott, M.A., chaplain. The English Cemetery, in the outskirts of the town, has charming views; it is frequented as a promenade by the natives.

Conveyances—Rail to Cordova, connecting it with that to Seville, Cadiz, and also to Madrid and Granada (p. 273). Spanish Steamers almost daily to Gibraltar and Cadiz, (slow and dear); to Lisbon, Vigo, and Havre frequently; to the Eastern ports and Marseilles, two or three times a week.

Manresa.—*Stat.*—Posada del Sol.—Pop. 13,340

In Catalonia, 40 m. from Barcelona, on the rail to Saragossa (p. 270), on the Llobregat; above which are seen the fine church of St. Ignatius Loyola, founder of the Jesuits, and the great college of El Seo, containing the Santa Cueva, or cave where Loyola dedicated himself to the Virgin. The scenery about Manresa is very grand, the line to Lerida passing through a range of rocky mountains. The engineering works will command admiration. About 12 miles off is the wild mountain of **Montserrat**, covered with shrines and hermitages, and noted for its connection with the history of Loyola. Nearest station is Monistrol.

Mataro.—*Stat.*—Pop. 17,000.—Posada de las Diligencias.

A manufacturing port of Catalonia 17 m. from Barcelona. It contains a fine old Church, with some good wood carving and a few capital paintings; a Town Hall; and college. At a short distance from Mataro are the baths of **Argentona** the waters of which are carbonated, and efficacious in the treatment of nervous complaints.

Conv.—Rail to Barcelona and Gerona, p. 271.

Murcia.—*Stat.*—Pop. (1877) about 83,000.

Fonda del Comercio; F. de Paris.

Capital of the Province, and a Moorish city, formerly the Roman *Murgi*, on the Segura, 36 miles from Cartagena. It has a castle, Gothic Cathedral, and 11 or 12 other churches; with a trade in silk, pottery, nitre, and gunpowder: and mines of lead, zinc, copper, in the neighbouring Sierras. Several hundred houses were destroyed along the Segura by the floods of 1879.

Rail pp. 272, 274. Coach to Elche and Alicante.

Palma, in the Balearic Isles.—See p. 552.

Pamplona, or **Pampeluna.**—*Stat.*—Pop. (1877) about 22,650.—Hotels:—Fonda de Europa; Parador General; Infante. Dinner, 12 reals.

In Navarre, 64 m. from Tudela, the Roman *Pompeiopolis*, on an eminence, commanding extensive views of the surrounding plain of Cucuca, near the gorges of Puerto de Mayo, and Puerto de Roncesvalles. The *Cathedral*, founded in 1023, is a handsome Gothic building, with a magnificent façade in the Greco-Roman style, surmounted by two graceful towers. The interior is profusely decorated. The cloister contains some splendid monumental sculpture. On one side is a door richly carved with scenes from the life of the Virgin, while the pillars are formed by statues of the angel Gabriel and the Virgin Mary. Other buildings are the fine old Casa Municipal (Town Hall), containing a mosaic pavement, portraits of the twelve kings of Navarre, and some curious jewels; and the palace of the *Deputacion*, containing some good paintings and curious MSS. The favourite promenade is the Taconera, commanding a splendid view of the valley and mountains beyond. There are a Theatre and large Bull-ring.

Conveyances.—Railway to Madrid: see page 270. Diligences every day to Estella, Puente la Reyna, Logrono, Tolosa, Bayonne, etc.

Piedra.—See Excursions from Madrid, p. 543.

Potes or **Pottes.**—In the Liebana Valley, about 80 miles S.W. of Santander: an excellent centre for some of the grandest parts of the Asturian Pyrenees: being near to Picos de Europa, their highest point, 8,790ft. above sea level, at Torre de Lambrian. These mountains resemble the Dolomites of Styria, and are threaded by deep picturesque gorges; one of the finest of which is *Cillorgio*, 15 m. long, at the head of the Diva. Good fishing and hunting—salmon, trout, bear, wolf. Market twice a week. Rail to Torrelavega (17 m.), p. 269; thence by coach via Unquera.

Port St. Mary or **Puerto de Santa Maria.**—*Stat.*—Hotels: Vista Alegra best; Fonda dal Colmada. Pop. 18,000.

On the opposite side of the Bay from Cadiz, 21 m. from it by rail (p. 274); noted for its shipping port, sherry cellars, and bull-fights. Good Casino.

English Church Service (C. C. C. Soc.) during the winter. Chaplain, Rev. H. J. Rose, M.A.

British Vice-Consul.—C. S. Campbell, Esq.

Sabadell.—*Stat.*—Pop. 16,000.

A bustling manufacturing town of Catalonia, 14 m. from Barcelona; containing more than 100 factories, principally devoted to the manufacture of wool and cotton, and employing upwards of 10,000 workpeople.

Rail to Barcelona and Saragossa, see page 270.

Salamanca.—Pop. (1877) about 16,300.

Hotels.—Fonda del Comercio: F. Burgalés.

An ancient half ruined walled city of Leon, 48m. from Medina del Campo: once called the "Mother of Virtue, Science, and Art;" lying in a hollow, and

having nine gates; of which Puerto de San Pablo is worthy of attention. The fine Gothic Cathedral has three porches, ornamented with statues and sculptures; the chief one with delicate Renaissance work. Its Tower is full of statues, bas-reliefs, and medallions of saints and illustrious men. The University, formerly one of the first in Europe, now contains only a library of 60,000 volumes. The Colegio Jesuites has a good porch; the Colegio Viejo contains a fine staircase, a museum, a collection of Chinese paintings, and some old pictures by Fernando Gallegos. There are twenty-five Churches; with a number of Convents, the principal of which is San Domingo, containing a beautiful Gothic chapel and a good library. Outside the Gate del Rio is a rare old *Bridge* of twenty-seven arches, whose date is unknown, but it is certain that it was repaired by the Roman Emperor Trajan. The site of the Battle of Salamanca, where Wellington defeated Marmont 1812, is at two heights rising out of the plain, called the *Arapiles*, about 1½ league from the city.

Rail to Medina del Campo, see page 273.

San Sebastian.—*Stat.*—Pop. (1877) about 18,000. — HOTELS: — ENGLISH HOTEL (HOTEL INGLES) First Class Hotel, beautifully situated. The only one where English is spoken.

DE LONDRES. FONDA DE MARTIN EZCURRA. DE INGLATERRA. HOTEL DU COMMERCE.

A Basque town on the Bay of Biscay, 12 m. from Irun, celebrated for its siege by the British army under the Duke, 1813. The situation is delightful, under the great Citadel Hill 400 feet high. Graves of many English killed in 1813, and in 1836 when taken by the Spanish Legion.

CONV.—Rail. to Madrid, p. 268, and Alsasua (for Pamplona.) pp. 268, 270. Steamer to Bayonne, &c.

Santander.—*Stat.*—Pop. (1877) about 35,000.

HOTEL:—AMERICANO.

Capital of a province in Old Castile, 143 m. from Venta de Banos, and a port, on a fine deep Bay, which is two to 3 miles in width and 4 miles long. At the govt. Tobacco Factory, (formerly a convent,) cigars and tobacco are manufactured, giving employment to 1,000 people. A large trade with Great Britain, France, and America, the chief exports being wheat and flour. Lat. of Mole 43° 28′ N., long. 3° 48′ W. High water at full and change 3 h. 30 min.; rise 12 to 15ft. The postmaster requires persons applying for letters to be identified by the Consul. TRAM to the BATHS outside the town.

H.B.M.'s VICE-CONSUL.—Lieut. March, R.M.

AMERICAN CONSUL.—C. Hoppe, Esq.

RAIL., p. 269. Steamers to Bilbao (6 hrs.) Bayonne, San Sebastian, Corunna, London, Liverpool.

Santiago de Compostela.—Pop. 29,000.

HOTEL.—FONDA SAN MIGUEL.

An old town, in a moory corner of Galicia, 30 miles from Corunna; the *Campus Stellae*, dedicated to St. James (Santiago) the Great. Its noble *Cathedral*, on the Pico Sacra hill, surrounded by four squares and a heap of convents and palaces, is all granite-built, but yet full of good carved work; and has Mateo's fine triple portal (copied at South Kensington), with Gothic cloisters and a tall belfry. Here are a once famous University, with several colleges, hospitals, &c. It was, with Canterbury, one of the most favourite places of pilgrimage in Europe.

Rail from Carril, (p. 274, 26 m.), or Dil. from Corunna.

Saragossa, or Zaragoza.—*Stat.*—Pop. (1877) about 67,600. HOTELS —GRAND HOTEL DE LAS CUATRO NACIONES. FONDA DE EUROPA. CAFES.—Suizo, Constancia.

A town of Aragon, 212 m. from Madrid, containing two Cathedrals, an old bridge on the Ebro, many picturesque houses, and the Aljaferia, now a fort, formerly a Moorish palace. The Torre Nueva, or Leaning tower (built 1504), is 273 feet high, inclination, 7½ feet. The older cathedral of San Salvador, or La Seo. In the Greco-Roman style, has a Capilla Mayor richly ornamented; and two fine statues of SS. Vincent and Laurentz. In the newer cathedral of Nuestra Senora del Pilar (a square Gothic church of 489 feet the side) are a beautiful sanctuary, richly carved stalls and reredos, with a statue of the Virgin (on a jasper pedestal), said to have been brought here by St. James 19 centuries ago. Saragossa made a heroic defence against the French, 1808-1809. Excursions.—To Moncayo about 7hrs. S.W. of Saragossa by rail. and dil. (via Tudela and Tarazona); under the peak of a *Sierra* 9,600ft. high, near the source of the Ducro or Douro. There is no place of refreshment along the bare and dusty road. To **Piedra**, near Alhama Baths, see p. 543. Rail., see page 270.

Segovia.—Pop. (1877) about 10,350.

FONDA BURGALESA; F. DEL AGUILA

A town of Old Castille, 50 m. from Madrid, on the Eresma; having curious round towers; a Cathedral, with a rich door; Mint; an Alcazar, half ruined by fire, with conspicuous towers and spires, over a ravine; also, the fine remains of a Roman *Aqueduct*, which as built by Trajan, runs on 161 double arches, 100ft. high, and half-a-mile long. Miracle Plays are still acted in the churches. Lead, copper, and marble are worked near it.

Coach to Arevalo stat. for Valladolid; and to Villalba for Madrid. **La Granja** (see Madrid is 7 miles south, on the Madrid road.

Seville.—*Stat.*—Pop. (1877) about 119,000.

FONDA DE LAS CUATRO NACIONES—First-class hotel, situated on the Plaza-Nueva. Stanislas D'Angelo, propr.; HOTEL DE PARIS; FONDA DE MADRID; EUROPA.

Good Casinos. English and French papers.

The Roman *Hispalis*, a Moorish-looking city in Andalusia, on the Guadalquivir, 45 miles from the Atlantic, and 212m. S.S.W. from Madrid. The *Cathedral*, the largest church in Spain, is partly Roman, and partly Gothic in style; 420 ft. by 260 ft., with seven naves, one 145 ft. high. It has two organs: the Columbus library; Puerta del Pardon, a beautiful horse-shoe arch; tomb of F. Columbus, and a curious Moorish steeple consisting of three towers with galleries and balconies, surmounted by a *giralda* or weather-cock, 350 feet high; the vane being a statue of Faith (a woman). Notice, also, a fine public Square, fountain, and Moorish aqueduct; the Torre del Oro, on the river; the splendid Paseo of the Archbishop; the Moorish palace called

Alcazar, (restored at the cost of the Duke of Montpensier), some parts of which are as fine as the Alhambra, one mile in extent, and flanked by large square towers built with stones brought from the ancient temple of Hercules; the Exchange (Lonja) a square court, each side 200 ft. long, and 63 ft. high, where the valuable Archives and documents 30,000) relating to the discovery of America, by Cortez, Pizarro, &c., are kept; Casa del Pilatos, said to be a copy of P. Pilate's house; the Tobacco Factory, a large building with twenty courts, erected in 1757, at a cost of £390,000, in which 5000 women are employed. Seville had above 100 endowed convents, hospitals, etc.

The University contains nine Colleges. See, too, the Casa del Ayuntamiento (town-house), a fine old Moorish building; San Telmo, a modern palace of the Duke de Montpensier; some choice Murillos, filling a room called the Salon de Murillo, in the Museo de la Merced, for which new rooms have been prepared; and good paintings in the convent of La Caridad. A guide is very essential. The Murillos in the Cathedral are almost invisible.

Holy Week, *Santa Semana*, commences about the middle of April. Living is then doubled: 60 reals a day are not excessive. Religious processions and representations of the life and death of Christ, are followed by bull fighting. At the Races, twice a year, the best Andalusian horses run.

The Alameda walk is ½ m. long, and is adorned with fountains and statues of J. Cæsar & Hercules.

Formerly, Seville was the chief entrepôt for South America; its principal trade now-a-days is confined to pottery and oranges. The river (about the width of the Clyde, and now deep enough for ships of 500 tons) is crossed by an iron bridge, to the suburb of *Triana*, the gipsy quarter, where stood the house of the Inquisition. Seville was occupied by the French from 1810, till after the battle of Salamanca.

AMERICAN CONSUL—J. J. Cooper, Esq.

ENGLISH CHURCH SERVICE, at the English Ch., opposite the Museo; Chaplain, Rev. G. Payne, M.A. SPANISH PROTESTANT SERVICES, at Church of S. Basilio, Calle Relator; Rev. F. Palamares. In Capilla de los Marineros, Triana; by Senor Aguilera.

CONVEYANCE.—Rail to Cordova and Madrid, and to Cadiz, pages 274, 275. Cadiz station at San Fernando gate: Madrid station Plaza de Armas. About 60 m. west is **Huelva**, a good port at the mouth of the R. Tinto, from which a rail is open to Niebla up the river, near the large Tharsis or *Rio Tinto* copper mines, belonging to Messrs. Rothschild, employing 6,000 men. Extensive warehouses and a pier have been built.

Tangier (Africa)—HOTELS: ROYAL VICTORIA, near the port; DE FRANCE, in the Moorish style. CENTRAL, a good sized Moorish house. VILLA DE FRANCE (Bruzand's), small, but well kept. AMERICAN, a Spanish house. English spoken.

Isaac Benzaquen has a good supply of things from Fez. Moorish carpets are cheap.

This Moorish town, four hours from Gibraltar, by steamer, belonged to England from 1662 to 1684. The castle, bazaars, the Soko or market, and the gardens of the foreign Consuls are worth visiting. It is a good winter climate for chest complaints. Living is very cheap, and travelling is safe, with proper precautions. Lat. of Consulate 35° 47′ N.; long. 5° 48′ W.

Mohammed Lamarti, who was, for ten months, interpreter to the Moorish Legation in England, provides tents, mules, servants, and makes all arrangements for Excursions into the interior (as below) on moderate terms. The best time is early spring. Boar-hunting and partridge shooting in autumn.

These EXCURSIONS comprise Cape Spartel (a beautiful road); **Ceuta**, the ancient *Abyla* (Gebel Mousa) one of the Pillars of Hercules, now a Spanish garrison; **Tetuan**, (another beautiful trip), taken by O'Donnell, Duke of Tetuan, in 1859. Also, Sally, the "Sallee" of Robinson Crusoe, on the Atlantic Coast: Rabat and Morocco: and the sacred cities of Fez and **Mequinez**, in the interior, towards Mount Atlas, and the Great Desert.

H.B.M.'s MINISTER—Sir John Hay Drummond-Hay, K.C.B. CONSUL-H. P. White, Esq.

AMERICAN CONSUL—P. Scott, Esq.

Tarragona.—*Stat.*—Pop (1877) about 19,000.—HOTELS:—FONDA DE PARIS; HOTEL EUROPA; DEL COMERCIO.

A port of Catalonia, 63m. from Barcelona, where 32,000 pipes of red wine or Spanish port were shipped, 1878. Lat. of Mole 41° 6′ N., long. 1° 16′ E. It has a fine Romanesque Cathedral, built 1089-1131, with a dome, and some tapestry, brought from old St. Paul's, in Henry VIII.'s time.

There are Roman remains of the Capitol, of the Forum, and Palace of Augustus, at Torreon de Pilato. Also, within a few miles, a Roman Aqueduct, and the Tower of the Scipios, on the sea-shore. Excursions by rail to Reus, the birthplace of Prim; and to **Poblet** (via Montblanch *Stat.*), with its extensive ruins of a wealthy convent, in which the Kings of Aragon were buried; founded 1149, and ravaged in the Carlist wars, about 1835.

BRITISH VICE-CONSUL.—S. Consul, Esq.

AMERICAN CONSULAR AGENT.—L. Muller, Esq.

CONVEYANCES.—Railway, see pages 271, 272.

Toledo.—*Stat.*—Pop. (1877) 17,300.—HOTELS: FONDA DE LINO; FONDA DE LA IMPERIAL.

The ancient *Toletum*, and decayed capital of the Gothic and Moorish kings (pop. once 200,000.) in Leon, 56m. from Madrid, in a picturesque part of the Tagus, 1860 ft. above sea, among rugged granite hills. Principal Buildings.—A massive Alcazar or Palace, rebuilt by Ch. V., and Phil. II. Magnificent 13th cent. Cathedral, (the seat of the Primate, and the largest in Spain), 404 ft. by 204 ft., on 84 great pillars; having a lofty altar and many chapels. In one, the Musarabic Ritual is used; another, has the tombs of Henry II. and III., with their Queens, (one of whom was John of Gaunt's daughter). Church of Christo de la Vega, where the first Spanish Cortes met. Sta. Maria la Blanca, once a mosque; El Transito, in the Saracenic style, once a Synagogue; and S. Tomé. Rich Gothic cloister of S. Juan de los Reyes, a great square pile over the river; Sta. Cruz Hosp. for foundlings; and the fine Hosp. of S. John Baptist, or de Afuera (outside the walls), built 1542, by Bustamente, for Cardinal Tavera, whose tomb is here. Fabrica

de *Armas*, for Toledo sword blades. Provincial *Library* (70,000 vols.); and the Museo. The Puerta *del Sol*; Alcantara Bridge, and other Moorish *remains*. One Primate was the famous Cardinal Ximenez. Rail, see p. 272.

Tudela.—*Stat.*—FONDA DE CARAVACA. Pop. 6790. A town on the Ebro, in Navarre, 48 m. from Saragossa p. 270. It possesses, an extremely interesting Gothic Ch. Here French were defeated 1808.

Valencia. — *Stat.*—Pop. (1877) 153,500.

HOTEL DE LA VILLE DE MADRID.—This first-rate house is exceedingly clean, well conducted, and deserves our best recommendation.

HOTEL DES QUATRE NATIONS; FONDA FRANCESA. Board and lodgings at hotels, 25 reals per day.

TARTANES (Cabs) 1 peseta per person. Squares: De la Constitucion, San Francisco de la Aduana. Streets:—del Mar, de las Mantas, de Caballeros.

TRAM CARS run through the city and suburbs.

Capital of the province, 171 m. from Tarragona, is a large beautiful city, on the banks of the Guadalaviar or Turia, in the fertile plain of the Huerta, which is unrivalled for its luxuriance. Valencia was taken by The Cid 1094, after a siege of 20 years. It is one of the busiest places in Spain, possessing factories of cloth and silk, and printing establishments, which produce the greatest number of books, next to those of Madrid. The much frequented University has a library of 50,000 vols. (most of them ancient) with some fine codices, coins, &c. The *Cathedral* has a Moorish steeple, El Miguelete 130 feet high; while one side of the choir is incrusted with alabaster, and adorned with splendid Scripture paintings. Fourteen other Churches deserve notice, but especially St. John, San Martin, San Andres, and San Esteban, formerly a mosque. In San Bartolome, the altar of the Sepulchre is said to be as old as Constantine the Great. It contains many fine examples of Juanes, the Valentian painter, for which enquire. St. Nicholas has a fine "Last Supper" by him. At the *Museo* in El Carmen are good specimens of Juanes, Ribalta (the Nailing to the Cross) and Spagnoletto. The palace of the Viceroy, with its cloister; the monastery of St. Jerome, the Exchange, and the Arsenal, are worth noting; also the Casa Consistoriales or Town Hall, the Serano Gate, and the Gothic Longa de Seda. Lat. of Lighthouse 39° 29′ N., long. 0° 19′ W.

A spacious Alameda or public promenade, leads to the Grao or harbour, 3 miles distant, where there is good sea-bathing. The harbour is deep and safe; and extensive Moles are in progress. Six bridges across the Turia (or Guadalaviar) unite the town to an important suburb. The silk works of Valencia are noted; also its azulejo porcelain. Visit Nolla's mosaic factory, the huerto de Capuchinos, the orange groves of Alcira, the Dehesa de Dotres, the great lake of Albufera, the amphitheatre of Saguntum. Bathing at Villavieja (HOTEL, Virgen de la Estrella)

BRITISH VICE-CONSUL—Joseph Henry Dart, Esq.

AMERICAN CONSUL.—H. Dahlander, Esq.

Senor Don Antonio Corzanego, professor of English Language and Literature in the University of Valencia, is ready to render any service to Englishmen or Americans visiting the city.

CONVEYANCES.—Railway, to Tarragona, Barcelona, p. 271; to Grao, p. 272; to Encina, p. 273; to Almansa, Madrid, Alicante, see p. 272.

Valladolid.—*Stat.*—Pop (1877) about 60,000.

HOTELS:—FONDA DE SIGLO; FONDA DE CUEVAS.

Formerly the capital of Spain, and still of Old Castile, 150 miles from Madrid, on the Pisuerga and the Canal of Castile. It possesses an University; a Museum, which contains the best examples of Spanish carving in wood; a fine Cathedral of the classical order; many interesting Churches and secularized convents; with a bronze of Cervantes, in Plazuelc del Rastro, facing a house where he lived 1603-5.

CONVEYANCES.—Rail, see page 268.

Vigo. — Pop. 15,000. — HOTELS: FONDA DE EUROPA; F. DE LAS CUATRO NACIONES.

A port and a walled town under a hill, guarded by a fort at the top, 15 m. from Pontevedra, in a beautiful part of Galicia, at the head of a noble *Bay*, 20 m. long, which runs up from the Atlantic, between steep hills. An island across it serves as a breakwater. Trade in pilchards, paper, etc. It was successively attacked in former times by the English, under Drake, Rooke, and Cobham.

ENGLISH VICE-CONSUL—M. Franco, Esq.

RAIL to Tuy and Las Navas, p. 268; Tuy is on the Minho, opposite Valenca, in Portugal, p. 277. Dil. to Carril p. 274.

Vitoria. — *Stat.*—Pop. (1877) about 18,700. FONDA DE PALLARES; FONDA DE QUINTANILLA.

Capital of the province of Alava, 30 miles from Bilbao, 1,800 feet above sea, in the Vascongadas, or Biscay district. It has a good trade; a town hall and other public buildings; and was the scene of one of Wellington's victories, June 21st, 1813, over Jourdain, whose marshal's baton was captured. Pena de Garbea, n. of it, is 5000 ft. high.

CONVEYANCES.—Rail see page 268.

Xeres. See **Jerez-de-la-Frontera.**

Zamora.—*Stat.*—Pop. (1877) about 14,200. POSADA DE LA MORERA.

A town of Leon, 55 m. from Medina del Campo; having its beautiful Cathedral, of great antiquity, and an admirable specimen of Spanish Gothic architecture. The façade is particularly good.

RAILWAY to Madrid, Valladolid, Burgos, p. 278.

PORTUGAL.—(Ancient *Lusitania.*)

Books.—*Bradshaw's Handbook to Spain and Portugal, by* DR. CHARNOCK; and the *Guide* to *Lisbon*, by J. A. DE MACEDO, Portuguese Consul at Leeds (Simpkin and Marshall.)

Portugal occupies the south west portion of the Spanish peninsula, between 6°55′ and 4°96′ N. latitude, and 7° and 10° W. longitude; greatest breadth, 150 miles, and greatest length, 355.

Population (1878) 4,745,125; besides 3½ millions in the Colonies. It is bounded on the north by Galicia, and the river Minho; on the east by Leon, the provinces of Andalusia and (Spanish) Estremadura; on the south and west by the Atlantic; and is divided into 7 Provinces and 17 Civil Districts. The Provinces are Minho Tras-os-Montes, Beira Alta, Beira Baixa, Estremadura,

Alemtejo, and Algarve; containing 36,500 square geographical miles. The country is generally of a mountainous nature, but includes many rich plains, such as the Tagus flats (Lezirias), the meadows of Coimbra and Gollegãa, the fertile valleys of Fundão and Chaves, Vilarca, and Besteiroe, the picturesque environs of Elvas and Evora, and suburbs of Lisbon, &c. The Serra da Estrella, near Coimbra, is 7525 feet high. **Rivers** are the Tagus, Douro. Minho, Mondego, Lima, Guadiana, Cavado, Vouga. The **Lakes** are Lamaroza, Alba, Fermentallo, Obidos, Estrella.

Mineral and Thermal Springs.—Caldas da Rainha, Vizella, Vidago, S. Pedro do Sul, Monchique, Estoril, and those in the Arsenal at Lisbon.

Government, a constitutional monarchy, the king being assisted by a Cortes of two Chambers: the Peers (Camara dos Pares), chosen for life by the king, and at present numbering about 100; and the Chamber of Deputies (Camara dos Deputados), containing 149, elected by the people. The King, Luis I., was born 1838; succeeded his brother 1861, and has two sons. The heir apparent, Carlos Fernando, was born 1861. The King's father, styled King Ferdinand, was born 1816. **Revenue**(1879), 6½ millions; Expenditure, 7 millions; **Debt** 78 millions. **Army**, 27,700 nominal; 77,700 on a war footing; a military college at Mafra. **Navy**, 37 ships (1 ironclad), of 150 guns.

Money.—1000 reis = 1 milreis = 4s. 5½d. English.—100 reis = 5½d.; 20 reis = 1d. GOLD COINS.—Corôa of 10 milreis = £1 4s. 5½d.; Meia Coroa or 5 milreis = £1 2s. 2¾d; quinto de coroa, or 2 milreis piece = 8s. 10½d.; decimo de coroa, or milreis = 4s. 5½d. SILVER COINS.—Pieces of 500, 200, 100, and 50 reis, called respectively 5, 2, 1, and ½ testoon pieces. BILLON COIN.—Pataco of 40 reis. BRONZE COINS.—20 reis (vintem). 10 reis and 5 and 3 reis pieces. [From *The Merchants' Handbook*, by W. A. BROWNE, LL.D., *London: Stamford.*] English Sovereigns (= 4½ milreis) are current.

Weights and Measures.—The metric system of France is adopted; French names being used with a Portuguese pronunciation. Arroba = 32½ lbs; quintal = 4 arrobas. **Exports** (1878) to England valued at 3¾ millions sterling, include Port Wine (40,000 pipes a year), fruit, oil, and cork. **Imports**, 2¾ millions.

Language—Derived from the Latin, and nearly akin to the Spanish. Few understand anything but Portuguese, except in Lisbon, where the traveller may find French useful.

Passport.—Not required for entering the country, or for leaving it by land; but on arrival by sea it must be given up to the customs. To leave by sea a permit must be obtained from the Civil Governor, or the passport be viséd.

Steamers.—1.—London to Lisbon, Gibraltar and Cadiz. The "Britannia," or "London," from London Dock, John Hall, junr., & Co., Agents. These Steamers are despatched punctually every Thursday; go first to Lisbon, then to Gibraltar, Malaga, and Cadiz, and from there back to London, calling at Lisbon. 2.—Liverpool and Northern Brazil Mail Steamers, under postal contract with the Government of Brazil, and usually calling at Lisbon with 1st class passengers every week.—See Advt., p. 702. 3.—The African Steam Ship Company's Steamers from Liverpool, calling at Madeira (weekly) and Teneriffe. 4.—The Steamers of Messageries Maritimes de France leave Bordeaux 24th of each month, at 10a.m., for Lisbon, &c., See Advt., p. 705. 5.—The Liverpool and Valparaiso Line of Steamers, calling at Bordeaux and Lisbon, see Advt., p. 701. 6.—The Brazil and River Plate Mail Steamers leave Southampton on the 9th and 24th of each month, calling at Lisbon. see Advt., page 699.

Railway.—About 715 miles are open (1878); besides 50 miles of tramways. Travellers by rail enter Portugal near Badajos. It may also be entered by rail from Vigo to Tuy, opposite Valença, in the N.; and by Steamer from the southern Coast of Spain. N.B.—The Railway is called *Caminho de Ferro*. **Telegraphs**, 2305 miles. Telegram to U. Kingdom 6½d. per word.

Postal Information.—No packet of newspapers, books, or patterns for Portugal must exceed 1 lb. weight. Letters are 2½d under ½oz. Newspapers 1d. per 4 oz.

DESCRIPTIONS OF PLACES.

LISBON (with **Belem** and **Olivaes.**)—Pop. (1878) 265,030.

HOTELS.—GRAND HOTEL CENTRAL, one of the best managed hotels, Caes do Sodré (cuisine française). HOTEL DE BRAGANÇA, Rua do Ferrejial (English). STREET'S ENGLISH HOTEL, 47, Rua do Alecrim. HOTEL DE PARIS, Rua do Almada. HOTEL DURAND, in Largo do Barão de Quintella.

GUIDES.—J. Franco, and John Broomfield, Hotel Central.

RESTAURANT.—Matta's Largo das Duas Igrejas CAFE—Do Martin da Nev, Largo de Camoens.

BATHS.—Basement floor of Hotel Central MINERAL—Alcaçarias, Largo do Terreiro do Trigo and at the Arsenal, near St. Paul's Church.

CABS BY TARIFF—Course for 2 persons, 300 reis; for 3 or 4, 450 reis. Cabs by the hour are, for 1 or 2 persons, 400 reis. OMNIBUS and TRAMWAY, from the Railway station to Belem, etc. BOATS to steamers in the river, 500 reis; make a bargain.

POST OFFICE.—Letters for England, daily up to 5 p.m., at the Administraçao Geral. TELEGRAPH OFFICE.—Praça do Commercio. TELEGRAM to U. Kingdom 6½d. per word. LISBON TIME 25 m'n. slower than Madrid.

H. B. M's MINISTER.—His Excellency B. B. D. Morier, Esq. SECRETARY OF LEGATION.—D. E. Saurin, Esq. CONSUL.—G. Brackenbury, Esq., Pateo do Piementa, near Caes do Sodré.

AMERICAN MINISTER—His Excellency B. Moran. CONSUL, H. Diman, Esq.

Lisbon, the picturesque capital of Portugal, 547 m. from Madrid, lying in and upon an amphitheatre of hills on the north bank of the

Tagus, 12 mls. from the mouth of this noble river, whose width in front of the town is 2 miles, and its greatest width as much as 7 miles. It is lighted and paved, and is tolerably clean and well drained. A refreshing evening breeze sets in, daily, from the N.W. Water is supplied to 30 Fountains, by an *Aqueduct* 10 m. long; which, where it crosses a valley near the city, is 2500 ft. long, 110 ft. wide, on 20 arches, 240 ft. high—a very remarkable work. Bullock carts are in use The best streets are Almada, San Antonio and Augusta. One street was devoted to goldsmiths; others, to silver smiths, ivory goods, etc., and still retain these names. Camões or Camoens brought out his *Lusiad* at Lisbon, 1572. There is a fine statue of him in Praça do Camões, 1867. Statues of Pedro IV., and the Duke of Terceira.

PRINCIPAL BUILDINGS are—Ajuda Palace, the King's seat; with a picture gallery, library, etc. Necessidades Palace, seat of King Ferdinand. Belem (or Bethlehem), where the Prince of Wales was lodged 1876—a Moorish Castle, built by K. Manuel, 1490; with a Church and Convent founded 1500, near the spot (marked by a Tower) where Vasco de Gama had embarked 1497. The Cathedral, the oldest church here, has remains of the martyr St Vincent, the patron saint of the kingdom. S. Vicente de Fora is a handsome church, re-built by Philip II, when he took Lisbon; its mortuary chapel is used for the Bragança dynasty. St. Domingos, the largest church in Lisbon. At St. Roque, is the silver chapel of St. John the Baptist; cost a million sterling. Basilica do Corsaçao de Jesus: or, the Estrella church, built like St. Peter's at Rome. Graça, much frequented on account of an Image of Senhor dos Passos. S. Antonio is a noticeable church. There are 200 Churches; a new Town Hall, in Pelourinha Square; Houses of Peers and Deputies, in S. Benito Convent; Boa Hora, or Law Courts; English and Irish R. C. Colleges; and an English Hospital.

Several government edifices are in the magnificent Commercial or Black Horse Square, next the river, mostly built since the great earthquake of 1755. The Custom House (Alfandega) is on the east side. At the centre is the equestrian statue of King Joseph the First; at the west end is the Station of the Caminho de ferro do Sul. Tobacco factory, in Xabregas Convent.

The Naval Arsenal possesses good slips, graving dock, several quays, a Naval School, and a sulphur Spring, much used for bathing by invalids; its qualities being similar to the Caldas waters, 60 m. from Lisbon. The Port is half choked with sand.

SCIENTIFIC ESTABLISHMENTS:—Royal Academy of Sciences: the Polytechnic School; the Meteorological Observatory of the Infant Don Luis; the Army School; School of Naval Construction; the Medico-Chirurgical School at St. Joseph's Royal hospital; and public Library. Lat. of Observatory 35° 42′ N., long. 9° 8′ W. Mean temp. 58° (Jan.) to 72° (July). High water at full and change 2 h. 30 m.; rise 9 to 12 feet.

GARDENS—Passeio Publico and public Gardens north of Rocio square Estrella gardens; and gardens at S. Pedro d'Alcantara.

THEATRES.—St. Carlos, or Italian opera-house (in winter). Prices—from 700 to 6500 reis. Dona Maria Theatre, in Don Pedro IV Square, where stood the palace of the Inquisition; Trindade most frequented; Gymnasio. Praça do Campo de S. Anna, chiefly summer bull fights.

CHURCH OF ENGLAND CHAPEL, maintained partly by the English Government. Rev. G. Pope, M.A., Consular Chaplain. Service twice on Sunday. English Cemetery, a picturesque spot near the Factory; where Fielding and Dobridge are buried.

SCOTCH CHURCH, Rua Direita des Janellas Verdes (a Church bought of Government). Divine Service, Sunday, at 11.30 a.m., and 6.30 p.m. Minister, Rev. Robert Stewart (Free Church)

BIBLE DEPOT.—Ruaderietadas Janellas Verdes. Rev. R. Stewart Agent.

BANKS.—London & Brasilian; Banco Lusitano.

STEAMERS from the Caes do Sodré to Belem every half hour, and across to Cacilhas every 40 min From Praça do Commercio to Barreiro (South Eastern Railway) and Seixal, twice a day. To Cadiz, Bordeaux, etc. To Madeira (655 m.) St. Vincent (1915 m.), and Pernambuco (3870 m.

Railways to Oporto, p. 277, Badajoz, p. 276.

Beja.—*Stat.*—Pop. 5500.

The decayed capital of the district, 96 m. from Lisbon, surrounded by old walls; having a Cathedral; the high Castle or Torre de Homenagem, and Roman Gate and aqueduct. Rail to Lisbon, p. 277.

Braga.—*Stat.*—Pop. (1878) 20,260. HOTELS:—REAL; ESTRELLA DO NORTE

A well-built town, where the Primate lives, in prov. of Minho, about 30 m. N.E. of Oporto, with an old Sé or Cathedral (containing rich and curious work, with the tomb of Archbp. Gonçalo, 1348); a large Hospital, and some Roman milestones. It stands among fine hill scenery; 3 m. east is the celebrated Bom Jesus convent, with some good statuary. Rail to Lisbon, p. 277.

Cintra.—HOTELS:—LAWRENCE'S HOTEL, kept by an Englishwoman. Victor's; Durand's.

A lovely spot, celebrated by Byron and other travellers; accessible by omnibus from Lisbon, 17 miles. The chief objects of attraction are the cork woods; the Moorish Palace (with its curious Hall of Magpies and Stags' Hall), from which Don Sebastian set out for the fatal Battle of Alcazarkebir, 4th August, 1578; the Pena Palace, of K. Ferdinand, formerly a convent; the village of Collares, famous for its wine; and the park of Montserrate, belonging to Marquis Cook (of St. Paul's Churchyard). Visits to this last, by ticket from Mr. Payant, 6, Rua da Magdalena, Lisbon. At **Mafra** (towards Torres Vedras) is John V.s' Palace, built to rival the Escorial;

Coimbra.—*Sta.*—Pop. (1864) 18,117.—HOTEL MONDEGO.

The ancient *Conimbriga*, and capital of Beira, 135 m. from Lisbon; on a hill over the Mondego (a good bridge). It contains the only University in Portugal, attended by 1100 students, and having a library of 60,000 vols. Other noticeable buildings are the Velha (Old) Cathedral; St. Cruz, with tombs of Alfonso Henriques (1185), first King of Portugal, and his son, Sancho I.; Sta. Clara Convent; Aqueduct near the Botanical Garden; and Quinta das Lagrimas, where Ines de Castro was mur-

dered by order of her father-in-law, Affonso IV. She is celebrated in the "Lusiad." To the east is the Serra Estrella, 7,525 feet above sea level. Rail to Lisbon, Oporto, &c., see page 277.

Evora.—*Stat.*—Pop.(1864)11,965.H.TABAQUINHO. Capital of Alemtejo, 72 miles from Lisbon. Notice the façade of the Cathedral; the ancient Aqueduct of Sertorio; and ruins of the temple of Diana. Railway to Lisbon and Beja, see page 277.

Faro.—Pop. 9,000. HOTEL NICOLA. The capital of Algarve, on the south coast, containing an old Cathedral (formerly a mosque), and some other objects. Trafalgar lies away to the south-east; Cape St. Vincent to the west, near *Sagres*, where Prince Henry the Navigator lived. Trade in fruit, wine, cork, &c. Diligence daily to Villa Real, for the steamer up the Guadiana to Mertola. Steamer to Lisbon twice a month.

Oporto or Porto.—*Stat.*—Pop. (1878) 103,350. HOTELS:—MARY CASTRO, in Rua de Sa Bandeira; FRANCFORT; CENTRAL Tramways to Foz, etc. Carriages and Boats on reasonable terms.

The second city in Portugal, and the first for trade, on a hilly site, over the Douro, 2 miles from the sea, 206 m. from Lisbon; and consists of an old town within the walls, and the suburbs of Ortas, S. Roque and Vitoria, with that of Villa Nova (anct. *Cale*) across the river, which is spanned by a Suspension bridge and Viaduct. Lat. of Fort St. John 41° 9′ N., long. 8° 37′ W. The port is rocky and difficult. Here are foundries, ship-yards, and wine vaults, or "loges," belonging to the 20 English houses in the Port Wine trade. The wine district (of which Regoa is the centre, now accessible by rail, see p. 277) sometimes yields 70,000 pipes a year; two-thirds are sent to England. Viscount Allen and Baron de Roeda, are large growers.

PRINCIPAL BUILDINGS.—A Cathedral, 90 churches, 30 hospitals and suppressed convents: opera house, two theatres, public library, Bishop's palace, a crystal palace, and the English Factory or club, built 1750. There are several cotton factories and shops for gold filagree. Two good points of view are the Convent of the Serra, at Villa Nova, and Entre Quintas, where the ex-King Charles Albert, of Sardinia, died. Oporto was stormed by the French, 1809; and besieged by Don Miguel, 1831-3

H. B. M.'s CONSUL.—O. Crawfurd, Esq. CHAPLAIN, Rev. Rob. Leech, M. A. AMERICAN CONSUL.—A. Dockery, Esq.

BRITISH SEAMEN'S HOSPITAL AND DISPENSARY Dr. Wheatley, M.D., Edin., M.R.C.S., Eng.

BANKERS.—Van Zeller & Co.; Mercantile Bank of Oporto.

CONVEYANCE.—Rail to Braga, Valence, Regoa, Coimbra, Lisbon, etc, see page 277.

Setubal, or Saint Ubes.—*Stat.*—Pop. (1878) 15,600. A port, 18 miles S.E. of Lisbon, on the river Sado, accessible to large vessels. Oranges and cork are exported. The fort of Albarquel, and the tower of Outão, built by D. João I on the skirts of Mount Arrabida, defend the entrance of the bar, near the lighthouse. Railway to Lisbon and Beja, see page 277.

BRITISH VICE-CONSUL—R. Broughton, Esq.

ISLANDS.

IN THE MEDITERRANEAN and ATLANTIC. (For SICILY, See p. 534.)

CAPRI *(Italy).*—Pop. 6000.—

In the Bay of Naples, 4 miles from Massa, 8 from Sorrento, and 24 from Naples; remarkable for its picturesque scenery and salubrious air, which is singularly well suited to cases of bronchitis. There is no trace of volcanic formation in this island. There are abundance of quails and woodcocks twice in the year; excellent fishing at all times; and magnificent marine and cliff views. Lat. of Port Carena 40° 31′ N., long. 14° 12′ E.

HOTELS:—Quisisana, (by Mrs. Clarke), on the south side of the island. Tiberio. Louvre, near the sea. De France. Pagano, oldest in the island, (much used by Germans). Prices 5 to 7 frs. and upwards. *Café Scoppa* (English spoken), in the Place. Furnished Villas from 100 lire a month.

Amongst the natural curiosities should be mentioned the Blue Grotto, the Green Grotto, and one discovered by English swimmers in 1848; but the lover of splendid prospects should be sure to spend a day on the heights. Donkeys and ponies very moderate.

MEDICAL.—Dr. Cerio (speaks English). Dr. Green, at Anacapri.

ENGLISH CHURCH SERVICE.—Chaplain, Rev. W. G. Tucker, M.A., supplied by Col. & Cont. Scc.

CONVEYANCES.—Steam-boat from Naples, daily in the season. Market boats, twice or thrice a week, 10 gr. To Sorrento by boat 1½ hour

ISCHIA *(Italy).*—Pop. 26,000. In the Bay of Naples, outside Procida, 6 m. from Cape Miseno, 15 m. from Capri, 20 m. from Naples; with an area of 24 sq. m., and a fine view from Monte Epomeo, 2574ft. above sea. Steamer leaves for Naples in early morning, and returns in the afternoon. At **Cassamicciola** (2500 inhabitants), are the hot springs, which for wounds, gout, and paralysis are invaluable. They are chloraric and ferruginous. PHYSICIAN.—Dr. H. R. Storer.

Two excellent Bath establishments have been opened; and there are several good HOTELS (frequented by English,) especially Piccola Sentinella, Manzi, Belliazzi, des Etrangers, Belle Vues; all commanding prospects of the Bay, Vesuvius, the Islands of Procida, Nisita, &c., as well as of Gaeta and more distant points. The people are of Grecian origin.

CORFU *(Greece).*—Pop. (1877) 73,000; town 25,000.

The most attractive as well as most important of the Ionian group; 2,900 feet high at Mount Salvator, and divided from Epirus and the lofty snow-capped mountains of Albania by a beautiful Channel, 80 miles long, by 2 to 16 broad. Many olive trees date from the 15th century when planted by the Venetians. Few traces of the legendary glories of the city of the Phæacians

or of old *Corcyra* exist; but the Homeric enthusiast may, perhaps, identify the sites of the palace and gardens of Alcinous, of the landing place of Ulysses, and of his meeting with Nausicaa, or may see his Ship turned into a rock at the entrance of the old harbour.

The town has St. Spiridion's Cathedral, a hospital, asylum, aqueduct, and light-house. Fine view from the dismantled Citadel (in lat. 39° 37' N., long. 20° 6'E.—to be seen by a pass from commandant), the seat of the English Lord High Commissioner down to 1864. Here are Sir T. Maitland's statue and the Pillar to Sir Howard Douglas. Silver ornaments with emblems of the Seven Islands may be bought of Varougas. etc. Carriages and saddle horses from J. Wilkin and the hotels. The excellent roads made by the English are neglected.

EXCURSIONS—To Benizza, 7 m. by water (Roman villa and bath, and water-works made by the English), to Govino, 4 m. by water (old Venetian arsenal); to Gasturi, 6 m. by land; Santa Decca, 9 m.; Pass of Garuna 8 m.; Pellica, 8 m.; Palæocastrizza, 16 m.; Pantaleone Pass, 13 m.; Oak Tree, 16 m.; from all which points splendid views may be obtained. Good shooting in the island: quail, woodcock, snipe, &c., but Albania is preferable, especially for wild boar and deer. There are very snug little harbours on the Albanian coast, for yachtsmen; but a passport and Turkish visa are required. Black Mountain in **Cephalonia**, the largest island of the group, 5,260 feet high. "Sappho's Leap" is at the white cliff of Cape Ducato (anct. *Leucadia*), in **Sta. Maura**.

COMMUNICATIONS.—From London viâ Brindisi, in 3½ days (Wednesdays); viâ Trieste by Austrian Lloyd's; viâ Liverpool, by MacIver's steam packets. See Alph. List.

HOTELS:—ST. GEORGE (Mazzuchi), first-class well-situated, and most comfortable.

D'ANGLETERRE and BELLA VENEZIA (Gazzi Brothers), first class hotel, comfortable and clean.

H. B. M.'s CONSUL.—R. Reade, Esq.

AMERICAN CON. AGENT.—T. Woodley, Esq.

CONSULAR CHAPLAIN—Rev. J. W. C. Hughes, M.A., Oxon. Church, formerly the Ionian House of Parliament, consecrated Oct., 1870. Divine Service at 10.30. & 5 in summer; 11 & 3.0 in winter.

MONEY.—Currency in drachmas or francs—25 francs = £1.

CORSICA (*France*) is the third largest island of the Mediterranean, 90 miles from France, 54 from Italy, and separated from Sardinia by the Straits of Bonafacio; 115 miles long and 54 miles broad. It is intersected by the Bavella mountains, a picturesque granite ridge of snowy peaks, rising 8690 feet Paglorbo or Monte Rotondo; from which may be seen on a clear day the whole amphitheatre of the Mediterranean from Toulon to Naples, as well as the island of Sardinia.

Two lakes—"Creno" and "Ino"—are craters of extinct volcanoes. Its splendid forests include beech, birch, oak, and pines occupying the higher regions; then the chestnut trees, covering a wide tract of the "Castegneccia;" and the olive trees towards the coast. The wines of Cap Corro and Salano are excellent. The lowland where uncultivated, is all covered with brushwood, termed "maquis," which consists of myrtle, lentiscus, cystus, and various heaths, &c. The "moufron" or wild sheep, and the wild boar still afford good sport. Coal, iron, marble, porphyry, and various granites are found. Copper, silver, lead, antimony, and asbestos, are worked by two English companies. The chalybeate waters of **Orezza**, and the sulphur springs of Guagno, near Ajaccio, are in much repute. The people are remarkable for retentive memories in blood feuds. See Dr. J. H. Bennet's work, "Winter and Spring on the Shores of the Mediterranean." Pop.(1872), 258,502.

COMMUNICATIONS.—Fraissinet & Co.'s steamers from Marseilles to Ajaccio, Bastia, and Calvi; and from Nice to Bastia, (see Advt.). Steamers good and clean, and officers most obliging. Valéry & Co.'s Clyde-built steamers from Marseilles to Ajaccio; and to Bastia. Leghorn to Bastia, weekly, to the Island of Maddalena; and Porto Torres in Sardinia. See Alph List. The roads in the island are excellent. Communication between all the large towns by diligences; five leave Bastia daily with the mails; an express mail taking a few passengers. The capital is

Ajaccio.—Pop. 15,000.—HOTELS:—

GERMANIA; DE FRANCE; DU NORD.

On a splendid gulf, with magnificent views, and a mild invariable climate; cold is unknown, very little rain falls; and being sheltered from every wind, it is a desirable winter residence for invalids. Lat. of Citadel light 41° 55'N., long. 8° 44'E. Napoleon I. was born here, in a house preserved in its original state. There is also a beautiful family Mausoleum, where his mother, Letitia, is interred; with a Picture gallery, containing upwards of 1000 paintings, presented to the town by Cardinal Fesch. Most of the streets bear the name of some member of the family.

Notice an allegorical statue of Napoleon in marble, in the market-place; and another of himself and four brothers. The town is very clean, and the principal street is planted with a double row of acacias. Orange, lemon, and cedrat trees, are abundant. It is well supplied with water by an aqueduct from the Gravona, and with gas. There are some good villas; hired carriages can be got. A traveller not intending to make long stay should cross from Nice to Bastia and thence to Ajaccio; except in winter, when (the country being under snow), the best way to Ajaccio is by Steamer direct, viâ Marseilles. The ascent of the Monte d'Oro, is something not to be forgotten.

H. B. M.'s CONSUL.—J. A. Shortt, Esq.

ENGLISH CHAPLAIN.—Rev. H. Bryans, M.A. Divine Service at Holy Trinity Church, (built by Miss Campbell), at 10.30 a.m. and 2.30 p.m.

MEDICAL.—Dr. Melgrani; Dr. Wagner.

ENGLISH DENTIST.—Mr. A. C. Hurst.

Bastia.—Pop. 21,540.—HOTELS:—

HOTEL DE FRANCE, (Staffe's); 7½ to 10 frs.

H. DE ROME; D'ITALIE; DE L'EUROPE.

The principal commercial town of the Island, 6 hours from Leghorn by steamer; 15 fr. 1st class. The streets and shops are good; the climate is rather variable and subject to winds. Notice the

new Palace of Justice, with specimens of native marble and porphyry in it; the Opera House, in progress; the Citadel, and some old Genoese forts. The Islands of Elba, Monte Cristo, and Caprara form picturesque objects as seen from the town. Bastia is lighted with gas by an English company. The Grotto of Brando should be visited. A two-horse carriage can be hired for excursions, at 15 to 20 fr. a day, inclusive. Diligence daily to Calvi. Steam to Marseilles, Nice, Leghorn, Maddalena, etc.

H. B. M.'s VICE-CONSUL.—

Bonifacio, in the south of the Island, the *Palla Civitas* of Ptolemy, should be visited by steamer from Ajaccio: it remains a day in the harbour, and the hotel accommodation ashore is inferior. Notice, the Knight Templar Church of St. Dominique; the Grottoes; and the Staircase of the King of Aragon. Near the Sardinian coast is the small island rock of **Caprera,** the residence of Garibaldi.

Calvi, at the north end, is a quaint town, among very fine scenery. Nelson was bombarding it, when he lost his right eye. Traces of the attack remain.

Corte.—Pop. 6100.—HOTELS:—DE L'EUROPE, DE FRANCE.

A fine old town, at the bottom of Monte Rotondo; where visitors stay to make the ascent.

BRITISH VICE-CONSULS—At Bonifacio, Colonel Casabianca; at Calvi, A. Roncajolo, Esq.

MADEIRA (*Portugal*) –Distant from Southampton, 1,332 miles; from Lisbon, 535 miles. Greatest length and breadth, 31 miles and 12 miles. It is a volcanic mass, up and down hill, 6250 feet high at Ruivo Peak, with sea cliffs 1000 to 2000 ft. high. One valley, the *Curral*, is a gorge 2000 feet deep. Sugar and coffee are grown, with abundance of oranges, bananas, dates, figs, and other fruit.

CONVEYANCES.—Steamers from London, Liverpool, Plymouth Lisbon; see Steamer List. As a rule, three or five Steamers, for England, call weekly. Mostly all carry Surgeons, etc.

Funchal, the capital, on the south side, in lat. 32° 38 N., long. 16° 55 W. Pop. (1878) 20,610.

Visitors reside in or about Funchal, in the Boarding-houses, or in furnished houses, from £30 upwards, (plate and linen required). Horse-hire very reasonable; and all necessaries abundant and cheap. English everywhere spoken. Principal buildings are Governor's House, the Cathedral, Theatre, and Hospital. High Water at full and change 12 h. 48 min.; rise 7 feet.

HOTELS AND BOARDING-HOUSES.—Santa Clara H., and Royal Edinburgh (near the sea), both kept by W. Reid: Miles's Carmo H., by J. H. Payne; German H, by T. Schlaaf. All charge about £12 per month. Hotels also, at *S. Cruz*, on the south coast; and at *S. Anna*, and *S. Vincente*, on the north coast.

H. B. M.'s CONSUL.—G. H. Hayward, Esq.

AMERICAN CONSUL.—J. Reed, Esq.

BRITISH CHAPLAIN.—Rev. Mr. Addison.

CH. OF SCOTLAND,-Service at the Scotch Church.

MEDICAL.—Michael Grabham, M.D., F.R.G.S., M.R.C.P., Lond. Dr. P. Vieira. Dr. Camara. Dr. Larica. Dr. Goldschmidt.

MONEY.—Portuguese silver, English gold and silver, and bank notes.

ENGLISH CLUB, with reading and billiard rooms. All important papers and periodicals.

TELEGRAM to U. Kingdom 1s.7d. a word.

The climate affords a most delightful health resort for visitors from all parts of Europe and Africa. The genial warmth of winter, the pleasant coolness of summer, and the equability of day and night temperature are characteristic features of this place. Mean temp. 64° (Jan.) to 73° (July.)

MAJORCA or Mallorca (*Spain*).—The largest of the Balearic Isles, standing between the other two, 130 miles south of Barcelona. Pop. (1877) 233,600. Size, 60 m. by 45 m.; with a chain of hills running along the north side, 5,114 feet high at Sillade Tonrillos. This beautiful island has a hilly and picturesque surface, with a temperate and healthy climate, but is not so well known or so much visited as it deserves. The rich Valley of Soler, 20 miles from Palma, is 12 miles round. Sulphur spring at Camfos. Among fruits are palm, orange, lemon, olive, and fig. Excellent red wine. The language is Spanish Arabic. The common name of the islands, is derived from *Ballo*, to throw, as the people were noted as great slingers formerly.

Palma.—*Stat.*—Pop. (1864) 53,109. Lat. of light-house, 39° 34 N., long. 2° 38 E.

The capital, on the south west side; from which a rail was opened to Inca, 1875. INN: Fonda de las tres Palmas. Here are a large Gothic Cathedral, in which are tombs of the early kings of Majorca, Marquis Romano, and some of the Bonaparte family; St. Dominic and other convents; St. Francis' Church; the Captain-General's Palace; a Town Hall, with portraits of natives; the old Lonja, or Exchange; Bellver Castle; Academy; Naval School; General Hospital. The Harbour of *Alcudia* is on the east side of the island: Arta and its Caves, are 45 miles distant.

H. B. M.'s CONSUL.—J. Mure, Esq. VICE CONSUL.—B. Constant, Esq. AMERICAN CONSUL.—Don Salva y Sagunola. STEAMERS—to Barcelona, Ivira, Valencia, Port Mahon, see Alph. List. TELEGRAPH to the chain of islands and the Spanish mainland.

Iviza, or Ivica—(pron. "Eveetsa") 12 m. S. W. of Majorca, the anct. *Ebusus*, 50 m. from Cape Nao, on the Spanish coast. Pop. 25,000. VICE CONSUL—W. Wallis, Esq. *Formenters* is 7 miles south. STEAMERS to Palma and Valencia.

Minorca or Menorca—The easternmost of the Balearic Isles, 24 m. N.E. of Majorca; 33 m. by 13 m. in extent. Pop. 33,800. It rises to a cone at Monte Toro Convent, 4793 feet high.

Port Mahon 28 miles from the capital (Cindadela), has Moorish remains, with an arsenal, storehouses, quarantine hospital, &c., built by the English, who took it 1708, and held possession till 1756 (when Admiral Byng, failing to retain it, was shot by court-martial), and again, with two exceptions, till the Peace of Amiens, 1802. Fort St. Philip is a vast brick ruin. Its fine harbour 3 miles long, is so good that the Spaniards say—

"Los Puertos del Mediterraneo son
Junio, Julio, Agosto, y Puerto Mahon."

Or, "The ports of the Mediterranean are June,

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July, August, and specially Port Mahon,"—with some allusion to prevailing winds. Spring tides rise 3½ft. Its captor, Lord Stanhope, derived from the island his second title of Mahon—a name originally acquired from Mago, the Carthaginian founder. Abundance of partridge, quail, woodcock, becafico, wild duck, and other game; with good oysters, lobsters, and sardines. BRITISH VICE-CONSUL—G. Segni, Esq. AMERICAN CONSUL—J. Whalion, Esq. STEAMER to Palma every Wednesday, 11 hours.

MALTA (*England*).—Pop. (31 Dec., 1876) 130,661 (chiefly Roman Catholics), besides a garrison of eight thousand troops, and a pop. of 18,609 in Gozo The native pop. is very dense for the small area (95 sq. m.), and increases 1,000 to 2,000 a year. They are poor and ignorant, and mostly live in stone cells without a window. Language, a mixture of Italian, Greek, and Arabic.

Malta, the anct. *Melita* (from which the Duke of Edinburgh's daughter, born 1876, takes the name of Victoria Melita), is a table land of marbly rock, 12 m. by 6 m., rising 600 ft. at the Nasciar ridge. It is 45 sea miles from Sicily, 162 from Africa, and is declared to be in Europe by the Customs Acts. The islands of Comino and Gozo lie to the north-west. Malta was held by its Knights 1530-1798, and was taken from the French 1803. Revenue £170,000. **Valetta** or Valletta, the capital, stands on a fine deep harbour, strongly fortified; new works being in progress. The houses are in the Italian and Moorish style, in narrow steep streets, rising from Nix Mangiare stairs, at the water side. Lace shops in Strada Reale.

TELEGRAM to U. Kingdom 8½. per word.

HOTELS.—Hotel d'Angleterre, Strada Sta. Lucia. Morrell's Family Hotel, Strada Forni. Dunsford's, Strada Reale; table d'hote, 3s. Imperial Hotel, Strada Sta. Lucia. Great Britain, Strada Mezzodi. Usual charge, room and board, 8s. per day.

CARRIAGES—Two-horse, per hour, 2s. 8d.; by the course, 8d. a mile; cabs, 6d. the course. Two-horse private carriage, 5s. the afternoon drive; 10s. the day; 3s. to opera or dinner party and back. One-horse, two-thirds of the above fare.

BOATS—Per hour, 6d.; every further hour, 5d.; to the Forts, 2d., 3d., 4d.

COMMERCE.—Cotton, wine, oil, wheat, oranges, honey, cattle, lace, coral, gold and silver work. It is a great coal depôt for the 1,500 steamers passing annually through the port.

STEAMERS. *From Marseilles.*—Fraissinet & Co., (see p. 713) *Liverpool.*—Moss & Co. p. 708); Burns and Melver (see p. 699); John Ribby and Co. *Palermo and Naples* - Florio's. *London.*—Agents, Smith, Sundius, and Co., 17, Gracechurch street. *South'mpton*—The Peninsular and Oriental Co.'s Steamers, every week. See Alph. List.

The climate of Malta is excellent in the winter; and, there being an admirable new market, provisions of every kind are good and cheap. As the residence of a Governor and large garrison as well as of the Admiral of the Mediterranean fleet, from October to May, it is a favourite resort of visitors. Bands play every evening, alternately at St. George's Square (Valetta), Floriana, and Sliema; and excursions are daily made to places of interest. Temp. in the shade, in Oct., about 74° F., decreasing till Jan.; then about 52° to 68° to May; then 78° to 95° to Oct.; but the wind is often keen in winter, and warm light clothing is worn till May. The sirocco or S.E. wind occurs throughout the year at intervals, producing lassitude and dyspepsia; and Malta is not a good place for persons with delicate lungs or weak hearts. Large sewage works have been made. Fountain water is supplied by the Wignacourt Aqueduct, 9 m. long, made 1616. Rain water in cisterns is not good. Average rainfall (1867-77), 19.4 inches. No wood seen except at the Governor's gardens.

The suburb of SLIEMA, separated by a deep bay from Valetta, but easily reached by boat or road, (fares, by boat 3d.; by cab, 1s. 6d.;) contains many new and well-built villas; with a conspicuous Church, founded by Dr. Trower, the late Bishop of Gibraltar. Sea-bathing at Sliema and St. Julian's bay is excellent: the season begins 24th June; charge 4d. an hour. IMPERIAL HOTEL.

The Governor's *Palace*, formerly the Palace of the Grand-Master, has corridors, tapestry, and an armoury of the knights, accessible to visitors at all times. The *Church of St. John*, built 1576, during the time of Grand-Master La Cassière, is full of monuments of knights in the side chapels; and contains rich tapestry, with a mosaic pavement of coloured marbles, jasper, agate, and other stones. All the churches in Malta are handsome. St. Paul's was built by Q. Adelaide. The other **Sights** in the City and Island are—the Naval Arsenal, and the Hydraulic Lift; the Forts (Sir R. Abercrombie is buried at S. Elmo); Boschetto and S. Antonio Gardens, belonging to the Governor; Mounta Church, like a beehive; and Città Vecchia, the old capital (7½ m.), where the R. C. Archbishop lives. Further on are the Church in St. Paul's Bay, where the Apostle was wrecked inside Salmonetta Island, where the "two seas" met; Mellicha Church; and the Convent and Grotto of Calypso, with dried mummies of monks in the catacombs.

Malta is governed by its own laws, passed by the Governor and a Council of sixteen members. The R. C. Archbishop is appointed by the Pope, the revenue being above £4,000 per annum.

LIBRARIES.—The Garrison Library, 15,000 vols; open to visitors by introduction; subscription, 5s. a month. Public Library of the Knights, erected by Grand Master de Rohan; 50,000 vols., in Italian, Spanish, Oriental and other languages; with a rich collection of Phœnician coins, vases, statues, and inscriptions. Open to visitors without charge. Messrs. H. S. King & Co.'s Reading Rooms, 20, Strada Reale.

CLUBS - Five. The "Union" is chiefly frequented by officers of the navy and army and English residents. Admission, by ballot. Entrance, £4.

NEWSPAPERS - Fourteen, mostly in Italian, the official language. "Government Gazette" and "Mediterraneo" in English and Italian; "Malta Times," "Public Opinion," "Malta News" in English.

UNIVERSITY.—Under a Rector and fifteen professors and examiners The Medical school is good and cheap. Course, 1st October to 30th June.

CONSULS—Eighteen resident foreign Consuls.

MONEY.—British money generally current, and

the chief medium of payment; the Sicilian dollar and its divisions are also current, down to coins worth ½ farthing. The nominal rate of the dollar is 4s. 2d., but its legal rate is 4s.; that is, you can buy dollars with British money at 4s. each; and by agreement beforehand payments may be made in dollar money at 4s. 2d. per dollar. See "The Merchant's Handbook by W. A. Browne, LL.D.

THEATRES.—The Opera House, near Porta Reale Gate, burnt 1873, is re-built and opens in the season, October to May, nightly, at 8.30 (except Fridays and Sundays.) Boxes (6 tickets), £7 10s. for a month; or £5 a month for the whole season; or 16s. 8d. a night. Stalls, 2s. to 4s. Theatre Manoel (built 1731, by Grand-Master Manoel), in Strada Teatro, for private performances.

GOVERNOR.—His Excellency, Lieutenant Gen. Sir A. Borton, K.C.B.

BOOKSELLERS.—English: L. Critien, 28, Strada San Giovanni; Watson, Strada Reale; Calleja.

CHURCH OF ENGLAND SERVICES.—St. Paul's Collegiate Church, week days and Sundays. Holy Trinity, Sliema, daily. Services at the Garrison Chapels, dockyard Chapel, and Naval Hospital. The Bishop of Gibraltar, Right Rev. Dr. Sandford, resides at Gibraltar Palace, Strada Vescov; near St. Paul's Church. SCOTCH FREE CHURCH, Strada Mezzodì.—Sundays at 11 a.m. and 6 p.m.

BIBLE DEPÔT.—Mr. Watson, Strada Reale.

MEDICAL.—Dr. S. Pisani.

GOZO.—Pop. 10,000.—A dependency of Malta, 4 m. north west, and 9 m. long; noted for its rabbit and fowl shooting. The cliffs and caves should be explored by boat. It produces cotton, fruit, lace, and large cray fish. Notice the castle at *Rabato* (the only town), which has a good view of the island; Torre del Gigant, or Giant's Tower a vast circular pile of stones; L'Emeli aux Champignons, or Hagra tal Girnal (General's Rock), 325 ft. from the shore, and 97 ft. high, reached by cables; and the Convent of Caral Zebag or Zebbug. **Comino** half-way to Gozo, and 1½ m. long, has caves and rabbit shooting.

SARDINIA (*Italy*) —STEAMERS weekly from Genoa and Leghorn, for Porto Torres (Sassari) Steamers from Genoa to Tunis call at Leghorn, Terra Nova (Sardinia), and Tortoli. Steamers, weekly, to Naples and Palermo. See Alph. List.

H. B. M.'s CONSUL at Cagliari—J. Pernis, Esq. AMERICAN CONS. AGENT.—E. Pernis, Esq. BRITISH VICE-CONSUL at Sassari.—C. Bellieni, Esq.

The Island of Sardinia, the largest in the Mediterranean, is 115 miles from the Italian coast; it is 165 miles long by 60 miles broad; with an area of 9400 square miles. Pop. (1871) 636,565.

The capital is **Cagliari** (a *Stat.*; ALBERGO CONCORDIA), with a Mole harbour at the bottom of a Gulf, in the southern part of the island; population (1871), 29,905 **Sassari** (*Stat.*), the town of next importance, stands a short distance inland near the Gulf of Asinara; pop. (1871) 30,542. **Porto Torres** (*Stat.*) is the harbour of Sassari. Rail. from Cagliari to Iglesias and Oristano; from Porto Torres to Sassari, Giave and Ozieri; p. 267.

A lofty ridge of mountains runs through Sardinia, the highest point being the Gennar-Gentu; and the Tirjo is the principal river. Its mineral treasures, once known to the Romans, who used it as a place of exile, are at present untouched. Splendid forests and abundant fisheries.

CANARY ISLANDS (*Spain.*)—A group in the Atlantic, off the N. W. coast of Africa, including seven inhabited mountainous islands, of which Teneriffe, Grand Canary and Lanzarote are the principal. *Teneriffe* is 50 m. long. Its chief town and the capital of the islands is **Santa Cruz**, where the Captain-General resides. Pop. (1877), 14,500. Two Spanish hotels, one near the sea. Another port is **Orotava**; Turnbull's Hotel; Spanish Hotel; Pension Hönegar. Terms, 1 dollar a day VICE-CONSUL,—Reid, Esq. Climate warm and genial during winter. Its equable temp. (65° to 70°) and dry atmosphere, make it a desirable winter retreat for invalids. The famous **Peak**, 12,182 ft. high, is a conspicuous object from all parts. Tropical vegetation.

H. B. M.'s CONSUL—C. S. Dundas, Esq.

There is no English physician; Dr. José Torres Matos, of Las Palmas, Grand Canary, has a great reputation. **Grand Canary** is rich in scenery, has good roads, and a French Hotel. (N.B.—The Hotels will not receive consumptive persons) Its Peak is 6,650 feet high. Mean temp. 64° (Jan.) to 78° (July).

Lanzarote is a most curious island, near Cape Juby, likely to grow into notice; having an excellent and safe harbour for yachtsmen, etc., very cheap living, and a fine climate. HOTEL DE LA MARINA, with splendid sea view; inclusive terms, 4s. a day; see Advt. BRITISH V.-CONSUL, J. T. Topham, Esq. English Church Service at the Vice-Consulate. Steamers can coal in any weather. Six Mails per month to Europe. French Steamer leaves Gibraltar for Lanzarote 11th and 26th of month; 140 fr. first class. English Steamer from London to Lanzarote 1st of month; £15 first class return, via Lisbon.

ST. MICHAEL'S or **Sto. Miguel** (*Portugal*), the largest (36 m. long) of the **Azores**, a group of nine volcanic islands, in the Atlantic, about 800 m. west of Lisbon, 1,500 m. from London. CONSUL—E. Barker, Esq. It is hilly and well wooded, with a fine healthy climate; mean temp. 60° (winter) to 80° (summer). At the *Caldeiras* are hot springs for the cure of rheumatism, etc. Mutton, poultry, maize, potatoes, oranges and other fruit, in great plenty.

Ponta Delgada, on the south side, is in lat. 37° 45' N., long. 25° 41' W. Pop. (78) 17,940. HOTEL (English) 5s. a day. The resident Medical men speak English. It is a port and harbour of refuge inside a breakwater, with a floating dock and factory for repairs; where coal, water, and provisions may be had. The islands of Terceira, Pico (7,615 ft. high), Fayal, etc., are 90 to 120 m. distant; Flores and Corvo, as far again.

Steamers, to Lisbon and Madeira, twice a month (p. 316); to London, about every 10 days.

For Pages 555 to 682, see SPECIAL EDITION, price 3s. 6d., published on the 1st of each Month; containing an additional amount of useful Information and Maps not to be found in the 2s. Edition.

SPECIAL EDITION.

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In order to make BRADSHAW'S CONTINENTAL RAILWAY GUIDE more entirely subservient to the public convenience, we propose to furnish, in this SPECIAL EDITION, such brief particulars of the most frequented Routes and striking Points of Interest, as it may be useful for the Traveller to keep before him in his visits abroad; with some information on various Countries which are not included in the Ordinary Edition.

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ITINERARY OF THE ALPINE PASSES AND ITALIAN LAKES,

For the use of Travellers generally, but more especially for those who are already in Switzerland, or the Tyrol, Italy, or France; and who Travel by means of public conveyances, or high-roads, by Diligence or otherwise, or by Rail, or by Steamer.

The modes of conveyance,—the time occupied *en route*,—the probable expense of the journey,—together with a list of the best Inns and halting-places are given. Tourists are supposed to start from the termination of the Swiss, Bavarian, Italian, and French railways.

They can also make selection from any one of the different Passes, starting from or leading to Innsbrück, Bregenz, Coire, Brigue, St. Michel, Briançon, and Nice. On these Passes, religious houses were established from very early times, to take toll of Pilgrims going to Rome.

ALPINE PASSES.

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A.—ITINERARY OF THE PASS OF THE SIMPLON.

Leaving the Railway at **Brigue**, proceed by diligence to Domo d'Ossola, 40½ miles, time 10 hours, cost 16 frs. 15 cents. Proceeding thence to Arona at the foot of Lago Maggiore, and ascending the same, the tourist would choose between the Bernardino and the St. Gothard passes for his return route. The expense and time occupied are about equal. Selecting the Bernardino for the return route, the calculation will be made accordingly. From Domo d'Ossola by diligence to Baveno; boat to Isola Bella and back, thence by steamer, three times a day, in about 2½ hours; cost, 2 francs, to Arona, 22 miles: from Arona ascend the Lake by steamer to Magadino, 40 miles, time 5½ hours, cost 4 frs. 85 cents; thence by diligence to Bellinzona and Bernardino, 49 miles. time 10 hours, cost 14 frs. 50 cents; thence to Coire by diligence, 58 miles, time 9 hours, cost 12 frs. Total expense for the tour of the two passes, and the Lago Maggiore, distance 303 miles, time 50½ hours, cost 70 frs. 85 cents. The best season to pass the Alps is from 15th June to 30th October. From the Italian side of the Alps the passes are approached from Domo d'Ossola, Bellinzona, Chiavenna, Fenestrelles, Cuneo, Susa, Trent, &c. In the winters of 1829 and 1838, the writer of this made two journeys from Arona to Geneva on a sledge, in about 40 hours each journey; the travelling was free from danger, and most agreeable; the cold anything but intense.

Pass of the Simplon.—This stupendous work was commenced by order of Napoleon I.

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in 1801 (after the battle of Marengo), and was finished in 1806, costing £5,000 per mile; upwards of 25,000 workmen were employed daily on this magnificent road, which measures throughout the passage 25 feet in width. There are 60 bridges thrown across the rocks, 302 viaducts, 5 tunnels hewn out of solid granite, and numerous galleries which required great skill and ingenuity to construct. French engineers executed the road on the Swiss side of the mountain, whilst the most difficult and almost insurmountable part on the Italian side, was accomplished by the distinguished Chevalier Fabbroni (author of the Collection of Wax-work in Florence).

On leaving Brieg the traveller commences ascending the Simplon by long zigzags. On the right is seen the handsome covered wooden bridge thrown over the Saltine, a river larger than the Rhone, with which it unites but a few miles distant; the road winds at the foot of Glysthorn Alp, and directs its course towards the Kienhorn. After skirting some precipices, it ascends by bold windings through gloomy forests of Alpine firs, to the First & Second Refuge; there were originally twenty of them at equal distances between Brieg and Domo d'Ossola.

Beyond the first gallery is a bridge 80 feet in height, thrown over the Gantar, and beyond the second refuge there are fine cascades. The openings of the forests and the sinuosities of the road present beautiful views of the valley of the Rhone, encircled by gigantic snow-crowned Alps, the Jungfrau towering above the rest. The Post Inn of Berisal is attained (the Third Refuge), an excellent resting place; a clean house, good cooking, civil landlord, and moderate charges. After passing the Gantar, we pass, on the left, a fine cascade, and arrive at the Fourth Refuge. This part of the road is lined by larches mixed with firs; two bridges, those of the Asback and Saltine, and a tunnel 90 feet long, are arrived at. To the left is the glacier of the Kaltwasser, whence descend four cascades, whose waters, falling on the rocks on the side of the road, are conveyed under its foundations in aqueducts. Continuing to ascend by a beautiful winding road, the Fifth Refuge is attained, which stands on an eminence exposed to violent gusts of wind. Before reaching it is the gallery of Schalbeck. Here trees cease to flourish, flowers are no longer seen, and an avalanche has rooted up the blighted firs and larches, and suspended them on each other over the abyss.

A long and dreary gallery leads from this desolation to the Glacier Grotto, 180 feet long, immediately beyond which is the most elevated part of the whole passage. The traveller now arrives at the Sixth Refuge, & the barrier where toll is taken. A little above this is a large wooden cross, indicating the culminating point of the **Pass**, which is 6500 feet high, and from whence is descried the magnificent chain of the Bernese Alps, and nearer, the Glacier of Aletsch. On the left of the road is seen the NEW HOSPICE, founded by Napoleon, but not completed till after his overthrow, when the brotherhood of the monks of St. Bernard purchased it in 1825, for the sum of 15,000 francs. In the establishment they placed four of their brotherhood (of the order of St. Augustine), with a sufficient number of domestics, and dogs of the original St. Bernard breed. The edifice contains several sleeping rooms, a saloon, a refectory, a chapel, and about thirty beds for indigent wayfarers, who are lodged and fed free of expense. In stormy weather the dogs are used to go with the monks to trace out the paths, and the dangerous places in the snow, in search of travellers; from 12,000 to 15,000 of whom are received by the brotherhood annually.

From the New Hospice to Simplon the road descends gradually on rocky and treeless slopes. The village of Simplon is a scattered hamlet, encircled by the summits of the Alp whose name it bears; it is situated 3,260 feet above the level of the sea.

The descent to Domo d'Ossola displays on each side lofty and barren rocks, with spaces between them occupied by pasturages, firs, and feathery aspens, and watered by the same impetuous torrent which is seen from the heights. Soon after leaving the village of SIMPLON, these rocks gradually approach each other, becoming perpendicular, and scarcely leaving sufficient space for the road, which descends by four or five zigzags to the Gallery of Algaby, and enters the valley of the Vedro. Just before reaching the village of Gondo, the road enters the Great Gallery 600 feet long, and on emerging from it, crosses the Fressinone by a stone-bridge. The hamlet of GONDO and the village and post-house of ISELLA (which last affords very good quarters), are then passed. At Iselle is the Italian custom-house. From thence to the Bridge of Crevola is about nine miles.

As the traveller advances, green fields, vineyards, orchards, elegant villas, and cheerful hamlets, meet the eye on every side. The rocks and mountains recede, and the road traverses a wide and fertile valley to **Domo d'Ossola.**

ANCIEN HOTEL DE VILLE ET DE LA POSTE.—(Diligence Office).

A party preferring to pass the Simplon *en voiture*, may hire a carriage and pair of horses at Brieg, the cost of which, comprising the *chevaux de renfort*, the barrier tax, and the coachman's fee, will not exceed 80 or 90 francs.

B.—ITINERARY

OF THE PASS OF THE STELVIO.

From Innsbruck by Diligence to Landeck thence through the romantic pass of Finstermünz to Mals, Prad, St. Maria, and Bormio; thence by the Valtelline to Sondrio, Morbegno, and Colico (on Lago di Como). Distance, 273 miles; cost, 55 fr.; Time, 40 hours of actual travelling, or 4 days, resting at night.

Hotels.

INNSBRUCK.—Osterreichischer Hof; Goldene Sonne. LANDECK.—Post, Adler (diligence office). PFUNDS.—Perchtold, good. MALS.—Post. PRAD.—Hirsch. SANTA MARIA.—Post (the Italian Custom house). BAINS ST. MARTINO.—good. BORMIO.—Post, tolerable. BOLLADORE.—Post, good; the Due Torre, better. TIRANO.—Due Torre. SONDRIO.—Post, excellent. MORBEGNO.—Post. COLICO.—

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Isola Bella tolerable. Como—Angelo. Bellaggio —Gennazzine, excellent. Menaggio.—Corona, Victoria. Lugano.—Belvedere. Luino.—Poste, and Del Vapore, 2 miles before arriving at the Swiss Custom house. Arona.—D'Italia, La Posta, Reale. Isola Bella.—Le Dauphin. Baveno.—Cheval Blanc and Poste. Domo d'Ossola.—Poste. Simplon.—Post. Brieg.—Du Simplon, D'Angleterre. Sion. La Poste, Le Lion d'Or.

Pass of the Stelvio.—This pass opens annually on the 1st of July and closes on the 1st of October. The ascent commences at Prad, 3275 ft. in height: eight miles beyond which is the hamlet of Trafoi. The ascent now becomes steeper, and the road ascends by repeated zigzags to the Post House of Franzenhöhe. Extraordinary solidity is visible throughout the whole construction of this masterpiece of engineering—the work of Italians—begun in 1821, and finished in 1824. The summit of the pass is 9175 feet, and to effect an easy incline, forty-eight zigzags had to be constructed; the road is 15½ feet in width, and cost 3 million francs. Here are seen the Ortler Spitze and Madatsch towering majestically over the fearful pass, and covered with eternal snows. The summit is the highest carriage pass in Europe, and forms the limit of the Tyrol and Valtelline (Italian); the snows rarely leave this elevation in the hottest day in summer, and even then the winds are cold and very keen. From hence is a descent to Santa Maria (the custom-house for Lombardy), a spacious square building, erected for the triple purpose of custom-house, inn, and refuge, at an elevation of 8153 feet. Beyond this we continue to descend for an hour to the third refuge. Here is the extremity of the immense plateau of the Braulio. From hence commences another descent by numerous zigzags. Three miles below is the cantoniera of Spondalunga. No less than seven tunnels and galleries are constructed here for the protection of the road, their length being 2953 ft.; opposite is a fine cascade 525 feet high. In one hour from Spondalunga we arrive at the first gallery (Piatta Martina;) with a handsome bridge over a profound gorge. This spot is called "Wormserjoch," on the left is seen another fine cascade falling from a precipice into the bed of the Adda below. Beyond the last gallery is seen, close to the road, an immense rock, upwards of 56 feet high, brought down from the mountains by avalanches. Below this are the Baths of Bormio (p. 513), famous for its mineral waters, and the excellence of its honey. From Bormio an excellent road leads through the Valtelline, celebrated alike for the excellence of its wines and the richness of its pasturage. The Adda passes in its course the pretty towns of Bolladore, Tirano, and Sondrio (capital of the Valtelline), Morbegno, and Colico, on the Lago di Como.

C.—ITINERARY OF THE PASS OF MONT CENIS.

Mont Cenis (as the French call what the Italians call *Monte Cenisio* or *Moncenisio*), is the general name of the dividing ridge between the valley of the Arc in French Savoy, & the Dora Riparia valley in Italy, lately traversed by two railway routes, viz. the *Pass Route* along the road, and the *Tunnel Route* under Col de Fréjus. The two lines diverged, so that the Tunnel Line through the Col was 16 miles south west of the Pass Line; but the distance by either, between St. Michel and Susa, was about the same, 48 to 50 miles.

Pompey is said to have attempted making a passage over these Alps; but Napoleon in 1810 was the first to provide a road practicable and safe all the year round, though it traverses a part where it rises 5900 feet above sea level. His engineer was the Cavallere Fabbroni; 3000 workmen were employed, and the cost was eight million francs.

Mont Cenis Pass Rail.—At St. Michel the old break of 49 miles to Susa, formerly done by diligence in 9 to 10 hours, was in 1867 filled up by Fell's Climbing Rail, which was laid on the road, at its outer edge, and performed the distance in 4 to 5¼ hours. The first train went over the Pass 15th June of that year. The line was single with a middle or catch rail for safety. It ceased on the opening of the Tunnel Route, and the permanent-way was taken up. From St. Michel cross the Arvan on a stone bridge, then the Arc by another bridge, facing which is a rivulet of water which petrifies every substance it touches, and has consequently made for itself a natural aqueduct. Modane 13 miles. Here are situated Forto Lesseillon, which commands the pass of Mont Cenis. Near this the Tunnel Line diverges. La Verney, 10 miles, close to the double cascade of Benoit-Lanslebourg. (Hotel de Post.)

From Lanslebourg the ascent of Mont Cenis commences, and the road traverses picturesque and beautiful forests to La Ramasse. The most elevated part is a plain of 6 miles, encircled by the peaks of Mont Cenis, and containing the post-house and another inn (the Grand Croix,) the barracks, and a beautiful lake. Excellent trout, cheese, and butter are procured here. At the end of the lake, on the Italian side, stands the Hospice, at an elevation of 6365 feet. It was founded by Charlemagne, and restored by Napoleon. One room contains the bed used by Napoleon. Half of the Hospice is occupied by carabineers and custom house officers, and the other half by Benedictine monks.

The descent into Italy is much finer than the ascent from Savoy. The first gallery on this side is 650 feet in length, cut through solid granite. Opposite Ferriere is another gallery above 2000 feet in length. Here a wall of nine feet in height, and 600 in extent, defends the gallery from earth and loose stones. The scenery in this part is enchanting. Near Molaretto rise the fruitful hills of Chaumont, watered by the Dora Riparia. On the road are established 28 small Inns or "Houses of Refuge," provided with bells, which, during the prevalence of fogs, are rung to guide travellers from one refuge to another. The cantoniers who inhabit these inns are 50 in number, and form two companies, 25 on each side of the mountain. From St. Michel (as above) there is a way to Valloires

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under the three *Aiguilles d'Arve*, one being 11,515 feet high.

Tunnel Route, about 48 miles long. This diverges from the other route at Fourneaux, a mile and half below Modane: winds up the Arc by a loop of easy gradients to Modane and the Tunnel mouth, 3904 feet above sea; then strikes through the great *Tunnel* under the Grand Vallon near Col de Fréjus; first, by an incline upwards of 1 in 45, to the middle, which is 4377 feet above sea, or 3480 feet below the crest of the mountain; it then slopes down by a very gentle decline of 1 in 2000, to the Italian mouth at Bardonnechia (which is about 440 feet higher than the French mouth); issuing out at the top of a magnificent glen. This is descended by 20 to 25 short tunnels, and about as many viaducts; past Oulx on the Dora Riparia, and Salbertrand, to Bussoleno, on the Susa and Turin main line.

The **Tunnel** is 13 kilomètres, or 13,393 yards, or 7½ miles 193 yards long; that is 4½ miles longer than the Lenerthe Tunnel, on the Paris and Lyons line. It is 19½ feet high, and 33 feet wide, widening a little at the mouths; is traversed by a double rail, the approaches outside being single; and is well ventilated, with an average temperature of 65 to 70 degrees.—See pages 54. and 250. It was begun 1857, finished December 1870, and formally opened 17th September, 1871; it cost about 6 millions sterling, divided between Italy and France. It was drilled from both ends, at the rate of 2 to 3 yards in 24 hours; the two parts at the final joining were only 1½ feet out of line vertically, and without any error horizontally. The tools were driven by hydraulic pressure supplied from the hills above; compressed air is supplied in iron tubes. The idea of this great work was first conceived by Medail, a road-maker of Bardonnechia; encouraged by Professor Paleocapa (afterwards Minister of Public Works), and carried out by his pupils—Sommeiller, a Savoyard, (died 1871), Grandis (also dead), and Grattoni, both Piedmontese. Many will still prefer to visit the sublime scenery of the Pass; but to the greater number the Tunnel will be an immense gain.

Susa.—Pop—3,635 —HOTEL DE LA POSTE.

Here as also at St. Michel on the other side of the mountain, Voituriers may be hired with carriage and pair of horses, to convey 2 or 3 persons, including all extras for Chevaux de Renfort, barriers and coachman's fee, from 60 to 65 frs.

D.—ITINERARY OF THE ITALIAN LAKES.

The following are the Hotels met with on the Route of the Lago Maggiore:—

BRIEG—Angleterre.
SIMPLON—Poste.
ISELLA—Poste.
DOMO D'OSSOLA—De Ville; Grand Hotel d'Espagne.
VOGOGNA—Couronne.
BAVENO—Cheval Blanc and Poste; Bellevue.
STRESA—Hotel des Iles Borromées; Albergo Reale.
BELGIRATE—Isola Bella.
ARONA—Royal; Posta; Italia.
LAVENO—Del Moro.
INTRA—Vitello d'Oro.
FERIOLA—Lion d'Or.
PALLANZA—Universo.
LUINO—The Poste, or Beccaccia.
CANOBBIO—Serpente.
BRISSAGO—Albergo Antico.
LOCARNO—Corona; Albergo Svizzero.
MAGADINO—Belvedere.
BELLINZONA—De Ville.

Steamers ply three times a-day from Arona to the head of the lake. Fares: First Class, 4fr. 80 cents; Second Class, 2frs. 65 cents.—Leave railway at Brieg, thence to Domo d'Ossola, 40½ miles, 10 hours, 2 horses for 80 fr.

Domo d'Ossola to Baveno, 30 miles, (5 hours), 2 horses for 25 fr.

Baveno to Arona, 14 miles, (2 hours), 2 horses for 20 fr.

Arona (by the Steamer) to Magadino 5 hours, 4 frs. 80 cts.

Magadino to Bellinzona, (1½ hours), diligence, 2frs. Thence by the St. Gothard Pass to Fluelen, (14½ hours), diligence 28 frs.

By the Bernardino to Coire, (16 hours), diligence. 14 frs. 30 cts. By either of the above passes a carriage with 2 horses, 120 fr.

Lago Maggiore.—The traveller visiting the lakes by the Pass of the Simplon will leave Domo d'Ossola, and proceed to Arona at the bottom of the Lago Maggiore; on his right he is accompanied by a lofty chain of mountains, stretching from the Simplon, and decreasing gradually in altitude until they are lost in the plains of Piedmont. Twelve miles from Domo d'Ossola is the village of Vogogna, (at the entrance to the valley of Anzasca, leading to Monte Rosa), hence to Ornavasso, known as the principal white marble quarry, which supplied that material for the construction of the cathedral of Milan. A short distance beyond this we come to Gravellona, (the road to Omegna, on Lago d'Orta, branches from hence to the right, distant 4 miles). In the vicinity are the celebrated rose granite quarries, in which are found abundance of that beautiful felspar, the flesh-coloured crystal, which furnishes the lapidaries, and may be met with in every jeweller's shop at the different watering places throughout Europe. Four miles hence we arrive at Baveno, delightfully situated on the shore of the lake; arrange at any of the hotels at Baveno to refresh there, and go at once direct from Baveno to the Isola Bella, either by steamer or by row-boat, which occupies 2 to 2½ hours, charge 4 fr., and *buonamano* 1 fr., and go after return to Arona, either by *road*, or by steamer three times daily: before taking a small row-boat, take care to ask for the tariff card.

The Borromean Islands.—On the surface of the Lago Maggiore rise four small islands. Isola San Giovanni is the smallest; it is situated close to the promontory of St. Remigio, dividing the waters of the lake which bathe the shores of Intra and Pallanza; the old chateau is partly occupied as a granary and partly going to decay. Isola dei Pescatori, (Fisherman's Island), is very picturesque, and although the circumference of it may be walked in ten minutes, yet within these limits a population of

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830 is domiciled, chiefly occupied as fishermen and boatmen for the navigation of the lake. Isola Madre rises in the centre of the lake and is distant from the shore about 1½ mile. It consists of five gardens on terraces, rising one above the other, embellished with luxuriant flowers, shrubs, and forest trees, among which are seen the cedar and the cyprus in great perfection; the latter are near the pheasantry in the vicinity of the palace which crowns the whole, and which contains landscapes &c., by Tempesta, who is said to have taken refuge here after destroying his wife to make way for a mistress. Isola Bella, about one mile distant from the latter island, consists of eight terraced gardens one above the other, carpeted with flowers, refreshed by fountains, shaded by forest trees, and crowned with a noble palace which contains an exquisite collection of marble, some fine specimens of gilding, and a few good paintings by Tempesta, Luca Giordina, Procaccini, Schidone, and Le Brun; the subterranean apartments or grottoes contain fine statuary, mosaic pavement and fountains. In the chapel may be seen the tomb of R. Borromeo, elaborately executed by Bambujo, and considered a *chef d'œuvre*. The gardens and the palace are open to the public daily at a fee of 1 fr. to the custodian and 1 fr. to the gardener who accompanies the visitor. The Hotel Dauphin, on the island, is convenient, very good, and the charges are reasonable. Steamers call here three times a day in their upward, and three times a day in their downward course.

Nothing can possibly be more charming than the drive of 14 miles, between Baveno and Arona, by an excellent road winding along the margin of the lake on the left, while on the right the lawns extending from the villas to the handsome terraces on the side of the road, are covered with hedges of roses, eglantine, and *bignonia radicans* (this beautiful climbing flower grows most luxuriantly all along, in the gardens); a profusion of flowers and shrubs cover the lawns and terraces, among which, shaded by tall forest trees, are the hydrangia, the oleander, the aloe, the myrtle, the cyprus, the orange, olive, and a numerous family of magnificent trees and plants from every clime. This road is seen best from the steamer, which coasts along the shore. Nothing can prove more grateful than the genial mildness of the climate in early spring and late autumn; for the rose tree never ceases bearing during the year, while the inhabitants of the villages follow their avocations in the open air. In the neighbourhood are extensive palaces and numerous beautiful villas belonging to the nobility and gentry (and even Royalty), who divide their time between the retirement of the country and the attractions of Milan and Turin. Approaching Arona, and at one mile distant from it, we come to the bronze statue of San Carlo Borromeo, a short distance off the road on the right; a few minutes walk suffices to arrive at its base which is situated on an eminence overlooking Arona and the lake. It is not advisable, as heretofore was necessary, to descend the lake to Sesto Calende, since the railway conducts hence to Milan direct.

The Lago Maggiore is formed by the river Ticino, and is from N. to S., about 40 miles in length, and 7 miles wide at the greatest breadth, is 2460 feet deep, and is at an elevation of 680 feet; its waters produce quantities of excellent fish. The navigation is less dangerous than either the Lake of Como, or Garda: the prevailing winds in winter are south and south-east. On its shores are quarries of marble and granite, mines of minerals, of iron, copper, and lead. The largest traffic on the lake consists of stones and slates for building purposes, timber and charcoal. The timber is floated by the Ticino into the lake and navigated to Milan and other parts of the country. The scenery met with in ascending the lake is very interesting. Immediately on the left is seen Mont Rosa, then the Simplon, the St. Gothard, Bernardino, and Splugen, besides the numerous minor Alps; the contrast between the pure white mantles of snow of the former and the sombre hues of the latter, is at once grand and imposing. Ascending, the scenery on the left, or northern side, is rugged, wild, and grand; on the right, or southern side it is remarkably fertile and undulating. The fine expanse of water is animated with numerous boats and large craft with bleached sails winging their course over the lake in all directions. Now is seen a steamer, now a market-boat with its cargo of fruit and flowers, the peasantry singing their national airs, while the *contadini* on the shore are heard to take up the air and sing in concert.

Proceeding from Arona up the lake, the names of all the towns are given as they come in succession. On the right, Angera, opposite Arona, there is an old castle built in the 14th century, belonging to the dukes of Milan—it contains some fresco paintings of that period. Railway from Arona to Sesto Calende. On the left, Lesa, beautiful scenery, rich in villas, among which are those of Villa Stampa, belonging to Alessandro Manzoni; on the left, Belgirate, a continual series of elegant villas, surrounded by luxuriant gardens; also on the left, Stresa, with church and convent of Rosminiani. Palace of H. R. H. the Duchess of Genoa, formerly the ancient palace of Bolongaria, where Rosminiani died, the palace of the Duke of Vallombrosa at Baveno, opposite the Borromean Islands, the steamer calls; here is an ancient church and baptistery, beautifully situated on the lake, and surrounded by gardens and villas; in its vicinity are those of Hudson and Cavour, granite quarries of some note, &c.; on the left, Feriola, junction of the Simplon road; on the right, Laveno, with fortifications and extensive barracks 15 miles distant from Varese, a beautiful drive, omnibuses twice daily, thence to Como, 17 miles. On the left, Pallanza, commanding the finest views of the lake; (The Grand Hotel, M. Seychab, proprietor,) perched in a beautiful position on its shores on the left, Canaro, romantically situated at the foot of a gorge; for the sweetness of its climate, for its vineyards, cedars, olives, and vegetation, it vies with the finest part of Lago di Como. The Isoletta, in the lake opposite, contains the ruins of an old castle of mediæval origin, called the Cannero, belonging to the bandit Mazzarda, who resided there. On the left, Intra, manufactories of cotton and silk thread, glass, &c., a fine palace, a handsome church and an elegant theatre; a beau-

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tiful road hence to the head of the lake; a delightful drive to Pallanza about 2 miles. On the right Luino, the birth-place of Bernardino di Luino, the Raffaelle of Lombardy; here is the palace Crevelli. Omnibuses in connection with the steamers to Lugano in 3 hours, (19 miles); carriages with 2 horses, 12 frs., coachman 1 fr. 50 cents; on the right, Maccagno, on the left, Canobbio, containing two churches, in one of which, Pieta, there is an immense-sized altar-piece by Gaudenzio Ferrari; behind the town there is a deep gorge where the mountains, lofty and sombre, frown over the lake. On the right, Magadino, the principal emporium between Italy and Switzerland, whence there is an excellent road to Bellinzona and Locarno; on the left Brisago, containing an extensive manufactory of cigars; the wine here is noted for its excellence; the small islands of same name opposite abound in rabbits. On the left, Locarno, (Pop 2840), contains the ruins of a castle, the churches of St. Francisco and St. Antonia; in the latter there is a fine painting of the Temptation of St Anthony by Arelli. It was from this place that the Protestants were expelled in the 16th century—they settled at Zurich. The view from the tower of the church of the Madonna is magnificent. Having arrived at Magadino or Locarno, the tourist may choose either the Bernardino or St. Gothard Pass for his return route. On the other hand, by taking the diligence from Magadino he can proceed to Lugano, the capital of Canton Tessin, which is situated in the midst of enchanting scenery; from thence, proceeding up the Lago Lugano to Porlezza, (the Italian frontier and custom-house), thence by diligence or carriage to Menaggio, 2 hours, 9 miles, on the Lake of Como, or, on the other hand, proceed to Capo Lago, and thence by carriage to Varese and Como. The usual way is to leave the steamer on Lago Maggiore at Luino, and thence, in 3 hours. 19 miles, through a lovely country, on the banks of the Tresa, to Lugano; nothing can be more agreeable than this drive.

Lago di Orta.—This beautiful miniature lake is worthy of the tourist's notice. It may be approached by leaving the high road from Domo d'Ossola to Baveno at Gravellona, thence to Omegna and Orta, on the shores of the Lago di Orta, returning by same route. Distance in all, about 24 miles; time, 9 hours; cost, 14 frs. Lago di Orta is 13 miles in length by about ½ to 1 mile in breadth. It contains quantities of excellent fish and its shores are covered with every variety of fruit and vegetation, adorned with handsome casinos of the gentry, and pretty villages with houses white as snow. The drive around this enchanting scene is most agreeable. Immediately opposite to the little town of Orta, rises from the bosom of the lake, the little Isola de San Giulio, 370 yards in length by 200 yards in breadth, containing about 200 inhabitants. This fairy island was the habitation of San Giulio in the 4th century—during the epoch of the Longobards it was considered the principal place in the dukedom—and in which king Berengario took refuge; the tribune is adorned with strange figures. There is also a fine Mosaic of the 4th century, and in the crypt of the chapel reposes the relics of the saint. From Orta ascend the Sacred Mount, passing on the way 29 chapels each of which contain statues and paintings representing the different episodes in the life of San Francesco d'Assisi—at the summit the little church and convent of the order of the Franciscans. During the ascent the view of the lake with the surrounding scenery forms a variety of pictures unequalled for diversity of mountain, wood, and water. The magnificent snow clad Alps appear in the immediate neighbourhood although distant, and the chain of Monte Rosa stands out in bold relief. From Stresa, on Lago Maggiore, Orta may be visited by mule path over the **Motterone** in 6 hrs.; a guide is indispensible, 4 frs.; the views from the summit are very extensive and diversified in mountain, wood, and water scenery; the other carriage road is from Arona *viâ* Varallo, the starting-point for excursions in the Southern and Eastern Alps—24 miles, 7 hours, from Orta by boat to Omegna—6 miles, 1¼ hour; 2 rowers, 4 frs.; and 50 cents *buonamano*—thence to Gravellona, 4 miles, half an hour; Ferioli on Lago Maggiore, 2 miles, quarter of an hour. By omitting Varallo the drive from Arona direct across the hills to Orta may be accomplished in 3 hours—distance, 12 miles.

Laveno (Lago Maggiore) to Varese.—Laveno is situated at the foot of the Sasso del Ferro, 3287 feet. Omnibuses twice daily to Varese, 13 miles, 2¼ hours, 2 frs. 50 cents. The road to Varese lies through a highly cultivated but hilly country, abounding in silk, fruit, corn, and wine. The mulberry is everywhere met with; the cultivation of silk is much and profitably attended to here. Proceeding through the hamlets of Cisiglie, Germanio, and Gaverati, constantly ascending, to Comerio, 10 miles, 800 feet above the lake, the views are everywhere beautiful; on our right are seen the Lago Varese, Lago di Monate, Lago di Comabbio, and two minor lakes of no note. The lake is 20 miles in circumference, and about 2 miles in width; it is very well stocked with different kinds of excellent fish, and is distant about 2 miles from Varese.

Varese—Pop. 12,605, Hotels, Grand Hotel de Varese, Angelo and La Stella. The principal church is that of Vittore called the Pelegrini; notice the carving of the organ and the pulpit, by Castelli, among the paintings, those of St. Gregoria, by Del Cerano, and a Maddalena by Morassone. In the Battisteria there is a magnificent vase (the font) in marble, adorned with exquisite basso relievi. The Palace of Verata, with its fine gardens, may be seen on application. In the neighbourhood of the town and the lake are distributed many beautiful and chaste villas, among which the following are distinguished: Villa Taccioli, Litta, Ponte, Berra; these are generally surrounded by spacious lawns, sumptuous gardens adorned with numerous garden statuary, orange and citron groves, with here and there magnificent forest trees, the flat-topped pine distinguishable. The Madonna del Monte, five miles distant from Varese, is well worth visiting. It is a sanctuary, dating from A.D. 397, commemorative of St. Ambrose's

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extermination of the Arians. There are fourteen chapels met with during the ascent, illustrative of gladness, sorrow, and fame; there is a carriage road past Rafarello village, 2½ miles, thence for 1½ mile ascend on ponies; the view is among the finest in these parts, and second only to that of St. Salvadore at Lugano. Carriage and 2 horses, 10 frs. Diligences several times daily. 1 fr. 50 cents. ponies, 1 fr. 50 cents. The ascent of the Madonna del Monte may be taken on the way between Capo di Lago, Lugano, and Como. There are several silk-thread factories in this part of the country, which are highly interesting and well worth an inspection. Strangers are admitted and politely received.

FROM LUINO (LAGO MAGGIORE) TO LUGANO.—LUINO, Hotels: Hotel Simplon, newly built, well furnished, fine garden, &c., moderate terms; Poste and Del Vapre. Leave the steamer here, and proceed by diligence 13 miles, 2½ hours, 3 frs., or carriage & 2 horses, carrying 4 persons, 12 frs. The Swiss frontier and custom-house are but a short distance beyond the town. Before arriving at the village of Sessa, passports are shown—no difficulty. The road follows the course of the river Tresa, constantly ascending and descending through a romantic and densely wooded country. The scenery about the town of Ponte Tresa, at the lower extremity of the Lago di Lugano, is singularly wild and diversified, adorned with mountain, forest, and flood, the scenery constantly changing; in our progress are the pretty villages of Agno and Muzzano. Ascending from Ponte Tresa, the road is lined on each side with gigantic walnut trees, and higher in the mountains quantities of chestnut trees adorn their slopes. Descending on Agno, from the summit of a chain of lofty hills, all at once the most romantic panorama develops into view, and reveals a picture rarely met with by the stranger, Lugano proudly perched on the margin of the still dark lake, Mont Salvadore immediately in the front, rising like an immense tumulus from the promontery, stretching into the lake, the whole surrounded by mountains of every variety of form and colour; those on the opposite side of the lake to Lugano, embracing Monte Caprini and Generosa, rising perpendicularly from the bosom of the lake, rocky in some places, in others wooded from their summits to the water's edge. The scenery in our descent and approach to Lugano is supremely beautiful, and certainly may be entitled to rank as a highly favoured spot, such as is rarely met with, and scarcely can be equalled. Having passed the river Agno, one of the tributaries of the lake we reach

Lugano (Hotels Du Parc and Washington), situated on the lake of the same name. Pop. 6,020, the capital of the Canton Ticino (Switz); its elevation above the sea is 900 feet. The town lies on the west side of the lake, between Monte Brè, on the east covered with villages, country seats, vineyards, citron and orange plantations, &c., and San Salvadore to the south-west. The finest view of the lake is seen from the tongue of land from San Marino and Castagnola. From these edifices we observe three convents and three monasteries.

Lugano contains but few churches; that of St. Lorenzo (the cathedral) as yet unfinished, that of Santa Maria Degli Angeli, situated next to the Hotel du Parc on the quay, and once belonging to the convent of same name, which was suppressed in 1853; the latter contains several frescoes by Luini—the Crucifixion and a Madonna are among the best. The palace of the governor, the ground floor of which is converted into a café; the hospital, the foundations of which date from the 13th century; the handsome theatre, the only one in the canton, was originally the residence of the Archbishop of Como; several palaces, and handsome mansions, with a Statue of William Tell, by Vincent Vela, on the quay opposite Hotel du Parc, constitute the lions of Lugano. The town contains manufactories of paper, silk-thread, leather, &c.

The territory of Lugano was given by Maximilian Sforza, Duke of Milan, in the 15th century, to the Swiss confederation, for the assistance rendered by them in expelling the French from the country

Excursions in the vicinity. The Park of Mr. Ciani on the borders of the lake. The ascent of Monte Salvatore (a spent volcano) the summit of which is 3050 feet, wooded the whole way. It occupies 2 hours to ascend; horse, 5 frs.; guide unnecessary. The view in front comprises the lake and the rich plains of Lombardy, as far as the cathedral of Milan. Turning round, the opposite view displays the line of Alps, extending from the Splugen to Monte Rosa, a magnificent view. Among excursions around Lugano, occupying from 15 to 40 minutes, the following will be found most agreeable—Monte Brè, Melide, Agno, Ponte Tresa, the Convent of Bigoria, and Monte Caprino.

Lago Lugano. This lake resembles that of Lucerne in shape; it is a reunion of gulfs, called by different names, commencing at Porlezza, in Lombardy; it runs from north-west to south-west, to Lugano, 3 hours, and from Lugano south to Melide, 1 hour, where it branches into two arms, one of which extends south to Capo Lago, 1½ hour, The other takes a south-west direction to Porto, 2 hours, from whence returning north-west, 1½ hour. It divides into two other branches, the principal of which in about one hour, stretches to the village of Agno, while the other about half an hour, descends to Ponte Tresa. The length of the lake may be taken at 14 miles (some say 18 miles), and the widest part about 3 miles, its depth 575 feet, its elevation 760 feet. It enjoys a delicious climate, an almost continual spring. Lago Lugano possesses other and striking characteristics in its diversified scenery, its several gulfs present a succession of varied pictures. The Lugano side of the lake is Swiss; part of the opposite shore is Italian. Steamers traverse the lake daily between Lugano, Porlezza, and Capo Lago, see page 335.

LUGANO TO LAKE OF COMO, *viâ* PORLEZZA AND MENAGGIO. By steamer; fares, first class, 2frs., second class, 1fr.; one hour to Porlezza, calling by the way on the left shore at Castagnole, Gandria, Albocasia, and Drono. Drono is the Italian frontier; passports required here: the authorities cause no delay. PORLEZZA is beautifully situated at the base of an amphitheatre of hills. Diligence to Menaggio, 9 miles, two hours; fares, 2 frs. 50 c.; carriage with one horse, 5frs. 50c. The drive from lake to lake is very interesting. Principally up hill

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to within two miles of the lake of Como, near Piano and its tiny lake, where, after passing Croce, we commence descending the richest country imaginable, commanding the most sublime views of the rich and classic lake of Como with its surrounding scenery, the whole appearing at our feet; the Alps, extending from the Spügen to the Ortler Spitz, beyond the Valtelline are seen distinctly, and, although distant, appear close at hand. We arrive at MENAGGIO (Hotel Corona; Grand Hotel Victoria, "comfortable, reasonable, and beautifully situated."—W.P.P.) from whence boats are hired for different parts of the lake, but more frequently to Bellaggio and Gennazzini; fares, two rowers, 5fr.; and *buonamano* Steamers ply three times a-day up and down the lake, calling at the different towns in its course from Como to Colico, and vice versa. Menaggio is convenient, as being the landing place for Porlezza and Lake Lugano.

LUGANO TO COMO, *viâ* CAPOLAGO AND MENDRISIO. The rail is open all the way. The high road to Como runs between the lake and the base of Mount Salvatore, whose porphyry rocks, overhung with extensive green woods of many hues, have a beautiful effect. After skirting the lake, and crossing it, among enchanting scenery, for nine miles, we come to Capo Lago, the drive is preferable to the steamer, hence to Lugano. Fares by steamer, first class, 90 cents.; time, about half an hour. From the lake we proceed through a lovely and fruitful country for two miles to **Mendrisio,** a *Stat.*, in Canton Ticino (switz.). pop. 2340. The ascent of *Monte Generoso*, 5500 ft. high, is made from here. About 1 hour from the top is HOTEL DU GENEROSO, kept by Dr. Posta; a good spot for consumptive and delicate persons. A fine panorama from the top. Near the town, one of those interesting sights may be visited—a silk-winding factory in operation. Strangers are admitted. Three miles further bring us to Chiasso, the Italian frontier; passports, and little delay at the custom-house. Four-and-a-half miles hence, through a highly cultivated and densely populated country bring us to Como; half an hour more, by a direct route leaving Como on the left brings us to Camerlata, on the Monza and Milan Railway.

Rail from Lugano to Chiasso, &c, see p. 241.

COMO.—Pop 24,350: Hotels Angelo, l'Italia and Monte di Brianza, near the harbour, Hotel Corona, without the gate of Milan, is the best. The population of Como is chiefly employed in the manufacture of stucco images, and other ornaments, and the winding of silk and cotton. The city possesses little of interest or attraction for the tourist, except its splendid and picturesque Cathedral. Town hall, and the fine statue of Volta in the market-place; the surrounding scenery makes ample return for the deficiency of the town. Its history is of a remote date; the ancient city was taken and burnt by the Milanese in 1127 and 1271. It then became incorporated with the Duchy of Milan in 1335. It is the birth place of several distinguished men; Pliny the younger, Paul Jove, the Popes, Clement XIII. and Innocent X. Volta, and Canova, were born here. The Cathedral is the handsomest and most interesting of the ten churches of Como; it is a splendid structure, commenced in 1396, and finished in the 15th century. The Baptismal Chapel is after the design of Bramante, and is an elaborate piece of workmanship.

Steam-boats ply three times a day from each end of the lake, from Como and from Colico, fares, 1st Class, 4 frs.; 2nd Class, 2 frs. 10 c. There is a steamer leaves Como for Lecco, and *vice versa*, in 3 hours, see page 333. Small boats are always ready; fares, 1 man, 1 fr. 50 c. to 2 frs. per hour; per day, 5 frs. each man. Bargain before starting, reserving the right to give *buonamano*. There is a char road on one side of the lake and a post road on the other. Railway to Milan, see p. 236.

The Lago di Como.—This lake is formed by the Adda and the Maira: it is 32 miles in length, and from two to three miles in width, is 1805 feet in depth, its elevation about 656 feet above the level of the sea. It resembles the letter Y in its form. At Bellaggio it divides into two branches the one towards Como, the other descends to Lecco, from whence the Adda pursues its course to the river Po. The deep waters of the lake are abundantly supplied with fish of various kinds, among which are distinguished trout, some of a considerable size; luccio, a sort of whiting, tenca (tench); carpio, and of more importance than all the others, in point of profit, the agoni, of which there is much caught and sold throughout the country. The Lago di Como is incontestibly the most beautiful and picturesque of all the lakes in Europe; in fact, no other can compare with it for the sweetness of its climate, the richness of its shores, the varieties of its panoramas, the magnificence of its villas and sumptuous gardens. On the borders of the lake are excellent roads, communicating from one village to the other. The enchanting scenery of the Lago di Como is described in glowing terms by travellers from every clime. In every language and in every age its scenery and local beauties have been extolled. It evidently has been, and ever will remain, the elysium of the tourist.

Ascending the Lake from Como to Colico, the various towns and places of interest will be taken as they are arrived at in succession. The letter *r.* right, and *l.* left, will indicate their position.

Ponte de Geno, once the Lazzaretto, now Villa Cornaggio, *l.* Borgovico, Villas Battaglia, Mandelli Raimondi, Brambella, *l.* Cernobbio, the Monastery Cluniacensi, Villa Calderara, Barogi; above the village rises the lofty Monte Bisbino, of which the natives say, when the clouds rest on its summit, it portends rain, hence the verse.

"Vanne prendre l'ombrella,
Che Bisbino ha il suo capella."

(Take your umbrella, for Bisbino has his hat on.) Here is also a Sanctuary of the Madonna. Villa d' Este, now Ciani, once belonging to the unfortunate Caroline, Princess of Wales; near to this is the excellent Hotel del Regina d' Inghilterra, beautifully situated and well patronised; Villa Pezzo, of the Count Muggiasco, afterwards became the property of the Archduke Rainerl, the gardens are very fine; Villa Curie, containing good

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paintings; *l* Moltrasio, celebrated for its grottoes so highly esteemed for preserving wines; the Villa Passalaqua, of splendid design and architecture; Belvio, a delicious climate, numerous country seats. Here are the Villas Pasta, Taglioni, Schovaloff, Mylius, &c.; *r* Torno, at one period this town rivalled Como for its arms and its commerce; the church is of interest, one of its doors dates from the 14th century. Villa Pliniana, constructed by Count G. Agulssolo, one of the four who were sworn to take the life of the Duke of Farnese, which tragedy took place at Piacenza; at the extremity of a court there is a fountain of intermittent water, issuing from a rock mentioned by Pliny the younger. This villa is certainly one of the most interesting sights on the Lake. *l* Urecarate, a small village, whose inhabitants are engaged in boat building; villas Visconti and Battaglia. *l* Giuliano and Laglio; on the promontory of the latter stands the Villa Antongina, and the pyramidal monument to Giuseppe Franck. *l* Torriggio, a very picturesque and romantic situation, on the narrowest part of the lake. *r* The Molina, in the vicinity there is a mountain gorge, from whence issues a fine cascade, 60 feet in height; it is called "L'Orridio di Molina." *r* Nesso, with a fine waterfall. Brienno; the houses composing this village rise one above the other, and from the lake they have the appearance of huge steps, leading to the top of an eminence. *r* Argegno, a small mercantile place from whence there is a good road, eight miles to the Lake of Lugano. *r* Lezzeno, noted for the excellence of its figs; they remain on the trees all the winter, and ripen in May; this village is situated in a kind of alcove at the foot of a dark mountain, hence these lines,

"Lezzeno della mala fortuna,
D'Estate senza sol, d'Inverno senza luna"

"Unfortunate Lezzeno,
Without sun in summer, in winter without moon."

Colonna, with the fine cascade of Camoggia; it is supposed that this water comes by a subterraneous channel from the Lake of Lugano. *l* Sala, Villa Beccaria. *l* Isola Comacina, celebrated in the history of the Lombards, at which mediæval epoch it was well peopled, and fortified with high walls flanked with towers; at the present day the island is almost deserted, and nothing is met with beyond a few ruins of its former importance. *l* Campo Villa Balbianello, belonging to Cardinal Durini. *l* D'Osso de Lavedo, Villa Arconate; after passing the promontory, we enter the delicious scenery of Tremizzina. *l* Lermo, with its pretty church and Battisteria of the 9th century; it is also interesting for its archæological history; the following towns and hamlets occur in succession, *l* Portozzo, Mizzegra, Belvedro, Tremezzo, among which are the villas Busca, Cramer, Brentani, Giulini, &c. This is the finest point of view, and the loveliest part of all the lake, called "Tremezzina," in which are pretty good inns. In the vicinity, Villa Sommariva, or Carlotta, the most majestic of all others around the Lake of Como, it belonged originally to Count G. B. Sommariva, was built at a cost of £32,000, and sold for £20,000 in 1843, to Prince Albert of Prussia, and took the name of Carlotta, from having been occupied by his daughter. It is exquisitely situated in the midst of delicious gardens, supported with terraces overlooking the lake, and containing a precious collection of objects of the fine arts.

No one should neglect to visit this Palace; a fee of 1 fr. to the custodian suffices. Its paintings and statuary are renowned. Among the latter, "Mars departing for the War, delayed by Venus," by Aquisti. "The Triumphal Entry of Alexander the Great into Babylon," a stupendous basso relievo, by Thorwaldsen. The choice of all, perhaps, are the three following:—"Amore and Psyche," "Palamedes," and the "Magdalene," by Canova. "The Embrace of Romeo and Juliet," by Hayes; "Perseus and Andromeda," by Monger; "The Death of Attila," by Jorden; "Virgil reading his Sixth Book of Æneid to Augustus," by Wicard; a fine Landscape, by Breughel; "Cupid and Venus," by Serangli; "The Portrait of Laura," by Agricola; "The Sepulchre containing the Ashes of Themistocles," by Bassi; a "St. John," by G. Ferrari; "Vulcan tempering the Arrow of Cupid in the presence of Mars and Venus," a fresco transferred on to wood, by Bernardino Luini; "The Portrait of a Lady," by Leonardo da Vinci; an "Achilles," by Appiani. The Marble Sepulchre of Count John Sommariva, by Marchese. In the Chapel, which is embellished with statuary, there are two beautiful bassi relievi, one by Tenerani, on the tomb of Luigi Sommariva; the other by Marchese, represents Giovanni Sommariva counselling his son to cultivate the arts which had contributed so much happiness to his parent. *l* CADENABBIA (Hotel Belle Vue) and Majolica Villa Recordi (Albergo della Villa di Milano), towns on the shores of the lake. It is recommended to travellers who wish to take the scenery of the lake in detail, either to sleep at Bellaggio, or stop here for the night; it requires half a day to do justice to all that is to be seen in and about the Villa Carlotta; there is a Church of England service here on Sundays throughout the season. *r* BELLAGGIO, Hotels Gennazzini, Gran Bretagna, and Hotel Grandi. This village is beautifully situated in the angle which separates the lake into two branches. The villa Serbelloni to the east, is in one of the loveliest situations imaginable; it commands the different branches of the lake; the gardens are remarkably fine; fee, 1 fr. to custodian. Ascend to the highest point for the most extensive view. Observe the variety of flowers met with on the way.

VENNA, perched high and secure in the mountains above the village. During the mediæval epoch this was the retreat and refuge for the brigands. Villa Frizzoni, situated on the margin of the lake, Villa Trotti and Polde Pezzoli, and on a rise, Villa Melzi, erected by F. Melzi, vice-president of the Italian republic famous for the richness of its flowers; here is seen the portrait from life of Napoleon, by Andrea Appiani, in the chapel, a sepulchral canopy by Nissi, a statue of the Saviour by Comelli, and a *chiaroscuro* by Montecelle, the beautiful designs by Albertolli, and those of the figures by G. Bossi; this artist designed the arc

the door (*sopra porte*) which represents Leonardo da Vinci teaching his pupil Francesco Melzi the art of designing; in this composition is represented the actual likeness of Leonardo, who at his demise left his studio and its contents to his favourite pupil F. Melzi, who continued for some time the school of painting left him by his illustrious friend and master. There is a beautiful design representing Parnassus, attributed to Lavelli, in the garden, and also an exquisite group, Dante and Beatrice, by Comelli. The Villa Giulia, late the retreat of Leopold king of the Belgians; this palace has been extensively restored and embellished, and spring water has been conveyed from the mountains at a great outlay. *l*, Menaggio.—Hotel Corona—a lively commercial town; this is the landing-place for the road to Porlezza and Lake of Lugano. *r*, Fiumelatte this village derives its name from a rapid stream, whose waters have the singular property of becoming colder as the summer heat increases; this torrent issues from a cavern in the rocks, 1000 feet in height, and precipitates itself perpendicularly over the rocks into the lake below; for nearly a mile the vehemence with which this river pursues its rapid course covers it with foam of the colour of milk, hence the name Fiumelatte, (river of milk).

To the right, Varenna, a village in front of Menaggio, on the Splugen road; in the vicinity are long galleries; the scenery here is most charming. Situated on the heights above this village there is an excellent hotel and *pension* at the hydropathic establishment of Rigoledo, containing more than 200 rooms, admirably kept. Tourists may here recruit the fatigues of travel; the hotel is clean, and comfortable, and the charges are reasonable, 6 frs.

On the left, Rezzonico, with ruins of a castle of the 13th century, and the remarkable Sasso Rancio (orange rock), from which it is recorded that many of the Russians passing in 1799 were precipitated into a premature grave. *l*, Bellano, at the foot of Mont Grigna, 7415 feet, is the country residence of the Archbishop of Milan. A handsome church constructed by Azzone and Giovanni Visconti, manufactory of iron, wire, &c., the birth-place of Tommaso Grassi; the savage gorge formed by the river Pioverna, and the old castle, should be visited. *l*, Cremia; in the church is seen a painting by Paul Veronese, representing St. Michael and the Archangel. *l*, Musso, which still retains a portion of its ancient castle, of triple fortifications, constructed by General Trevalzi, afterwards occupied by Giovanni de Medici, who caused to be constructed secret chambers pierced in the rock for the purpose of coining money. *l*, Dongo, originally founded by a colony of Etruscans. *l*, Algiasco, celebrated for its mines of pure white marble. *l*, Gravedona (Hotel del Sasso), a remarkable town, teeming with richness in architecture and design, and objects worthy the inspection of the antiquarian and the man of taste. The church of Vincenzo, fine in architecture, and possessing some rare paintings, seen in the chapels of St. Girolamo, St. Rigio, and St. Orsola; the ceiling is elaborate, and of great antiquity; it is covered with exquisite ornamental enrichments; under the altar is seen the ancient oratory of St. Anthony, in the Lombard style, and containing a painting of the eighth century. In the vicinity, and immediately on the shores of the lake, is the Battistario of Santa Maria; the façade, constructed of grey and white marble blocks, in alternate layers, is embellished with numerous bassi-relievi; above the entrance rises the tower. In the interior is a gallery containing antique paintings, &c., and in the centre is placed the font; the churches of St. Gusmeo and Matteo possess some good paintings; a mile distant from the road is seen in the church of Peglio, "The Last Judgment," and "l'Inferno," St. Eusebio appearing to the Emperor Costanzo, several of the Saints, with Beata Virgina, magnificent works of art, principally by Fiammenghino. One hour from Gravedona we join, on the left, Livo; its church is embellished with frescoes of the quattro and cinquecento style. *r*, Pioria, with a church of the seventh century, now reconstructed, an ex-convent of Friars of the Order of St. Antonia del Tau, of date 1252; *l*, Domaso, in front of Colico, the seat of commerce with the Valtelline. *l*, Gera, a village situated at the mouth of the Adda, surrounded by malaria. *l*, Sorico once well-peopled, now almost abandoned, in consequence of malaria. *r*, Colico, once possessing a large population, which is now greatly diminished, its vicinity to the Lagoons rendering it unhealthy; in the neighbouring country there is nothing but vast plains and stagnant waters, which are called by the natives, the "Pian de Spagna;" near this are the ruins of the castle of Fuentes. Here is the station of the diligences to the Stelvio and the Splugen. For steamers, see page 533.

Lago di Lecco.—A branch of Lago di Como. Lecco, Pop., 6470, the most important town is Comascie; here is held every Saturday a much-frequented market, and a fair annually. Of the once extensive castle nothing remains but ruins. The bridge on the Adda, the Theatre, the Bovara, should be visited and the Casa Bovara contains some good paintings, and a collection of antiquities. Lecco possesses manufactories of iron, silk, cotton, and paper; it was in the environs of Lecco where Alessandro Manzoni passed his youthful days; here he conceived the scene of his "*Promessi Sposi*."

Lago d'Iseo.—An excursion can be made to this interesting Lake, by leaving the railway station of *Sarnico*, for steamer to *Iseo*, on the east side; and to Lovere, at the head of the Lake on the north side, past the island of St. Paul. N.B.—These small steamers are apt to be crowded with cattle and sheep. A carriage may be taken from Bergamo to Lovere, a fine drive.

This beautifully situated lake, formed by the river Oglio, is about 17 miles in length, and from 1 to 2 miles in breadth; its waters are limpid, and contain a variety of excellent fish. The country around is picturesque, the lake is encircled by hills sloping to its margin, which are highly cultivated and thickly populated. The vine, the fig, the mulberry, and every other tree common to Italy are found here. A handsome church, or tall campanile is seen emerging from among groups of the stately Italian pines. This magnificent picture terminates

with the lofty range of the Swiss and Tyrolese Alps clad in snow. There are excellent roads throughout the country, and a drive through the exquisite scenery on the shores of the lake will amply repay the traveller..

Lovere (Inns—Leone d'Oro, and S. Antonio) is a picturesque place on a hill-side, possessing a good harbour, two large churches, and the Tadini Palace, now an Academy of music and design; with an iron spring praised by Lady M. W. Montagu. The landlord of the Leone will drive you up the Val di Scalvi, along the torrent of the Dezzo to *Dezzo* and its smelting furnaces; then back by *Via Mala Bergamasca*, a wonderful piece of engineering work, with several tunnels and many cascades. Another drive is to the head of the Lake along its eastern shore, where the steep cliffs are pierced by a dozen tunnels for the road; past the island of Loretto and its mediæval, and St. Paul (Paolo) with its villas. To Brescia is a drive of 4 hrs. Fine walks to Pisogno, Clusone, etc.; and up the Val Camonica on the banks of the Oglio, to the pretty town of Brena, about 14 miles. The charges in the inns, and the hire of conveyances are much more moderate than on the line of railway. *Brena* has a Gothic church, and a castle, and in its vicinity there is a tunnel some 9,843 feet in length, leading into the Tyrol.

Lago di Garda.—The traveller wishing to visit this picturesque lake, should take it on his way from the Tyrol to Italy, in which case he will leave the railway at Roveredo, and proceed for 20 miles by diligence, over an excellent road to Riva, on the upper or north end of the lake. On the other hand, going from Italy to the Tyrol, he will leave the rail at Peschiera or Desenzano. Steamboats ascend and descend the lake between Peschiera and Riva, (Austrian Tyrolese frontier; passport somet mes not asked for; luggage examined on landing,) in 3¼ hours; fares, 1st class, 4 f. 53c. These steamers correspond with the diligences and railways at each end of the lake, see page 383. Some of the steamers from Desenzano only traverse part of the lake and return.

The Lago di Garda is formed by the river Sarca and several other small streams, among which are the Varrone, and the Torente Albola. It commences at Riva di Trienti, and terminates at Peschiera, situated on a small island at the lower or south end of the lake, from whence it forms the Mincio, which after forming the Lago di Mantua, debouches, and a few miles farther, unites with the river Po. The lake is situated between two chains of mountains; from south to north it is 34 miles in length, by about 4 to 10 in breadth, and its depth is about 985 feet. In the summer it rises from 4 to 5 feet during the melting of the snows, and heavy rains, in the Alps. Its ancient name was Benacus, the name of a city on its shores long since destroyed. This lake is frequently subject to storms and squalls from the mountains, which render its navigation dangerous in sailing boats, at certain seasons. In 1860, a fearful and sudden storm arose on the lake, which caused, in the space of three hours, the loss of 60 persons; hence Virgil's reason for saying "Fluctibus et fremitu assurgens Benace marino." In this lake are found abundance of various kinds of fish; sardelli, trout, carpione, (the latter held in high repute by ancient epicures,) and the sceppi. There are three small islands rising from the lake, that of *Trimo one* about the centre, is occupied by the Villa and English-looking gardens of Count Lecchi, well worth seeing, and rich in choice flowers, shrubs, and evergreens; the walks are shaded by delicious groves of orange and lemon trees. The proprietor is very liberal, and allows the public to land and visit the palace and grounds—a fee of 1 to 2 frs. to custodian. If any one is desirous of knowing what a mosquito is let him stop at Salo on the Lake.

Desenzano—Pop. 3450.—Hotel Vittoria; Albergo Reale.

One mile from the railway station, (conveyance to the trains), half-an-hour distant from Peschiera. The situation of this town at the bottom or south end of the lake, is very beautiful, surrounded by forests of orange, lemon, and all sorts of fruit trees. The apples, and particularly the pears of this locality are highly esteemed for the excellence of their quality, and delicious flavour. Projecting for some distance into the lake, and not far distant from the town, is a tongue of land called the promontory of Sermione. Here Catullus, the poet, seduced by the attractions of the lake, resolved to fix his abode. The ruins found there are called the "Grotto di Catullo."

In describing the scenery while ascending the lake, the words right, and left, will indicate the positions of the towns and villages on its shores. The mountains on the west are lofty and grand, their sides displaying valleys with deep ravines, producing bold, wild scenery, in the midst of luxuriant groves of lemon and forest trees, which descend to the shores of the lake. The opposite shore to the east is fertile and interesting, but far inferior to the western side, yet productive in wine, oil, corn, figs, &c.

Leaving Desenzano, we come to Peschiera, on the right, (Pop., 1700), forming part of the famous Quadrilateral, and containing a small harbour for the tiny fleet of gunboats and steamers belonging to Austria; this town is distant from Verona 15, and Mantua 20 miles. On the left Manerbio, which is said by antiquarians to occupy the site of the temple of Minerva, is surrounded with lemon and orange groves, and other fruit trees. On the right, Bardolino, with its small harbour and the handsome villa Gianfilipi; the town is constructed in the form of an amphitheatre. To the left Salo, population 3000, a bustling, commercial town of some trade; its situation is singularly beautiful, surrounded by one vast garden of rich landscape, teeming with every kind of fruit, and backed by lofty mountains, hanging as it were over the lake. On the left, Gardore and Maderno, containing a pretty Gothic church, and an extensive paper manufactory; it is thought that the latter town occupies the site of the ancient city of Benacus. On the right, Garda, from whence the lake derives its name; in its vicinity are the villas Albertini and Bozza, there is an old fort here also; the surrounding country is fertile in corn and wine.

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To the left, Tremosine, with quarries of limestone. On the right, St. Vigilio, a point of land projecting into the lake covered with olives and fig-trees. On the left, Limone, one of the principal steamboat stations, deriving its name from the quantity of lemons grown in its vicinity and exported hence: it is a charming spot. On the right, Torre, containing an old castle, and in its vicinity extensive quarries and beautiful gardens. On the left, Panal; behind this village is seen the magnificent cascade of Ledro, which has a fall of 200 feet; the surrounding scenery is very beautiful. On the right, Maslsina; here is an old fort, attributed to the Venetians; this town is immediately under Mount Baldo, which appears comparatively bare as it hangs over the castle. We are now in the Tyrol, and shortly reach Riva, at the head of the Lake, Pop., 5000, Hotel, Il Sole. Giardino. This town is the principal port of the lake, and the steamboat station; it is a place of considerable importance from the trade carried on between Italy and the Tyrol; there are six fairs held here annually. Surrounded on three sides by lofty mountains, and by the shores of the beautiful lake on the other, its lovely position entitles it to be called the paradise of the South Alps. The Rocca castle on the lake was built by the Scaligeri family. There is a fine promenade in the colonnade on the little harbour. Diligences several times daily, corresponding with the steamers and railway trains. To Roveredo, 20 miles in 2¼ hours, fares, 3 and 4 frs.

ITINERARY OF ROUTES.

ROUTE 1.

Paris through Basle to Lucerne, the Rigi, the St. Gothard, the Grisons, Splugen, and Lake of Como.

Paris to Basle, through Strasbourg, 401 miles. By Chaumont 325 miles.

Basle. See p. 488. To Olten and Lucerne. 60 m., by morning Train direct. The only remarkable place on the route is *Sempach*, 9¼ miles from Lucerne, memorable as the spot where the Swiss hero Arnold Von Winkelried drew the enemy's lances on his dauntless breast, thus clearing a way for his countrymen and for victory (July 9th, 1386.)

Lucerne.—See page 498. Great centre: in summer often overcrowded. The principal excursions are:—1. Up Pilatus. 2. To Meyringen over the Brunig. 3. To Engelberg. 4. The Rigi or Righi. 5. To Uri (up the lake) and St. Gothard. The Rigi panorama is considered perhaps the grandest lake panorama in the world, but the view from Pilatus is even grander in point of mountain scenery. 1. Mont Pilatus. Steamer or carriage to Hergiswyl, 3¾ m. Omnibus twice a day, 1 fr. From Hergiswyl good mule path to Blättler Hotel, 4 hours from Lucerne, on the ridge between the two summits Klimsenhorn and Tomlishorn, which command a great part of the Oberland chain. 2. Over Brunig to Meyringen and Brienz, 33 m. diligence daily, in 6 h. 40 m. Or steamer to Alpnach 3 times a day. Sarnen, 1 hour from Alpnach, capital of Obwald, p. 504. Arnold of Melchthal, one of the founders of Swiss liberty lived near here. Next place, Lungern, on a lake that has been partly drained. Brunig Pass (3,135 ft.) offers pleasing views; soon after strike Hasli road, and, leaving Meyringen to the left, you reach Brienz. 3. To Engelberg p. 493; in the midst of emerald pastures and cascades; steamer from Lucerne to Stanzstad, ¾ h. Diligence thence to Stanz, 1 fr. 95 c.; 1-horse carriage from Stanzstad to Engelberg, 12 fr. You can go from Lucerne to Engelberg and back in a day. **Stanz**, on the way, capital of Nidwald. Here the great Swiss patriot Nicolas von der Flue, lived a life of solitude and prayer and saved his country from civil war 1481. Fountain and statue of Arnold von Winkelried. At Engelberg are innumerable excursions; wild passes to Altdorf, in Uri, and to Hasli. Ascent of Titlis, 10,860 feet, not dangerous.

4. The Rigi is in fact a ridge N.E. of the Lake of Lucerne, between it and Lake of Zug; see p. 503. May be reached in many ways by the pedestrian; but the quickest is by Rail from Vitznau or Arth. Rigi consists of four principal points:—Rigi-Kulm, 59 5 ft.; 2 Hotels. Rigi Staffel, 4880 ft. (¾ l. ¾ m.). lower down; one hotel. Rigi Kaltrad, 4436 ft. (¾ l. 2¼ m.), below Staffel; very fine hotel and sanitary establishment (150 beds). Excellent centre for botanising. Rigi Scheidegg, 5073 ft., S.W. of Kulm; another fine establishment (150 beds). Great sight sunrise from Kulm. You are roused by a bell. If Alpenglühen or rosy tints on snows are seen the sublimity of the scene is overpowering. 5. Excursion up Lake of Lucerne to St. Gothard, on the direct route to Milan by Lago Maggiore. Time 29 h.; 1st class 44fr. 6c.; 2nd class, 37fr. 81c.

From Lucerne frequent steamers to *Fluelen*, head of lake (2 h. 30 m); see p. 493. Upper basin, Urner See, savage scene, with high precipices descending sheer into the dark waters. The scene of Tell's exploits. Points to visit, are Tellen Platte, (little chapel) where he leapt on shore from Gessler's boat; and Grütli, where the three Swiss swore to free their country from the Austrian yoke. Near the Grütli, Frohnalpstock, fine view; 5787 ft., 12 m. from Brunnen. Fare from Lucerne by steamer, 3 fr. Row boat from Brunnen to Treib 1½ fr. Thence ascend to Seelisberg, Pension Sonnenberg, 3 m.; 1 horse, 6 fr. Delightful centre. Superb views close to house.

Pursue main route to Fluelen; and Altorf, the scene of many of Tell's exploits, especially the shot at the apple; see p. 488. Good paintings in the church. Burglen, 1½ m., Tell's birthplace, where his house is still shown. Altorf to Bellinzona, and Magadino, head of Lago Maggiore; diligences, 14 h. 15 m.; 23 fr.

Road up Reussthal from Altorf takes you through **Amstag** (3 hrs); Wasen (2 h. 30 m) at mouth of branch pass to Meyringen by Susten Joch; then reaches a chaos of rocks and roaring

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torrents, passing the *Devil's Bridge* and Urnerloch (tunnel) to *Andermatt*; see route 11. Much fighting in this terrible Reuss Thal, between Suwarof and his Russians and the French in 1799. Passing Lake Lucendro, at the source of the Reuss, you come to the St. Gothard Pass and Hospice (15 beds); see p. 505.

Descending by Val Tremola to Airolo, following the Ticino, rich in fine scenery, rocks, woods, and cascades, at every step, you come to FAIDO, GIORNICO, and BIASCA (Hotel Unione) where the Rail is taken for BELLINZONA and LOCARNO, see p. 498, close to head of Lago Maggiore. At 4½ h. from Bellinzona the road passes by Monte Ceneri to LUGANO, largest town of Tessin, on a lake of the same name; see pp. 499, 561. Good centre for excursions. Church of Santa Maria degli Angeli has fine paintings. Camoghè, 6 h. 30 m; height, 7304 feet. You see the Tyrol Alps from it. Monte Generoso, 5 or 6 h. half way to Como. Figs and chestnuts at its base; 2 inns 2 h. from top. Height, 5600 ft. Hotel and Pension, kept by Dr. Pasta on "Monte Generoso." Telegraphic wire to the Hotel. Divine Service every Sunday. Mendrisio, 2½ h. from Lugano. Lugano to Como, by lake to Capolago, 1 fr 60c. Omnibus from Capolago to Como, 2 fr. 10 c. Rail to Milan.

The following interesting *Tour via the Stelvio*, &c., occupies altogether about 6 days.

From Innsbruck to Colico ..... 2 days.

[Or four days, resting at night. Thus—"Leave Innsbruck at 5 a.m. by diligence for Landeck; reached at 5 or 6 p.m. Next day, leave at 5.30 a.m. for Mals; reached at 4 or 5 p.m. Leave Mals early next morning, cross the Stelvio, to the New Baths of Bormio, about 4.30 p.m. As no diligence leaves Bormio earlier than 11 a.m., I had, after bathing and dining, to hire a one-horse carriage, and leave about ten at night to get to Tirano in time for the 4 a.m. diligence to Colico; which I reached at 4 a.m. the next day, making four days of steady diligence travelling, averaging 10 to 12 hours a day."—Rev. *T. C.*]

Proceed from Colico by steamer to Como, return from thence and sleep at Bellaggio, 1 day.

Cross the lake to Menaggio by boat, thence by diligence or carriage to Porlezza, by steamer (on Lago di Lugano) to Lugano, by diligence to Luino, by steamer (on Lago Maggiore) to Arona ..... 1 day

From Arona, visit the statue of St. Giovanni de Borromeo, by steamer to Isola Bella, by steamer or small boat to Baveno, by diligence or carriage to Domo d'Ossola... 1 day.

From d'Ossola to Simplon, Brieg and Sierre 1 day

Or by ascending the Lake from Isola Bella or Baveno to Locarno or Magadino, thence to Bellinzona, either of the passes Bernardino or St. Gothard may be substituted; time and expense being about equal to those of the Simplon.

Probable expense of the 6 days' tour from Innsbruck to Sierre, by the Stelvio, and the Valtelline.

	fr.	c.
Innsbruck to Colico, (273 miles)	55	0
Colico to Como, by Lago di Como, (36 mls.)	4	50
Como return to Bellaggio, (20 miles)	3	0
Cross the Lake by boat to Menaggio, (3 mls.)	6	0
Diligence, or carriage, to Porlezza, (8 m.)...	5	50
Steamer to Lugano, on Lago Lugano, (10 m.)	2	50
Diligence to Luino, on Lago Maggiore (12 m.)	3	50
By steamer to Arona, (20 miles)	2	85
Steamer to Isola Bella, 2fr.; Baveno, 1 fr. to 3 fr.; boat to Isola Bella, 5fr. (14 miles)	10	0
Diligence to Domo d'Ossola and Sion (94 m.)	38	0
Total time, six days; distance 474 miles		
Expense	130	85

ROUTE 2.

Paris to Zurich, Chur, the Splugen, & Lake of Como; and the Engadine.

As far as Lucerne, consult Route I.

From Lucerne to Zurich, by rail. Direct Route from Bâle to Zurich, N. E. line; fast trains in 3½ hr. Passes AARAU see p. 487.

Zurich.—See p. 508.

EXCURSIONS FROM ZURICH.—To **Schaffhausen**, rail, 1 h. 50 m, see p. 504. Falls at Neuhausen station. To Stachelberg baths in Glarus; rail to Glarus by Wesen. From Glarus, diligence to *Stachelberg* 2 h.; see p. 505. Large bath hotel, romantic scenery. Ascent of Tödi (11,885 ft.). To Chur direct by rail, passing Lake of Wallenstadt. *Ragatz*, at mouth of Pfäffers Gorge; see p. 503.

Chur, capital of Grisons, near the Rhine; see p. 439. Diligence to Via Mala and Splugen; to the Engadin; to Chiavenna, p. 340.

Splugen Village.—4 m. from Col Splugen; height 6,945 ft.; descent through many galleries, among many cascades, to Isola and *Chiavenna*, p. 514. At Adda is the road to Stelvio Pass into Tyrol by Bormio. (See further on).

Colico.—Steamers twice a day to Como, in summer; time 3 h.

Lake of Como.—See p. 514, 562.

The Engadine or Inn Valley.

Two roads lead from Chur to the Engadine. First by the Julier Pass, 54 m.; diligence every day, 13 h. It passes Tiefenkasten in a deep gorge at the entrance of the Oberhalbstein valley, (3½ h. from Chur). Stalla or Bivio is at the junction of Julier and Septimer Julier Col, 5990 ft. Another route is by Maloggia, or Maloya 11 h.; diligences every day. Col Maloggia, 6,180 feet high, is part of the watershed for streams flowing to the Black Sea, by the Inn, and the Adriatic by the Mera. Descending amidst cascades to Lake of Sils you pass Silvaplana, and reach *Saint Moritz*, p. 505. The air bracing in summer and the excursions are enchanting; iron springs and kurhaus rooms. Silvaplana is 2 h. further up. The Engadine takes name from the Inn which flows down it to the Tyrol, at the pass of Finstermunz after forming near its source the three lakes of Sils, Silvaplana, and St. Moritz, full

of trout. The people are mostly Romantsch and Protestants. The men go forth into the cities of Europe, where, as confectioners, they amass wealth, and, coming back, build substantial houses in these remote districts; a peculiarity of the Engadine. Few parts of Europe are inhabited at so high a level as these Engadine and lateral valleys. Excursions to Samaden. From Samaden to Tirano, Poschiavo, and the baths of La Prese, by Col Bernina, 7608 feet, 34½ m; diligence every day. 7 h.; to Tirano 7 f. 40c. Fine scenery throughout passing *Pontresina*, p. 502, close to Bernina and Rosegg glaciers. Ascent of Piz Languard, Piz Morterasch, and Piz Bernina. At Poschiavo, p. 503, are La Prese sulphur baths, in a fine country by a beautiful lake.

Tirano, in the Valtellina. Splendid marble church of Madonna di Tirano near it. Higher up the Adda valley are the beautifully situated Baths of Bormio, near the grand Stelvio pass leading to Tyrol.

Descending the Engadine to Nauders you come near the Munsterthal district, among wild forests inhabited by bears. Diligence from Samaden to Nauders; when you reach the Finstermunz pass, and soon after enter Tyrol. Diligence daily, Innsbruck to Landeck; omnibus daily.

ROUTE 3.

Paris to Tyrol, over the Brenner to Venice.

Bale to Constance by Schaffhausen, 100 m. Time 4½ h. Passes Waldshut, a curious old Black Forest town on the Rhine.

Schaffhausen (Switzerland).—See p. 504.

Constance (Baden).—See p. 498. House of Huss. Lake of Constance, nearly as large as that at Geneva; and thickly surrounded with lacustrine antiquities of the Age of Stone. Fine distant views of the Alps. Steamers to Lindau To Friedrichshafen. To Romanshorn for Zurich. To Rorschach for Chur. LINDAU is built out on an island connected by a bridge 1000 feet long. Hotels Baiern; Krone; Gans; 3,700 inhabitants. Rail to Munich. To Augsburg. To Nuremburg. Friedrichshafen to Munich. To Ulm.

Nearest direct route from Paris to Munich [and Vienna], by Strassburg, Carlsruhe and Stuttgardt. 324 m. to Kehl. From Kehl to Vienna, 500 m.

Strassburg (Germany).—See p. 447. Gutenberg square, with statue of the inventor of printing by David d'Angers. Arsenal. Cathedral founded by Clovis, 510; present edifice begun 14th century, splendid stained glass windows of 13th century; good paintings of Strassburg artists. Paintings of Perugino in Academy.

Strassburg to Baden Baden, in 1 hr. 37 m.

Baden Baden (Baden).—See p. 433.

Strassburg to Carlsruhe 50 m.

Carlsruhe (Baden).—See p. 436.

Carlsruhe to Stuttgart, 60 m, past the picturesque Enzthal and Ludwigsburg, with grand château of kings of Würtemberg (400 rooms).

Stuttgart (Würtemberg).—See p. 448.

Stuttgardt to Munich, 160 m., past ULM on the Danube; see p. 448.

Augsburg (Bavaria).—See p. 432.

Munich (Bavaria), one of the Art capitals of Europe, on the Isar. See p. 444.

Old Pinacotheck (open 9 to 3 summer) consisting of 9 saloons and 23 cabinets, filled with treasures of every school of painting.

The New Pinacotheck has 6 large saloons, 11 cabinets, and 300 paintings, mostly of Kaulbach and the Munich school; with the Antiquarium, a collection of Egyptian, Greek, Roman, German, and other antiquities.

The Glyptothek, contains ancient and modern sculpture, many groups being master-pieces.

Select Catalogue of the Museums at MUNICH.

OLD PINACOTHEK.

1ST SALOON.—**German School.**—*H. Holbein.*—The Annunciation; Presentation; Flagellation; Nativity, Circumcision: Jesus in Gethsemane; Resurrection.

A. Durer.—St. Paul and St. Marc; St. Peter and St. John; *Van Eyck.*—Adoration of the Magi.

2ND SALOON.—*Holbein Junior.*—Portraits. *Durer.*—Lucretia. *Wohlgemuth.*—The Nativity.

3RD SALOON.—**Dutch School.**—*P. de Champaigne.*—Portrait of Turenne. *Van Dyck.*—Portraits. *Rembrandt.*—An Old Man. *Van der Helst.*—Admiral Tromp.

4TH SALOON.—*Rubens.*—contains 25 of his pictures, including The Last Judgment, &c.

5TH SALOON.—*Van Dyck.*—A Madone; The Portrait of his Wife, &c. *Houthorst.*—The Prodigal Son.

6TH SALOON.—**Spanish and French Schools.**—*Murillo.*—Beggar Boys. *Zurbaran.*—St. John and the Virgin. *Ribera.*—The Death of Seneca. *Claude Lorrain.*—The Setting Sun. *N. Poussin.*—Midas.

7TH SALOON.—**Italian School.**—*Titian.*—The Virgin, The Infant Jesus. *Correggio.*—The same subject. *Domenichino.*—Hercules.

8TH SALOON.—*P. Veronese.*—Holy Family. *Titian.*—Charles V. *Domenichino.*—Susannah.

9TH SALOON.—*Raphael.*—Holy Family. *Andrea del Sarto.*—The Virgin, Infant Jesus, and St. John. *Perugino.*—The Virgin and the Infant Jesus. *Fra Bartolomeo.*—Holy Family.

CABINETS 1A, 17, (**German, Dutch, Flemish,**) 37 paintings of Rembens. Last Judgment. Battle of the Amazons, &c. *P. Potter. Van Eyck.*—Adoration of the Magi. *Rembrandt.*—Three Paintings—scripture subjects.

CABINETS 18A. 23, (**Italian School.**) *Giotto.*—Calvary, &c. *Correggio.*—Ecce Homo. *Michael Angelo.*—Mount of Olives. *Domenichino.*—St. Jerome, &c.

NEW PINACOTHEK.

Overbeck's Saloons. 3.—*Kaulbach.* 2nd Saloon.—The Deluge by *Schnorr.* Saloon 6.—Splendid Greek Landscapes by *Schadow*, Koch, and others

GLYPTOTHEK.

3rd Saloon.—Egina Marbles from the Temple of Panhellenic Jupiter; Minerva; Diana; Ceres and Jupiter. 4th Saloon.—Leucothea and Bacchus, by *Phidias.* The Barberini Faun, by *Praxitiles.* 7th Saloon, (of the Gods)—Frescoes, by *Cornelius.* Bas-reliefs by *Schwanthaler.* 8th Saloon, (of Troy).—Paintings of scenes from the Iliad. 9th Saloon, (of Heroes).—Alexander, Hannibal, &c. 10th—Cicero; Antoninus Pius. 11th.—Venus of Canova. Admiral Tromp, by *Rauch.* Adonis, by *Thorwaldsen.*

ALPHABETICAL LIST OF PRINCIPAL ARTISTS, IN THE MUSEUMS AND CHURCHES.

Egina Marbles—in the Glyptothek.

Cornelius.—Last Judgment, in the Ludwig Church, 70 ft. high. The Loggie, in the Pinacothek.

Cranach.—Woman in Adultery, in the Pinacothek.

Durer (A). Mark and Paul, in the Pinacothek. Portrait of his Father.

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Perll (M. &c) —Madonna.
Pre Angelico. — St. Cosmas and Damianus.
Prencia (F). Madonna and Jesus among the Roses.
Gallait.—Monk giving food to the Poor, in the New Pinacothek.
Giotto. Last Supper.
Hess.— Designs or Frescoes in King's Apartments and Seelhaus, in Königsbau. Bible Frescoes, in All Saints Church. Last Supper, in St. Boniface. Stained windows, in St. Maria-hilf Church. Entrance of King Otho into Nauplia, in New Pinacothek. Frescoes at the Hofgarten.
Holbein. St. Sebastian, in the Pinacothek.
Hooghe (P. Van). — An Interior.
Kaulbach.—Frescoes in Queen's Apartments, in the Königsbau. Frescoes in the New Pinacothek. Destruction of Jerusalem, in the New Pinacothek.
Klenze. The Glyptothek.
Krumper.—Monument of Emperor Ludwig, in Cathedral.
Leys. - A Dutch Street, in the New Pinacothek.
Matsys (Q). Two Misers in the Pinacothek.
Memling. - Seven Joys of the Virgin, in the Pinacothek.
Mieris. Flute Player, in the Pinacothek.
Murillo. - Beggar Boy, in the Pinacothek.
Overbeck.—Mary and Elizabeth, in the New Pinacothek.
Perugino.—Virgin and St. Bernard.
Pilloty.—Death of Wallenstein, in the New Pinacothek.
Potter (Paul). - Cow, Sheep, etc., in the Pinacothek.
Raphael. Madonna di Tempi. The Casigiani Holy Family. Portrait of B. Altoviti.
Rembrandt. Old Man, in the Pinacothek. Ascension, &c., in the Pinacothek.
Rottmann.—Views in Greece, in the New Pinacothek.
Rubens. - Last Judgment, in the Pinacothek. Massacre of the Innocents. Flight of Sennacherib. Battle of the Amazons. Designs for the Mary de Medici's paintings at the Luxembourg.
Schaffner.—Portraits, in the Pinacothek.
Schnorr.—Nibelungen Frescoes in the Königsbau. The Emperor's Rooms, in the Saalbau. Deluge, in the New Pinacothek.
Schnetzler.—Frescoes or designs, in Royal Apartments, in Königsbau. The Emperor's Rooms in the Saalbau. Statues in the Pinacothek. Bavaria and her Lion, at the Ruhmshalle.
Teniers (D). —Monkey Pictures, in the Pinacothek.
Thorwaldsen. - Monument of Eugene Beauharnais, in St. Michael's. Adonis in the Glyptothek.
Tintoretto. – Portrait of Vesalius, in the Pinacothek.
Titian. – Jupiter and Antiope. Charles 5. A Madonna.
Vandyck. - Holy Family, in the Pinacothek. Portraits.
Wilhelm (Meister). – St. Veronica, in the Pinacothek.
Wilkie. – Reading the Will, in the New Pinacothek.

Innsbruck.—Munich to Innsbruck, 8 h.: distance 110 m. Capital of the Tyrol. See p. 473.

EXCURSIONS.—Schloss Amras, of 13th century. Roman antiquities. From Patscher Kofel (6350 ft.) is a fine panorama.

From Innsbruck to Botzen by rail, over the Brenner; one of the easiest of Alpine passes, now traversed by the German route to Brindisi. It strikes near Valserthal, full of glaciers. BRENNER village, (height, 4650 ft.), down the Eisach, to Sterzing; passing the ground where the Tyrolese peasants, under Hofer, Haspinger, and Specklacher, defeated a large French force under General Lefèvre (1809), rolling down tremendous rocks on the column, and picking off its soldiers with their rifles. This event happened at Mittelwald, 7 miles from Sterzing on the side of Botzen. At STERZING, fine view of glaciers of Stubbaythal from Capuchin convent. At BRIXEN, 4000 inh., on the Eisach, you plunge into Italian scenery. Cathedral contains frescoes and paintings of Tyrolese artists.

Following the Eisach, you arrive at BOTZEN (Bolzano), see p. 470. A great centre of routes. Omnibus to the fine Tyrolese scenery at Kaltern and Meran. Fine view from the Calvary.

At TRENT, the great Council assembled in the 16th cent. See p. 478. For ROVEREDO, see p. 477.

Landshut.—Pop. 14,000. Hotel Kronprinz. An interesting mediæval town, over the Isar (two bridges), 45 m. by rail towards Regensburg; having several tall gable houses; Gothic brick built Churches from 1340 (St. Martin's has a spire of 450ft.); Rathaus; old House of the Estates (now Post Office), with frescoes; government offices and statue of Lewis the Rich; old Castle of Burg Trausnitz (or Trau es nicht-Trust it not), with a 13th cent. Chapel. Here the Emp. Conradin was born 1252.

Verona.—See p. 533.

LIST OF PAINTERS (* thus marked), ARCHITECTS, &c., WHOSE WORKS ARE TO BE SEEN AT VERONA.

Bartolommeo (F).—Head of Christ, in the Town Museum.
* *Bellini (G).* —Madonna in the Museum.
Brenzoni. — Virgin and Constantine at St. Helena, David playing on the Harp, and Moses with the Tables of the Law, at Sta-Euphemia. Fall of Manna, at St. Giorgio.
Campighone (S. da).—Scaliger Tombs.
* *Caroto (P).*—Virgin with St. Anna, &c., at S. Fermo Maggiore. St. Ursula, at St. Giorgio.
* *Farinate (P).* Miracle of the Five Thousand.
Fra Giocondo.—Palazzo del Consiglio.
Fra Giovanni da Verona. — Carvings and Tarsiatura work, at Sta. Maria in Organo.
* *Giolfino.*—Madonna at the Museum.
* *Girolamo dai Libri.*—Madonna and Saints, at St. Giorgio, and in Museum.
* *Guercino.*—Guardian Angel, at Sta. Maria in Organo.
* *Mantegna.* Madonna on the Throne and Figures, at St. Zeno Maggiore.
* *Moretto.* Madonna, in the Museum.
Moro (M. da). – St. Paul.
* *Pisanello (P).* Madonna, in the Museum.
Riccio.—Torre Mausoleum, at S. Fermo Maggiore.
Rodolfi (C). * A Flagellation, Sta-Anastasia.
Sammicheli. – Palazzo Bevilaqua; Pal. Canossa, and other Palaces. Porta Stuppa or Pallo. Cappella dei Pellegrini, at St. Bernardo. St. Thomas, and other Churches.
* *Tintoretto.*—Baptism of Christ, at St. Giorgio. Portrait of a Doge, at the Museum.
* *Titian.*—Assumption in the Cathedral. Madonna, at the Museum.
* *Veronese (A).* - Death of Christ, at the Capuchin Church. Passion of the Forty Martyrs, at St. Stefano. Descent from the Cross, at the Misericordia Hospital.
* *Veronese (P).*—Martyrdom of St. George, in St. Giorgio. Portrait of Gualdieri, in the Museum. Descent from the Cross, at Sta. Maria della Vittoria.
Vitruvius. - Porta de' Borsari.

Near Verona, are the fields of Solferino and Custozza. Verona is 93 m. from Botzen, on the main rail from Milan to Venice. From Milan to Verona 103¾ m. To Venice 73¾ m.

Leaving Verona, for the railroad to Venice, you pass several interesting towns; especially **Vicenza**, (p. 534), decorated with churches, palaces, and a theatre, on the antique plan, by Palladio. Museo Civico has MSS. of Palladio. The next town of interest is **Padua**, 154 m. from Milan; 23 m. from Venice. See p. 523. In the Palazzo della Ragione, people used to shew the pretended tomb of Titus Livy. The University is one of the oldest in Europe; here Galileo taught for 18 years. Soon after Padua the tourist comes to **Mestre**; and crossing the lagunes by a great viaduct, reaches

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Venice.—See p. 532.

SELECT LIST OF PAINTERS (* thus marked), AND ARCHITECTS, WHOSE WORKS ARE TO BE SEEN AT VENICE.

** Bellini Gentile.*—Miracle of the Cross, and procession in S. Mark's Piazza, at the Academy.

** Bellini, Giovanni.*—Virgin and Six Saints, Madonna and Child, at the Academy. Christ at Emmaus, at S. Salvatore Church. Altar piece, at the Frari. Bacchus and Ariadne, at S. Giovanni Crisostomo.

Bennoni (G).—The Dogana.

Bergamasco (?).—Capella Emiliana, Camerlinghi, and Trevisano Palaces.

Bognolo (F).—S. Toma Church.

** Bonifazio (F).*—Flight of Qualia. Queen of Sheba, etc., at the Royal Palace.

Buono (B).—The Campanile; the Procuratie Vecchie; Scuola di S. Rocco.

Calendario.—The Ducal Palace.

** Cima da Conegliano.*—Baptist and Saints, at Sta. M. del Orto.

** Carpaccio (F).*—St. Ursula series, at the Academy. Paintings at St. Giorgio degli Schiavoni.

Da Ponte.—The Rialto. Publiche Prigioni.

** Giorgione.*—Portraits of Manfrini Palace.

Longhena (B). Salute Church. Battagia, Pesaro, and Rezzonico Palaces.

** Mending (H).*—Breviary at the Ducal Palace.

Mantegna (A).—St. George, at the Academy.

Palladio.—La Carità Church; Redentore Church, S. Giorgio Maggiore.

** Palma Vecchio.*—St. Peter Enthroned, and the Canaanitish Woman, at the Academy. Altar piece at Sta. M. Formosa.

Piombo (S. del).—Altar piece at S. Giovanni Crisostomo.

Pisano (A).—Arsenal.

Rossi (D).—Corner-della-Regina Palace. Jesuit Church.

Sammicheli.—Grimani Palaces, Cornaro Palace, Castel S. Andrea.

Sansovino.—Cornaro and Manin Palaces. S. Francesca Church; S. Giorgio de'Greci. Zecca (Mint), Fabbriche Nuove. Biblioteca Vecchia.

Scamozzi.—Procuratie Nuove (Royal Palace). S. Nicolo de'Tolentini.

Soli (G).—Fabbrica Nuova.

** Titian.*—Assumption, Entombment, St. John in the Desert. Presentation in the Temple, at the Academy. Doge Grimani, and St. Christopher, at the Ducal Palace. Virgin and Child, at the Frari Church. St. Mark and Saints, at the Salute. Martyrdom of St. Lawrence, at the Jesuit Church. Altar piece, at S. Giovanni Elemosnario. Ceiling, at S. Spirito.

** Tintoretto.*—Miracle of St. Mark, at the Academy. Paradise, at the Ducal Palace; also Portraits of the Doges, the Ceilings, Wall-Paintings, and other works. St. Mark's Body, and St. Mark rescuing a Sailor, at the Royal Palace. Crucifixion at Scuola di S. Rocco. Marriage at Cana, in the Salute Church. Madonna and Saints, at S.S. Zanipoli. Last Supper, and Israelites in Egypt, at S. Giovanni Maggiore.

Vittoria (A).—Balbi Palace.

COMMUNICATIONS.—Venice to Trieste, by rail, 133 m. Steamer, to Trieste, every night at 12 o'clock, in summer; 8 h. To Vienna, by Trieste, 390 m.; 18½ h.

For boats from Trieste, see Alphabetical List.

ROUTE 4.

Paris to Rome and Naples, via Marseilles.

Distance, Paris to Marseilles, 536¼ m. Time, 16½ h. Steamers from Marseilles to Civita Vecchia and Naples; calling at Genoa and Leghorn. See Steamer List.

Lyons.—(*anct. Lugdunum.*) See page 374.

Orange is 140 m. from Lyons; see page 379. *Avignon*, a venerable town, occupied by the Popes in the middle ages (1335 to 1378.) See page 356.

Marseilles.—(*Massilia.*) See page 375.

[GENOA. See page 518.]

[LEGHORN. See page 519.]

Civita Vecchia.—*Centum Cellæ*, or *Portus Trajani*, founded by Trajan. See page 414.

Rail from Civita Vecchia to Rome, following the Via Aurelia.

Rome.—See page 526.

Naples.—See page 521.

ROUTE 5.

Paris to Nice and the Corniche Road.

Distances.—Paris to Cannes, 655½ m.; Cannes to Nice, 18 m.; Nice to Mentone, 13½ m.

From Paris to Marseilles (see last Route). Marseilles to Toulon, rail, 41½ miles.

Toulon.—See page 392. Establishments, schools and hospitals connected with the Navy.

Passing *Frejus* (Hotel du Midi) near where Napoleon landed from Elba, 1815 (at St. Raphael, 1½ mi. from Frejus) you reach

Cannes.—See page 363. Cannes is noted as a winter residence, and its vicinity is covered with villas. Passing Antibes you soon reach

Nice.—See page 378.

Corniche or Riviera.—The Corniche route from Nice to Genoa, along the Maritime Alps and Mediterranean, presents some of the finest scenery in South Europe, and is now accessible by rail all the way

First important place, **Monaco**, a small principality built on a rock; see p. 376. Passing over delightful woody country, near Cape Martin, you reach some ruins, and, soon after, **Mentone** (France); see p. 376. Charming bay, in a bower of citron and orange trees. Protected from the North by high rocks.

Continuing along the lovely Riviera beyond Mentone, you command a succession of glorious sea and mountain views. About **Bordighera** (see p. 514) are large plantations of palms, which supply the processions of Rome on Palm Sunday. Passing Capo Nero you reach **San Remo** (36½ m.), with an alley of cypresses bending up to a bright white church; see page 529. Passing San Lorenzo and Porto Maurizio, in a very picturesque country, you reach **Oneglia** (see page 515) Ascending to Cervo you get superb views. Passing two promontories you next approach Laguilla and **Alassio.** Rising very high above the sea is **Albenga**, with important Roman remains (bridge) and an elegant cathedral (see p. 515).

At **Final** (Grand Hotel de la Chine), also is a cathedral with marble and gilding; beyond which you pass the defile of Bergzi, in a district of olive woods, ruined castles and churches. **Savona** (see p. 529) is 27½ m. by rail from Genoa. Soon after you reach **Cogoletto** (see p. 516), said to be the birth-place of Christopher Columbus. The village is among hedges of aloes; on the house attributed to Columbus is an inscription. Then to **Voltri**, and **Genoa** (see p. 518).

ROUTE 6.
Paris to Turin, Bologna, Florence, Rome, and Naples.

Paris to Turin, see pp. 54, 250; Turin to Bologna, 207¼ m., 7¾ h. Turin to Rome, 521 m. The route passes Piacenza, Parma, and Modena.

Piacenza, 42¼ m. from Milan, on the Po. See p. 524. Continuing our journey 36 m., it brings us to

Parma, 78¼ m. from Milan, and 149 m. from Turin. See p. 524. The works of *Correggio* may be seen at the Pinacoteca—especially the San Girolamo, the Madonna del Scodella, the Descent from the Cross, and the Martyrdom of S. Placido and S. Flavia. His Assumption is at the Cathedral; the Ascension is at S. Giovanni's Church; the Amorini, at the Convent of S. Paolo.

Among the works of Parmegiano or *Parmegianino* are the frescoes of Moses and the Tables of the Law, at Sta. Maria della Steccata; and the Marriage of St. Catharine, at the Pinacoteca. This Academy, contains many other paintings of rare value. The Museum of Antiquities, has a number of antiquities found at Velleja in N. Italy, especially a highly valued bronze statuette of a drunken Hercules; cameos, medals, &c.

From Parma to Modena 32½ m. Passing **Reggio**, with 50,657 inh. (Hotels Cavaletto, Posta) possessing fine paintings of Guercino, Spada, and others, in the church of Madonna della Ghiara; and anatomical collections of Spallanzani in the Lyceo; we arrive at

Modena, in a fertile plain, the birthplace of Cialdini, and of Muratori, author of the *Annali*. See p. 521. The Cathedral is in the Lombard style. In the Campanile, called the Ghirlandaia, is a pitcher, the subject of Tassoni's poem, *La Secchia Rapita*; and in the church of San Agostino is the tomb of Muratori.

From Modena to Bologna, by rail, 22 m.

Bologna. See p. 512.—Its Leaning Towers, are built of brick, and are noticed in the *Inferno*, of Dante. Among the great names of the Bolognese school are Ludovico Carracci, (flourished 1555-1619); his cousins, Agostino and Annibale (1560-1619); Domenichino (1581-1641); Guido Reni (1575-1642), and Guercino (1591-1666).

From Bologna to Florence, the railroad cuts through the Apennines. Distance, 83 m. Principal town, by the way, **Pistoja.** See p. 525.

Pistoja is 34 kil. (21 Eng. mi.) from Florence.

Prato a town, 11 m. from Florence. Hotels.—Posta, Stella. Pop. 12,300. It has a Duomo, rich in white and green marbles, with sculptures and bronzes of Luca della Robbia, Donatello and Brunelleschi, and paintings of Lippi and Gaddi.

Florence.—Central station is near Santa Maria Novella. See p. 516. Florence is not healthy or agreeable in summer. It is in winter the pleasantest residence in Italy. The highest point of the Apennines within sight is Monte Morello.

Piazza della Signoria is the focus and centre of Florence life. Here the celebrated monk Savonarola was burnt, 1498. At hand are the Palazzo Vecchio, built 1298, and the seat of the ancient government of the Republic; the Loggia dei Lanzi; the Mint (Zecca); and the Portico degli Uffizi, with the Galleria de Uffizi, one of the richest art Galleries in the world. In fact, this Piazza is a perfect treasury of high art.

In the Palazzo Vecchio, or Della Signoria, are frescoes of Vasari, an unfinished statue of Victory by Michael Angelo; and in front of it the Hercules with Cacus, by Bandinelli. To the right of the Loggia dei Lanzi (which is decorated with sculpture), is the Rape of the Sabines (marble, 1583), by John of Bologna, with Perseus with Medusa's head in bronze, by Benvenuto Cellini, and Judith with the head of Holophernes, by Donatello. In the Portico degli Uffizii the niches inside and out are filled (1845-56) with marble *Statues* of eminent Tuscans, such as Giotto, L. da Vinci, Michael Angelo, Dante, Petrarca, Boccaccio, Amerigo Vespucci, the Florentine traveller, who has left his name to America, Macchiavelli, Guicciardini, Galileo, Benvenuto Cellini, Lorenzo dé Medici, &c.

The Uffizi and Pitti Galleries are connected by means of a covered way and a Bridge. The Ponte Vecchio, lined with shops.

UFFIZI GALLERY SUMMARY:—
1st Vestibule; bronze statues of Mars, Silenus, &c., and Roman bas-reliefs. 2nd Vestibule; Antiques, busts of Jupiter and Cybele. East Corridor; ceiling by Bernardino Pocetti 534; portraits of eminent men, many antiques. Most remarkable objects; Busts — Julius Cæsar (bronze): Augustus; Agrippa; a fine Athlete; copy of the Doryphoros of Polycletus; sarcophagi. Paintings: C. Giotto—Christ in the Garden; Giotto—St. Cecilia; Beato Angelico; a gold tabernacle with paintings. In the South Corridor, among others, notice, Nymph extracting a Thorn (*Venere della spina*).

West Gallery:—Frescoes showing the revival of art; Sculptures; Bacchus, one of the earliest works of Michael Angelo; Adonis dying, by the same sculptor; an unfinished Apollo, also by him. Works of Donatello.

Lateral Cabineta.—La Tribuna; unequalled collection of Antiques and Paintings; the *Venus de' Medici*, of world-wide renown, (found 16th century at Adrian's Villa, Tivoli,)—a Greek inscription ascribes it to Cleomenes; Apolino, or young Apollo (school of Praxiteles); Group of Wrestlers; Satyr playing—restored by Michael Angelo.

PAINTINGS.—Raphael. 1129. Madonna del Cardinello; 1125, Madonna della Fontana; 1127, St. Jean; 1132. Correggio. Head of John the Baptist; 1126, Titian, Venus; 1122. Perugino, Madonna; 1118, Correggio. Rest in Egypt; 1114, Guercino, Sibyl; 1113, Guido, Madonna; 1133, A. Caracci, a Bacchante; 1139, Michael Angelo, Holy Family; 1108, Titian, Venus; 1137, Guercino, Endymion; A. Dürer, Adoration of the Magi (1141); 1136, Paolo Veronese, Holy Family; 1112, Andrea del Sarto, Madonna with St. John; 1104, Spagnoletto, St. Jerome; 1145, A. Caracci, Rebecca.

Saloons connected with the West Corridor.—Saloon I. Tuscan School.—1147, An Ires del Sarto, painted by himself; 1159, Medusa's head, attri-

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buted to L. da Vinci; 1184, Death of the Virgin, Beato Angelico.—Saloon 2. 1352. Leonardo da Vinci, Adoration of the Magi; 1265, Fra Bartolommeo, Virgin and Patron Saints of Florence.—Saloon of Ancient Masters. Beato Angelico, Coronation of the Virgin. Paintings of Credi, Lippi, and others.

Other side of Tribune; Venetian and Lombard Schools. 1064, Canaletto, the Ducal Palace at Venice; 1068, Paolo Veronese, Head; 1077, Canaletto, the Grand Canal at Venice; 99-8, Guido, Madonna; 1001, P. Veronese. Madonna; 1002, Titian, Madonna. Others of Palma Vecchio, Caravaggio, Salvator Rosa, &c.—Flemish School. 812, Rubens, an Adonis; 851, A. Dürer, Madonna; 768 Ufirer, the Apostle St. Philip; many by Holbein and Teniers. Saloon 2. 503 Teniers, St. Peter weeping; Memling; Van der Goes.—Near Venetian and Lombard, is the Dutch School. 422. Rembrandt; 832, Ruysdaal, Landscape; 977, Jan Steen, a Violin-player. Many pieces of Mieris, Ostade, and Dow. At the top of the Gallery is the Cabinet of precious stones, with works of John of Bologna, of Benevenuto Cellini, and ancient Etruscan gold work.

Two Saloons of the Venetian School. 1st Saloon: has 3 Titians and 2 Paolo Veroneses. 2nd Saloon: 7 Titians, 2 Tintorettos—including 626, the celebrated Flora of Titian.

Next follows a Corridor of Tuscan sculpture—contains works of Luca della Robbia, Donatello, and Michael Angelo.

ETRUSCAN MUSEUM.—1st Saloon: Etruscan vases mostly found in Tuscany; greatest curiosity, the Vase de Français, unique for its size and beauty, with scenes from Pagan mythology; the Combat of the Centaurs, &c. 2nd Saloon: Unpainted vases. Rest of the gallery contains the following rooms: Painters' Saloon—Portraits of all great Italian, Dutch, and German painters. 2nd Saloon—Idem; Cabinet of Inscriptions, Cabinet of the Hermaphrodite. Saloon of Baroccio: a Florentine mosaic in the middle (of Jacopo Antelli) cost 40,000 ducats. The Saloon of Niobe contains the renowned groupe of Niobe, found 1583, near Rome, and supposed to be the copy of a work of Scopas or Praxiteles; also paintings of Reubens, Van Dyck, and others. Cabinet of modern bronzes; Cabinet of ancient bronzes; three Cabinets of original drawings.

The second storey of the same building has the Biblioteca Magliabecchi, open 9 to 4 p.m., except Sundays—contains the first printed Homer: Florence, 1488. Cicero ad Familiares: Venice, 1469.

PITTI GALLERY—SUMMARY.

Built 1440 from a design of Brunelleschi. Length of façade, 661 ft., of immense blocks 8 metres (26 ft.) long. Cosmo de' Medici united it to his palace by a gallery 1602 ft. long, crossing the Arno by a bridge. Picture gallery, open 9 to 3 p.m. Saloon de Venus has works of Dürer, Guercino, Tintoretto, Titian, Rubens, &c. Saloon of Apollo, a Holy Family of A. del Sarto, a Madonna of Murillo: Perugino, the Magdalen; portraits by Titian and Raphael; the Pietà (a grand work) of Tintoretto, &c. Saloon of Mars: the *Madonna della Seggiola*, one of the masterpieces of Raphael, and his Madonna dell' Impannata; Moses, by Guercino; Rebecca, by Guido, &c. Saloon of Jupiter: Michael Angelo's Fates (Parcæ) a noted painting: his Wife, by A. del Sarto; works of Da Vinci, Paolo Veronese. Saloon of Saturn: Giorgione, a Nymph pursued; Charles I. of England, by Van Dyck. Perugino, Descent from the Cross (one of his finest paintings); Giulio Romano's Dance of the Muses (a noted painting); Raphael's Vision of Ezekiel, a splendid work. Saloon of the Iliad: many works of Giorgione, Titian, Da Vinci, Guercino, A. Caracci, and others. Salle of the Education of Jupiter: paintings of Del Sarto, Tintoretto, &c. Saloon of Ulysses: the Caraccis, Salvator Rosa, and others. Saloon of Prometheus: Fra Angelico, Fra Bartolommeo, &c.

OTHER MUSEUMS.—*Accademia delle Belle Arti* or Fine Arts, in Piaz. di S. Marco (1 lira; Thursday and Sunday free), contains in Three Halls, a collection of early Masters of the 13th and 14th centuries from Cimabue, Giotto F. Lippi, Fra Bartolommeo, downwards; with cartoons and statuary, including M. Angelo's famous *David*; and the government factory for Mosaics. *National Museum*, in the Old Bargello (where Galileo was confined, or Palazzo del Podestà, near Badia Church: containing pottery, carvings, bronzes, and frescoes. *Egyptian and Etruscan Museum*, in S. Onofrio Convent, via Faenza; having a so-called Raphael, the Cenacolo, or Supper. *Town Museum* in S. Marco Convent, near the *Town Hall* (Palazzo Strozzi). At Palazzo Torrigiani there is a good private gallery.

Behind the Pitti palace are the famous Boboli gardens (open Thursday and Sunday), with fine statuary, and a view over Florence. The houses in the city of Galileo, Macchiavelli, Alfieri, Guicciardini, B. Cellini, &c., are all marked.

San Miniato al Monte, (30 min.) has fine architecture and paintings, and a grand view of Florence.

Vallombrosa.—Rail to Rignano, 17½ F. m. Thence by road, see page 517. Monastery founded 11th cent., mentioned in the *Paneroso* of Milton.

ROUTE 7.

Paris to Florence, via Marseilles and Leghorn.

Marseilles to Leghorn, by French Messageries Co.'s Boats. See Route 4

Leghorn (*Livorno*).—See page 519.

Rail to Pisa (and thence to Florence).

Pisa.—See p. 524. Ancient city of Etruria on the Arno, now desolate and half-peopled: with a mild climate in winter. In the Middle Ages, it was a great commercial republic, and long the rival of Genoa. The town has 9 public squares and 3 bridges.

The great *Duomo*, founded 1067, in the Norman-Tuscan style, has 5 naves, 375 feet long: 68 columns in the interior mostly ancient; an almost unrivalled façade, containing a great number of Greek and Roman capitals to its columns; 12 altars of the nave attributed to Michael Angelo; high altar, gorgeous with lapis lazuli; mosaic of the half cupola by Cimabue; many paintings in

choir and transept by Andrea del Sarto. It is said that it was in observing the bronze lamp suspended in the principal nave, that Galileo was led to his theory of the pendulum.—*Baptistery* (1153), a circular building, with many pillars, most of them antique octagonal fonts, and hexagonal *Pulpit* by N. da Pisa of exquisite workmanship.—*Leaning Tower*, begun 1174, by Bonanno; height 154 feet; it deviates 12½ ft. View from platform over the sea, town, and mountains very fine; a staircase of 294 steps leads to the top. the heaviest bell weighs 24,000 lb.—The *Campo Santo* (1188) 50 c., open all day, was formed of earth brought from the Holy Land by 53 ships. The building surrounding the cemetery is by Giovanni Pisano (1278). There are 43 arcades on 44 pillars. The vast gallery running round the Campo is pierced by 62 windows, and decorated with ancient paintings. The chapel in particular has many specimens of early Tuscan art. There is also a valuable collection of Etruscan, Roman, and mediæval sculptures. Paintings in Chapel: Last Judgment of Orgagna, many Old Testament subjects by Gozzoli and Spinello, &c.; among the sculpture, many of Pisano and one of Thorwaldsen.

Rail from Pisa to Florence, 2 hrs., up the valley of the Arno, past Empoli. From Leghorn you can reach Rome by rail through the Maremma; total distance, 208½ miles.

ROUTE 8.

Florence to Rome, by Arezzo, Perugia, and Terni; or by Chiusi and Orvieto.

Florence to Rome by Empoli, Siena, Orvieto, and Orte, 195½ mi. The *Direct line to Rome*, runs *via* Arezzo and Cortona, to Terentola (as below); thence by branch, past Lake Thrasymene, to Chiusi, Orvieto, and Orte; all through interesting classical scenery.

Arezzo, 55½ ml. from Florence, (Hotels Victoria, Inghilterra, Croce d'Oro); with 10,587 inh.; is beautifully situated on an eminence, in a fine pure air. It is the ancient *Arretium*, and was one of the important cities of the Etruscan Republic. It is the birthplace of C. C. Mæcenas, the friend of Augustus, and protector of Horace and Virgil; also of Petrarch, Vasari, Aretino, Cesalpini the botanist, and others. Principal streets, Via Cavour and Corso Vittorio Emanuele. The church of Santa Maria della Pieve has a singular façade with very old sculptures, and is of the 9th century. The house in which Francesco *Petrarca* was born (July 20, 1304) is in Via dell' Orto. The cathedral is a fine church in the Italo-Gothic style. At the Museo Pubblico are—Saloon 1. Etruscan, Roman, and Christian inscriptions; funerary urns in red clay, called Vasa Arretina. Saloon 2. Majolica. Saloon 3. Fossils of the Chiana valley, including whale and elephant bones, &c. The Municipal Gallery contains about 50 pictures, and parts of frescoes.

Cortona.—Hotels; Europa; Casati, Nuinferior. A small town in the Chiana valley, which has been made very fertile by drainage. It is an ancient Umbrian city, conquered by the Etruscans. Natives—L. Signorelli (born 1439) and Pietro de Cortona (1596).

In the Palazzo Pretoni is a Museum of Etruscan antiquities, having a splendid lampadario of a circular form, with 16 jets, ornamented with satyrs, syrens, &c.; besides many interesting Etruscan bronzes and inscriptions. MSS. of Dante in the Biblioteca Ponbani. The Cathedral is a good basilica, having in the choir a Greek sarcophagus. Jesuits' church has 3 paintings of Fiesole; there is also a Madonna of Fiesole in the church of San Domenico. Fine view from the ruined fortress.

At **Terentola**, the next station, you may turn off for *Chiusi*, etc. past Castiglione del Lago and Panicale; the former station being close to *Lake Thrasymene*, the scene of Hannibal's great victory over C. Flaminius, A.D. 217. The whole country corresponds exactly to Livy's description (B. 22, 4) and to that of Polybius (3, 83). The shallow Lake is 20 miles round; has 3 islets, and is full of fish. A little beyond Terentola is

Perugia, near the Tiber, 47 m. from Arezzo. See p. 524. The Corso is a fine street, and the whole town has a venerable appearance; but it is especially interesting as the birthplace of Pietro Perugino the master of Raphael. Il Cambio, or the Exchange, has frescoes of Perugino. A little way beyond Perugia you reach the solemn city of

Assisi, 62 m. from Arezzo. See p. 511.

Proceeding, you reach **Foligno**, 72 ml. from Arezzo. Hotels.—Posta, Aquila d'Oro. 8,000 inh.; with a Cathedral; and in the Nunziatella, a painting of Perugino. Good frescoes by P. della Francesca, in St. Francis church. Passing **Spoleto**, with many Roman remains, temple, triumphal arch, &c, you come to **Terni**, 33 m. from Foligno, 70 m. from Rome. Hotels.—Posta; Europa. See p. 530. Distance to the *Fall*, or Caduta delle Marmore, 1¼ h; 1 horse carriage, 3 to 4 fr. Escort of beggars; charge 1 or 2 sous for a number of gateways. One of the finest views is obtained by passing through orange and citron groves of Villa Graziani to the rocks above the Velino. Thence, passing Narni and Civita Castellana, full of Roman remains, you reach Borghetto, in view of Mount Soracte; and then

ROME—162½ mls. from Naples. See p. 526.

Rome, the "urbe dell' orbe," is built on Seven Hills, the Palatine, Capitol, Quirinal, Celio, Aventine, Esquiline, Viminal. The Janiculum, Vaticano, and Pincio, were not included in the ancient city. Rome stands on both banks of the Tiber, united by five Bridges—San Angelo, Sisto, Quatro Capi, S. Bartolommeo, and Rotto; and has 12 Gates in the walls, which make a circuit of 12 to 14 miles. About 3 m. of the Tiber pass through the city. There are four or five great division —1. Lower Town, with the Corso and Pincian Hill, near Porta del Popolo, on the north, where the main thoroughfares meet 2. Upper Town, including the Quirinal, Viminal, and Esquiline Hills, and the railway station, with ancient Rome (5) beyond. 3. Pantheon and Ghetto, near the east bank. 4. Vatican, St.

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Peter's, and Castel S. Angelo, in the Borgo, on the west bank. 5. Ancient Rome, to the south, including the Capitol, Forum, Stadium or Circus, and Palace of the Cæsars, on the Palatine, Celio and Aventine Hills. These are subdivided into 14 Regions. Antiquities, jewellery, photographs, &c., are sold in the shops in Via Condotti, the Corso, Piazza di Spagna, &c. Rome requires at least 8 days' hard driving, and 15 days steady work.

PAGAN MONUMENTS. Times of the Kings.—The *Cloaca Maxima*, supposed to have been established under Tarquinius Priscus, is evidence of the grand common sense of this practical people. Traces of the Wall of Romulus, and Porta Mugonia are seen near the columns of the Temple of Jupiter Stator. The *Mamertine Prison*, where Cicero had the accomplices of Catiline strangled.

2. Republican Period (B.C. 509—B.C. 30).—There are few remains of this period; consisting in traces of *Pompey's Theatre*, the *Tomb of the Scipios*, and perhaps the *Temple of Fortuna Virilis*.

3. Period of the Empire (B.C. 30—A.D. 417.)—It is a saying, that Augustus found Rome of stone, and left it of marble. In fact, most of the monuments of ancient Rome still extant are of his reign, or subsequent to it, including

THE FORUM.—Near the Capitol. Here are remains of the Via Sacra, the Capitolinus Clivus, the Temples of Castor and Pollux, the Temples of Saturn and Vespasian, the Arch of Septimius Severus, the Portico of the Dii Consentes, or Twelve Gods, the Tarpeian Rock and Mamertine Prison the Fora of the Emperors (Augustus, Nerva, Trajan, &c.) The present ground is twenty-six feet higher than the old level. The *Arch of Septimius Severus* was cleared by Pius VII. (1803); it is of the composite order. Three upright columns of the Corinthian order mark the *Temple of Vespasian*; close by are the eight columns of the *Temple of Saturn*. Three other handsome columns are remains of the *Temple of Castor and Pollux*. Other monuments of the Forum are three gigantic archways of the *Basilica of Constantine*, which is said to have poured molten gold into the Forum when burned at the great fire of Nero; the *Arch of Titus*, with bas-reliefs of his triumphs in Palestine; *Arch of Constantine*, with other bas-reliefs in decayed taste; ruins of *Temple of Venus and Rome*, &c.

THE COLOSSEUM is the impersonation of Rome—sublime, cruel, terrible, in its beauty; begun under Vespasian on his return from the Jewish war. Its inauguration was signalized by the slaughter of 10,000 captives and 5000 animals. It was the grand arena of Christian martyrdom. Built of travertine, it presents four orders of architecture, and has a circumference of 1823 feet and an elevation of 198 feet. Diameter, 640 feet at widest part. It could hold 100,000 spectators.

THE PANTHEON (Piazza della Rotonda), built by Agrippa to all the gods, is one of the most complete works left us of ancient Rome. The portico has sixteen blocks of solid monolith granite. The capitals are in white marble, and perfect in beauty. Diameter in the interior, 54 feet. It has been converted into a Church: the two low belfries were added by Bernini. Here are the tombs of Raphael, Annibale Carracci and Victor Emmanuel (1878.)

THERMÆ.—The largest, and best preserved, are the *Baths of Diocletian*, which have been transformed into the church of Santa Maria degli Angeli, by Michael Angelo; and the *Baths of Caracalla*, which used to have 1600 marble seats. Many of the finest statues remaining from antiquity were found in Caracalla's Thermæ, including the Toro Farnese, the Ercole Farnese, and the Callipyge Venus. Of AQUEDUCTS, many remain in and out of Rome, threading the Campania, and under the names of their Papal restorers, are still in use; as Acqua Felice, Paola, &c. The Acqua Acetosa and Acqua Santa are mineral springs.

Other vestiges of the grandeur of Rome from Vitruvius downwards, and even before are the *Arch of Janus Quadrifrons*, and the Palace of the Cæsars on Mount Palatine. The Palatine was the site of the oldest foundations at Rome and the abode of the Gracchi, Cicero, Marc Antony, and other noted Romans. The *Palace of the Cæsars* was celebrated for its splendour, and was even the residence of German Emperors in the middle ages. Napoleon III. caused extensive excavations to be carried on here, in the Farnese Gardens, which brought to light the torso of a Satyr attributed to Praxiteles, and other works of high art. These works are continued by the Italian Government. Here stood the house of Augustus (who was born on the Palatine), the house of Tiberius (also born here), the colonnade of Caligula, the house of Vespasian (Domus Flavia), and the Septizonium (Seven Stories) of Septimius Severus. The Golden House of Nero, built by him after the burning of Rome, stood near the Colosseum. The Mausoleum of Adrian or Hadrian, now the *Castel Sant Angelo*, is a grand pile still used as a Citadel, close to the Tiber Bridge (St. Angelo), and interesting, historically, as the place where Clement VII. was imprisoned at the time of the capture of Rome, by the troops of Charles V., commanded by the Constable de Bourbon (A.D., 1527).

The site of the *Circus Maximus* is still pointed out, showing its vast area, which, at the time of Constantine, could hold 400,000 spectators. The Arches of the *Theatre of Marcellus* at the Palazzo Orsini, are admired as masterpieces. The finest monumental COLUMNS are those of Trajan, and of Marcus Aurelius, the capitals of both being composed of vast blocks of marble. In the shaft of *Trajan's Column* are good bas-reliefs of his victories over the Dacians. The OBELISKS of Rome deserve attention, especially those on the Piazza del Popolo, of the Piazza Navona, of the Place of St. Peter's, and others. They are mostly of Egyptian origin.

MODERN MONUMENTS.—Foremost stands **St. Peter's**, unrivalled among churches, the great Basilica of Christendom. Begun under Julius II. (1506), on the site of an older church and of previous attempts; it was planned by Bramante, carried on by Raphael and Michael Angelo, and com-

plated 1626, under Urban VIII. Area 216,586 feet (St. Paul's in London, 111,171). St. Peter's has 390 windows, 748 columns, 47 altars, and 150 statues.

Curiosities:—The Confessional of St. Peter, where the body of this apostle and of St. Paul are said to be preserved. Fine statue of Pius VI. by Canova; 142 lamps always burning at this place. The Baldacchino of gilt bronze, by Bernini, above the high altar, is a wonderful work, supported by 4 composite columns, 29 yards high. Tribune and pulpit of St. Peter; the latter in gilt bronze is said to be of apostolic origin. Many monuments of Popes near it. There is a grand bas-relief of Attila on the altar of St. Leo the Great. In the Clementine chapel is a tomb of Pius VII. by Thorwaldsen; in that of the Presentation is George IV.'s monument of James III. (Stuart) and his sons, by Canova. The chapel of the Pietà has a fine marble group by Michael Angelo when 24 years' old. In the chapels of Saint Sebastian and of the Holy Sacrament are many tombs of other popes. In the north transept is a splendid tomb of Clement XIII., by Canova. The tomb of the late Pope Pius IX. is shown.

The mosaic paintings in St. Peter's are well worth a careful inspection. The *Treasury* in the Sacristy contains a number of reliques, including the dalmaticum worn by Charlemagne at his coronation, and miniatures of Giotto. In the subterranean church (Sagre Grotto, open 9 till 11, are a number of tombs of Popes, including the English pope, Nicholas Breakspeare, or Adrian IV., died 1159.—Best time to ascend the cupola, Thursday mornings, from 8 to 10. View over the Campania to Soracte the hills of Tivoli and Tusculum, Rome, and the sea.

CHURCHES.—The oldest and first metropolitan church at Rome, *St. John Lateran*, was founded by Constantine. The entrance is by 5 gateways; the interior has 5 naves. On a picture on a column to the right is a painting attributed to Giotto; the roof was planned by Michael Angelo; and in the treasury are many rare relics. At hand is the *Museo Gregoriana*, founded by Pope Gregory XVI., 1843, divided into Pagan and Christian churches, with many statues and remains recently found. The *Christian Museum* has been arranged by Cavaliere Rossi, and contains very old Christian sarcophagi, and other interesting objects from the Catacombs, illustrative of early Christian art with bas reliefs of scripture subjects and Christian inscriptions. The *Picture Gallery* contains early Christian paintings from different Catacombs, and illustrations of early art in Italy. The *Scala Santa* adjoining is reported to be formed of the staircase from the Palace of Pontius Pilate at Jerusalem.

The Basilica of *Santa Maria Maggiore* was founded A.D. 352. The spire is the highest in the city, and dates from 1376. The interior consists of 3 naves, with 44 ancient columns of the Ionic order; and has a grand sepulchral monument built beforehand for Pius IX., with some splendid chapels, especially those of Sixtus and Borghese. *Santa Croce in Gerusalemme* was founded by Helena, mother of Constantine, but was rebuilt 1743. *San Lorenzo fuori le mura* (outside the Wall) contains columns, arcades, and other remains of antiquity.

St. Paul's outside the Walls, founded by Constantine, was burnt 1823, and a new Basilica erected on its site was inaugurated 1847. The interior has 80 Corinthian columns of granite, and many relics of the earlier Basilica, including mosaics of the fifth century, 6 yellow alabaster columns presented to Gregory XVI. by the Viceroy of Egypt, medallion portraits of all the Popes, old frescoes restored, and modern stained glass windows. The general architecture of the church is not satisfactory, but the interior has an imposing effect.

Other old Basilicas are *St. Sebastian* and *St. Agnes*.

The number of secondary *Churches* in Rome is legion. We can only notice a few—1. The *Gesù* a very rich church, built 1568-75, and adorned by Popes and princes, contains the tomb of Cardinal Bellarmine, and the altar of St. Ignatius Loyola, with lapis lazuli pillars; and, under the altar a gilt bronze coffin containing bones of St. Ignatius, founder of the Jesuit order. The church of the Gesù presents a more splendid appearance during the 'Quarant' Ore," the two last days of the carnival. First rate preachers can be heard here during Advent and Lent Sundays at 11 a.m.

San Pietro in Vincoli contains the noted statue of Moses by Michael Angelo. *Trinita dei Monti* has a celebrated Descent from the Cross by Daniel di Volterra. *Santa Maria Sopra Minerva* possesses a statue of Christ by Michael Angelo, and the tomb of Fra Angelico, the heavenly painter.

Sant Augustino has a façade said to have been built with stones from the Colosseum (1483). The interior has 3 naves, the church being built in the shape of a Latin cross. The Madonna and Child by Jacopo Tutti, near the entrance, is surrounded with exvotos, especially daggers, presented by persons who have escaped assassination. The image of the Madonna on the high altar is attributed to St. Luke!

The interior of *S. Andrea della Valle* is handsome, but the chief interest centres in the paintings of the Evangelists and others, on the apse and ceiling, by Domenichino, representing St. John the Baptist, St. Andrew, and 6 allegorical figures. There are also fine frescoes of Calabrese.

St. Gregorio contains valuable paintings of Domenichino and Guido. The church of *Ara Coeli*, on the site of the Temple of Jupiter Capitolinus, has good frescoes of Pinturicchio. The church of the *Cappuccini* contains paintings of Guido and Domenichino. *Sant Onofrio*, on the Janiculum, is a convent where they show the cell in which Tasso died. *Sant Lorenzo in Lucina*, contains the tomb of Poussin; and *San Luigi de' Francesi* that of Claude. *San Silvestro* and *S. Carlo di Catinari* have many paintings of Domenichino.

The Vatican is the largest palace in the world, with portions contributed by Bramante, Raphael, Bernini, Fontana, &c. It consists of 3 stories, and has 20 courts, 8 great staircases, and 200 escaliers de service. It has only been the

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residence of the Popes since their return from Avignon. The latest additions are the Museo Pio-Clementino, by Clement XIV and Pius VI., the Braccio Nuovo, by Pius VII., and the Etruscan and Egyptian Museum, added by Gregory XVI.

The chief points of the Vatican are: 1.—The *Loggie* of Raphael. These world-renowned galleries had this great Artist for their architect, sculptor, and painter. The gallery of the second story is that particularly associated with Raphael, who painted its walls with scenes from the Old and New Testament (1516-18.) The *Stanze* of Raphael are four in number, containing various specimens of high art of his school, including Perugino; Raphael's beautiful painting of the School of Athens; Heliodorus driven from the temple; St. Leo stopping Attila; the Miracle of Bethsaida; the Deliverance of Leo X. when prisoner at Ravenna, showing a wonderful contrast of lights &c.

The Vatican Picture Gallery has many masterpieces, especially The *Transfiguration* and the *Madonna di Foligno*, by Raphael; others sketched by him and finished by his pupils; the *St. Jerome* (chef d'œuvre of Domenichino); pieces by Guido, Guercino, Perugino, Paolo Veronese, Murillo, &c.

The tapestries of Raphael line a gallery above the garden.

The *Vatican Museum* is divided into several departments. The most interesting are Museo Chiaramonti, and the Museo Pio Clementino. The first has 700 marble *Sculptures*, including a number of characters from Greek mythology. The second has the *Apollo Belvedere* and the *Laocoon*, two of the finest statues in the world.

The *Egyptian Museum* and the *Gregorian Etruscan Museum* deserve inspection; especially the latter (in 12 rooms), and among them Saloon IX., with all sorts of curiosities, illustrating early Italian art, and Etruscan civilization. The chains, rings in gold, prove that this people worked the metals with great skill. The *Library* is noted for valuable archives and MSS., (40,000 of the latter, 17,400 Latin, 3450 Greek, 2000 Oriental). Printed books, 150,000. The noted works are a New Testament, 5th cent.; Virgil, 5th cent.; Terence, 4th cent.; a palimpsest of the Republic of Cicero; valuable orthographs, &c.

The *Museum of Christian Antiquities* contains many remains from the Catacombs, the Papyrus chamber, specimens from the 4th to 8th century.

The Studio Mosaico, or factory for mosaics, should also be visited; and the *Sistine Chapel*, noted for the grand chant of the *Miserere* on Good Friday, and for the *Sybils* and *Last Judgment*, and other frescoes, by Michael Angelo.

THE QUIRINAL PALACE, built 1574, is now the Palace of the King of Italy.

INSTITUTIONS.—THE CAPITOL has a Museum begun by Clement XII.; in front of which is an equestrian bronze statue of *Marcus Aurelius*, the only one that has reached us from antiquity. That part of the Capitol called the *Palace of the Conservatori*, as rebuilt by M. Angelo, has the Pinacoteca and Museum, rich in the *Dying Gladiator*, immortalised by Byron. The *Academy of Saint Luca* (especially for paintings—open 9 to 3, has some good pictures of Titian, Raphael, Guido, Rubens, and Vandyck. Among the learned bodies is the Sapienza or Roman *University*; the *Collegio Romano*, containing a celebrated Observatory, conducted by the late Father Secchi, and the Kircher Museum, with its Pagan and Christian Antiquities; and the *Propaganda*.

ROMAN PALACES AND VILLAS, see p. 229. The Palaces of the nobility are town houses; the Villas are their country seats. Thus there is a Borghese Palace in Rome, and a Borghese Villa outside the walls, both used by the family according to the season. For visiting days see p. 528-9. The Villas are adorned with statuary, casts, and busts; the Palaces, generally with Paintings. The principal objects of notice in the Palaces are as follows:

Palazzo Barberini.—Portrait of B. Cenci, by Guido. Raphael's Fornarina.

P. Borghese Palace.—Pictures in 11 rooms. Titian's Earthly and Heavenly Love.

P. Corsini.—Portraits.

P. Doria.—Portraits in the Mirror Gallery.

Doria Pamfili [*Villa*] or *Belrespiro*.

P. Farnese.—A. Caracci's frescoes.

P. Farnesina.—Fre-coes [Psyche and Galatea], by Raphael and by Sodoma.

P Colonna.—G. Poussin's landscapes; and Tapestry.

Ludovisi [*Villa*]. Frescoes by Guercino—"Aurora driving Night," and his "Fame," in the Casino.

P. Regio [King's Palace, or the Quirinal].—Pictures by Guido.

P. Rospigliosi.—Guido's famous "Aurora and the Hours," in the Casino; and paintings by Domenichino.

P. Sciarra.—Paintings by C. Lorraine, Perugino, Raphael, Da Vinci.

P. Spada.—Paintings by Guercino and Guido. Pompey's Statue.

The CATACOMBS.—The interest attaching to these early relics of the Age of Martyr has greatly increased of late, owing to the learned and able researches of Cavaliere Rossi. One view is that these subterranean passages were excavated expressly for the tufa stone in building ancient Rome and afterwards used by the early Christians, for shelter and sepulture; another and later view is that they were made by the Christians expressly for interment. They are of different ages, extending from the 2nd to the 5th cent., and are 26 in number; one of the oldest being that of *St. Priscilla*, 2 miles from Porta Salara, including a Madonna and child, probably of the 2nd cent. The *Catacombs of St. Agnes*, outside the Porta Pia, contain several valuable mural paintings, and in a chapel, an image of the Madonna, supposed to be of the second half of the 3rd cent.

The *Catacombs of St. Sebastian* were those first discovered, and are most easily visited. The *Catacombs of Saint Nereus* and *Achilles*, or of Domitilla, on the Ardeatine Via, are perhaps the oldest; but those of the *Calixtus*, Via Appia, are the richest, having tombs of several Popes (including Saint Sixtus II., died, A.D. 252), inscriptions, paintings in byzantine style, &c. Nothing can be more solemn and touching, than the sight of these early Christian sepulchres.

EXCURSIONS.—1. By rail to Ciampino and *Frascati*, pages 262 and 518. To Marino, page 262, near Alba Longa and Monte Cavo; and

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Castel Gandolfo, the Pope's country seat. To **Albano**, p. 262. Hotels di Rupia, Posta, Parigi. *Pop.* 6000. Stands high in a pleasant healthy country, noted for wine in the time of Augustus. Here are Lake Albano, 5 miles round, 550 feet deep, on the site of an ancient crater, with remains of ancient works; and the Lake of Nemi, near Genzano, also 5 mi. round, having formerly a celebrated temple of Diana, near it. 2. Rail to Ponte Galera page 261, for *Ostia* and *Fiumicino*, and the new works at the mouth of the Tiber. 3. Rail to Monte Rotondo, page 260, where Garibaldi defeated the Papal forces), for the *Mentana Pillar*, where he was defeated by the French, 1867. 4. **Tivoli**, 18 miles, diligence, here and back in a day, past Hadrian's Villa. See page 530.

Alphabetical List of Principal Objects of Notice at Rome.

Most of the sites of the old buildings are marked by churches, which are the best guides to them, and often incorporate their remains. The Pantheon, Colosseum, Castel S. Angelo the temples, baths, arches, columns, tombs, etc. are of the time of the Emperors, B.C. 30 to 476, A.D.

Academy of S. Luke (Fine Arts), near the Capitol.

Antonine Column, in Plaz. Colonna.

Appian Way, Via Appia. From Gate of St. Sebastian.

Apollo Belvedere, at the Vatican.

Aqueducts.—The Claudian [A.D. 50]; Paola [or Trajan, A.D. 111]; Felice or Marcia [of the time of the Republic] Part of the Anio Vetus of the same age, is seen near Porta Maggiore.

Arches—Of Constantine, near the Colosseum; *Dolabella* [A.D. 10], near S. Tommaso in Formis; *Drusus*, on Via Appia; *Gallienus* [A.D. 260], in Via S. Eusebio; *Janus Quadrifrons*, near S. Georgio in Velabro; *Septimius Severus*, on the Via Sacra [A.D. 207]; *Titus*, on the Via Sacra, to commemorate the taking of Jerusalem.

Basilica of Constantine, or Temple of Peace, near the Colosseum.

Baths [*Thermæ* or *Terme*.]—Caracalla [about 211-6 A.D.], in Via di Porta S. Sebastiano; Diocletian [3 2 A.D.], in Piazza delle Terme; Titus [A.D. 80], near the Colosseum.

Bocca della Verità near S. Maria in Cosmedin.

Cecilia Metella Tomb, on Via Appia.

Castle of S. Angelo [Hadrian's Tomb], restored 1460.

Capitol or Campidoglio, rebuilt by M. Angelo and Della Porta, on the Tabularium. Marcus Aurelius statue, etc. The Roman Senate is seated here.

Cancelleria, in Piazza della Cancellaria; by Bramante.

Catacombs.—St. Callixtus on the Via Appia. St. Agnese, near S. Agnese, outside the walls. Inscriptions at the Vatican.

Churches [p. 575].—St Peter's, begun 1506; cupola 1588; front 1606; colonnade 1661. Sta. Maria degli Angeli, by M. Angelo; *St. John Lateran* [Giovanni Laterano], founded A.D. 210; S. Croce in Gerusalemme, founded 1144; S. Gregory, rebuilt 1734; Capuchin, near Piazza Barberini; St. Stephano Rotondo, restored 1540; *St. Paul outside the Wall*, burnt 1823, and re built 1847; Ara Coeli, on the Capitol; Jesuit (Gesù), Via Plebiscito; Trinità de' Monti, built 1495; S. Andrea della Valle, on the site of the Theatre of Pompey; S. Onofrio, and Tasso's Cell; S. Peter in Montorio, a fine point of view; S. Cecilia in Trastevere, founded about A.D. 230, re-built 1623; S. Peter in Vincoli, and M. Angelo's *Statue of Moses*; Sta. Maria Maggiore, founded about A.D. 432; St. Clement, founded in the 4th cent., with old frescoes and mosaics; St. Agnes [outside the wall], restored by Pio Nino; "Domine quo Vadis." on Via Appia; Sta. Maria in Minerva, the only Gothic Church in Rome [1378].

Circus of Maxentius, on Via Appia.

Cloaca Maxima, or old Sewers, of the time of the Kings, 753-510 B.C.; one of the most ancient things in Rome.

Collegio Romano, and *Library* [Biblioteca], by Ammanati, 1582.

Colosseum, or Flavian Amphitheatre under the Palatine.

Columbaria or Tombs—at Villa Rufini, outside Porta Pia; at Porta Maggiore.

Column of Marcus Aurelius, in Plaz. Colonna.

Conservatori, at the Capitol, by M. Angelo, 1563-65.

Dying Gladiator, in the Capitol Museum.

Egeria Fountain, outside Porta Latina.

Forum Romanum, excavated since 1801. Fora of the Emperors [five] near the Forum.

Fountains—Paolina; Aequa Felice or di Termini; Trevi, near Palaz. Sciarra.

Gates.—Porta del Popolo, on the Flaminian Way; P. St. Sebastian, on Via Appia; P. St. Paolo, on the Ostia road.

Ghetto, or Jews' quarter, near the Tiber.

Hospital [Ospedale], Sem Spirito, near St. Peter's.

Horse Tamers, in Piaza Quirinale.

Hadrian's Villa.—Villa Adriana, outside Rome.

Italian Senate House, at Palaz. Madama. Chamber of Deputies, in Monte Citorio.

Laocoon, at the Vatican.

Last Judgment, of M. Angelo, in Vatican Chapel.

Libraries [Biblioteca]—Vatican. Collegio Romano. Minerva or Casanata, at S. Maria Sopra Minerva. Angelica, at S. Agostino

Mamertine Prison of the time of the Kings, 753-509 B.C., under S. Guiseppe Church.

Mausoleum of Augustus, or the Correa [Race Course].

Meta Sudans, a fountain on Via Sacra, near the Colosseum.

Mosaic Factory, at the Vatican.

Museums—Capitol; Lateran; Quirina; Vatican.

Obelisks [Egyptian], in several of the squares.

Palace of the Cæsars, on the Palatine, re-built by Nero as the Golden House.

Palaces [*Modern*].—See p. 576. Palaz. Farnese, by Sangallo and M. Angelo.

Pantheon, now a Church.—Tombs of Raphael and Vict. Emmanuel.

Pincian Hill, near Porta del Popolo.

Pasquin's Statue, in Piaz. di Pasquino.

Piazzas and Fountains—Del Popolo; Di Spagna; Barberini; de' Termini, Navona.

Railway Terminus [Stazione] in Piazza delle Terme; near Acqua Marcia Fountain, the Wall of Servius Tullius, Baths of Diocletian, S. Maria degli Angeli, Ministry of Finance, etc.

Ponte Rotto, near Cloaca Maxima. The *Pons Sublicius*, lower down; *Ponte Molle*, on Via Emilia.

Pon del Popolo, on the Via Emilia, going north.

Pompey's Statue, at the Spada Palace.

Portico [*Colonnade*] *of Octavia*, in the Fish Market.

Propaganda Fido College, near Piazza di Spagna.

Protestant Cemetery, outside Porta S. Paola, near the *Pyramid of Caius Cestius*.

Quirinal Palace and the Horse Tamers, on Monte Cavallo.

Sallust Gardens, near Porta Salara.

Sistine Chapel, at the Vatican.

Scala Santa, near S. John Lateran.

Tarpeian Rock, near the Capitol.

Theatre of Apollo [modern], near Ponte S. Angelo.

Theatre of Marcellus, at Palaz. Orsini. Theatre of Pompey, in which Cæsar was killed, under Palazzo Pio; the first built at Rome.

Temples—Of Antoninus and Faustina, in the Forum. *Fortuna Virilis*, at the Church of Sta. Maria Egizia, near the Tiber. *Minerva Medica*, near S. Bibiana. *Venus and Rome*, near Sta. Francesca Romana. *Vesta* [now the Church of Sta. Maria del Sole], where the Vestal Virgins were confined; near the Tiber. *Vespasian*, near the Capitol. *Divus Redicutus*, outside walls.

Trajan's Column, near the Loreto Church

Transfiguration, by Raphael, at the Vatican.

Tombs.—Of Caecius Metella, on Via Appia. *Caius Cestius*, near Porta Paola. *Eurysaces*, near Porta Maggiore. *Scipio*, near Porta Sebastiano.

Tre Fontane, at the Trappist Convent, outside Porta S. Paolo.

University or Sapienza, by Della Porta, 1576.

Vatican Museum Paintings, statues, books, inscriptions, etc., mosaic factory, tapestry.

Villas.—See page 576.

Via Appia, made in the time of the Republic. Tombs of Cecilia Metella, etc. Tres Tabernæ or Three Taverns, 9 m. from Rome.

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SHORT LIST OF PAINTERS AND ARCHITECTS.

Ammanati.—Collegio Romano, 1562.

M. Angelo.—Conservatori, at the Capitol, built 1562-56. S. Maria degli Angelo, built 1563. Palaz. Farnese built by Peruzzi and Sangallo. His Last Judgment and the Prophets and Sibyls, at the Vatican. Statue of Moses, at S. Pietro in Vincoli; Pietà at St. Peter's; Christ, at S. Maria Sopra Minerva.

Bernini.—Villa Borghese, built 1615.

Bramante.—St. Peter's, begun 1506. The Cancellaria.

Della Porta.—Sapienza or University, built 1576. Gesù Church, 1568-77.

Domenichino.—Communion of Jerome, at the Vatican.

Fontana.—S. Maria degli Angeli, built 1563. Quirinal Palace [with Maraschino], 1574. St. Peter's Cupola, 1588.

Guido.—Aurora, in Villa Ludovisi. His S. Michel, at the Capuchin Church.

Guercino.—Aurora, at Palaz. Rospigliosi.

Majano.—Palaz. di Venezia, built 1460-8; the oldest palace in Rome.

Penzio.—Palaz. Rospigliosi, built 1600.

Raphael.—Transfiguration, and Madonna di Foligno with the Loggie and Stanze, at the Vatican. Sibyls at S. Maria Della Pace. Palaz. Cafarelli, built by him, 1513.

A. Sacchi.—Vision of S. Romualdo, at the Vatican.

Titian.—Madonna and Child, with S. Sebastian, S. Francis, etc., at the Vatican.

ROUTE 9.

Rome to Naples, Pompeii, Sorrento, &c.

By Rail, 162½ mi.

Pass **Velletri**, 26 mi. Hotels: Parigi, Posta, 16,000 inh. Here Augustus was born, and a celebrated Pallas has been found. CAPUA, 135¼ mi. See p. 514. **Caserta**, 142 miles. Hotels: Stella d'Italia, Villa Reale. A vast Palace built 1752. Its chapel has a profusion of marble and lapis lazuli; the gardens are pretty and well adorned. We now reach

Naples, the City of the Sirens, the *Parthenope* of classic times, and verily "un Pezzo del Cielo caduto in Terra"—a bit of heaven let down to earth. See p. 521.

The Strada di Toledo was built by the Spanish Viceroy Don Pedro 1532-33, and the Strada Chiaja in 1695 by the Duke de Medina Celi. The Strada di Toledo is 1¼ mi. long; and the town has a length of 3 and, including the suburbs, a circumference of 16 mi. The favourite walk is the Villa Reale by the Chiaia. Principal squares: Largo del Castello, Largo del Palazzo, by the King's Palace, adorned with statues of Charles III. and Ferdinand I. The Largo del Mercato is the spot where Masaniello's conspiracy broke out. Naples has 258 churches, and is divided into 12 quarters. The Harbour has a mole and pharos (142 slips, 1 f. to see it) with a very fine view of the town, Vesuvius, the bay, and the splendid neighbourhood.

CHURCHES.—One of these is Santa Restituta an old Basilica of the Greek rite, attributed to Constantine, and possessing the chapel of *Saint Januarius*, richly adorned with paintings of Spagnoletto and Domenichino. The pretended liquefaction of the Saint's blood takes place in this chapel every year, first Saturday in May, September 19th, and December 16th.

*** For detailed description of the churches of Naples, *see Bradshaw's Handbook to Italy*.

MUSEO NAZIONALE.

Open daily. It contains the following collections. Paintings and mosaics (antiques, 1st Saloon), mostly upon Pompeii and Herculaneum, 1,600 in number. Specialities: The 13 Dancing Girls of Pompeii (discovered 1749); 4 monochrome paintings on marble, representing Theseus and the Centaur, &c.; Briseis, taken from Achilles; the 12 funambuli paintings, representing all the habits and usages of the ancients (from the Pallonics, &c.) at Pompeii. Remains of victims of the eruption at Pompeii—the Roman sentinel, &c. Mosaics: Chorsgium &c. Marble statues and bas reliefs, 1500, in 3 large galleries. Many statues from Herculaneum, Gladiators, an Amazon, Ganymedes, a colossal Antinous, Bacchus, Trajan in cuirass, Agrippina seated, a colossal seated Jupiter, an Egyptian Diana, in oriental alabaster, and an Apollo Musegetes, in green basalt.

In the Saloon of the Muses is a beautiful Greek vase, with bas relief, by Salpion of Athens (found at Formiæ, near Gaeta). In the Adonis gallery is the celebrated Callipyge Venus from Nero's golden palace. In the Flora Saloon is the colossal *chef d'œuvre*, called Flora or Venus draped, and a great mosaic of the battle of Issus; also Æschines, a master-piece of Greek art. The Toro Farnese, in the Jupiter Saloon, is another masterpiece of Greek art.

EGYPTIAN ANTIQUITIES.—Many collections under this name. Etruscan and Oscan bronzes of great interest. Epigraphic collection: 1600 inscriptions, Roman, Greek, Punic, Christian, &c. Here also is the great group of the *Farnese Bull*, by Apollonius; and the *Farnese Hercules*, by Glycon, of Athens. The Gallery of Bronzes is grouped in two divisions.—Principal treasures: the Sleeping and the Dancing Fauns; Mercury in repose, an exquisite gem; Ptolemy Soter &c.

The Glass collection, with ancient enamel, &c., is of high interest (4000 pieces). Terra Cotta, 5000 articles. Bronzes of all sizes and kinds (14,000), throwing light on ancient customs; arranged in 7 Saloons. Saloon II has lamps; Saloon IV. agricultural instruments; articles for the toilette; theatre tickets. Saloon V, surgical and musical instruments, brass tables of Hercules (1732), 3rd cent. B.C. Italo-Greek vases, the first collection in the world of the kind; 3300 articles. Papyri; 3000 long rolls; method of deciphering them found out by P. Antonio Piaggi. The cabinet of gems, has 2000 articles (silver and gold), with cameos, utensils, &c. On the pavement is the Pompeii inscription, "Cave canem." The Tazza Farnese, an oriental sardonix is widely known; much silver and gold plate, ear-rings, colours, utensils, corn, fruit, wine, oil, and linen from Pompeii. The Secret Museum cannot be seen without a special permission. The Numismatic Museum has 50,000 medals, many of them from Magna Græcia, Sicily, &c.

The *Picture Gallery* has 901 paintings—its greatest ornaments are: Titian's portrait of Pope Paul III., and Philip II. of Spain; Domenichino's Guardian Angel; Raphael's Madonna col divino Amore; Annibale Carracci's Dead Christ, and Hercules; Ribera's St. Jerome; Claude Lorraine's

Paysage with the Nymph Egeria; Albert Dürer, The Nativity; Agostino Carracci's Rinaldo in the Garden of Armida, &c.

The Biblioteca Nazionale, is open from 8 to 2 p.m.; 250,000 vols. and 3000 MSS.

Naples has a University (1224), with 52 professors, and a noted collection of Mineralogy. The Palazzo Reale, built 1600, has some good paintings, by Raphael, Holbein and Rembrandt. The Royal Palace contains a library and a collection of natural philosophy. At hand is the celebrated Theatre of San Carlo, the largest in Europe, built 1737 (rebuilt 1816). The two great Castles at Naples are the Castel dell' Ovo, on an island, noticed by Pliny (Hist. Nat. III., 6), called Megaris: present structure, built 1154, by William I. The Castel Saint Elmo above the town (built 1343), commands a superb view, and is used as a prison.

Naples has many private Palaces, including the Fondi and Miranda, with good collections of paintings and the Saint Angelo (13th cent.), with splendid works of art; Italo-Greek vases and paintings, of best masters. The Albergo di Poveri is one of the most princely hospitals in Europe. Near that of San Gennaro de' Poveri, are the vast *Catacombs*, extending many miles; not presenting a painful spectacle in these; are still used for burial, called Campo Santo. The Palace of Capo di Monte has a good picture gallery, and a fine garden; near it is the Observatory. At the end of the Chiaja near the grotto of Posilippo, leading to Baiæ, is the supposed *Tomb of Virgil* (15 square feet, with 3 windows), having a glorious view, and an inscription, partly made up of the epitaph ascribed to himself, viz.:—

"Mantua me genuit; Calabri rapuere; tenet nunc Parthenope: cecini pascua, rura, duces."

"I was born at Mantua, snatched away in Calabria (at Brundusium), and Naples holds my dust. I sang of flocks, fields, and heroes."

EXCURSIONS.—The neighbourhood of Naples comprises Baiæ and its hot springs, Pompeii, and Cumæ; Vesuvius and Avernus, ("Facilis descensus Averni") with the Monte Nuovo; Sorrento and Puteoli where St. Paul landed in 60ds. Ovid's description takes in all the remarkable points — Capri, Sorrento, Herculaneum, Castellammare (Stabiæ), Naples (Parthenope), and Cumæ.

Unde legit Capreas, promontoriumque Minervæ Et Surrentino generosos palmite colles,
Herculeamque urbem, Stabiasque, et in otia natam
Parthenopen, et ab hac Cumæ templa Sibyllæ."—*Met.* xv.

The round of interesting objects on this excursion costs 5 fr. for a fiacre with 1 horse.

To reach Pozzuoli you pass the Grotto of Posilippo, a tunnel of half a mile, cut through a tufa rock in ancient times, and noticed by Seneca in the reign of Nero.—**Pozzuoli**, *(Puteoli)* half an hour's drive (two hours on foot) from: Bella Italia, Del Ponte di Caligola. Objects to see: the Temple of Serapis, the Amphitheatre, the Solfatara, and the Lake of Agnano. The Cathedral of St. Proculus is built on the foundations of the Temple of Augustus, erected by L. Calpurnius. The *Amphitheatre* is noted in profane and sacred history under Nero and Diocletian. St. Januarius was decapitated at the Capuchin convent (commanding a splendid view of the gulf) in 305. The *Solfatara* is 15 minutes from the Amphitheatre, and consists in the crater of a half extinct volcano, from which issue many jets of smoke, while the neighbouring rivulets are charged with alum. Half an hour thence is the Lake of Agnano, having on its banks the celebrated *Grotto del Cane*. The cause of the fit that overtakes the unfortunate dogs who are thrust into the cave is well known to be a great quantity of carbonic acid gas rising to a certain height.

Passing the ruins of the villa of Cicero you reach in half an hour from Puteoli, *Monte Nuovo*, raised by volcanic action in 1538. Boat from Pozzuoli to Baiæ, 1 fr. (3 to 4 persons); time, 30 to 40 min.; 1 horse carriage from Pozzuoli to Cumæ and Baiæ, 5 to 6 fr. The road continues past Lake Lucrino, renowned in ancient times for oysters, and very near *Lake Avernus*, the supposed descent into Hades, having on its south side a tunnel called Sibyl's Grotto, and containing evidences of ancient workmanship. It is necessary to bargain about entrance fee; 1 fr. to enter, and 1 fr. for torches. Road continues past the Baths of Nero, anciently known by the name of Thermæ Neronianæ, with natural hot springs that boil eggs (1 fr).

At **Baiæ**, the principal objects are what are popularly called the Temples of Minerva, Diana, and Venus, though evidently structures meant for secular purposes. Other objects at hand are the Piscina Mirabilis, a large reservoir, and *Cape Miseuum*, with a glorious view. The district beyond, in the direction of Cumæ, containing the Mare Morto and Lake Fusaro, acquired the name of Elysian Fields, from antiquaries, who wanted to assign a place for all Virgil's descriptions

Cumæ the seat of the great Oracle, consulted by Æneas before he descended to the shades at Avernus to see his father's spirit, has few remains to show, chiefly an amphitheatre and many tombs, besides a Grotto, thought to correspond with considerable exactness to the description of the Sibyl's abode in Virgil.—*Æneid.* vi. 41.

Procida and Ischia.—These charming islands are situated on the same side of Naples as Baiæ. To explore them properly takes 2 days. In June a daily steamer to the hot Baths of Cassamicciola in Ischia.

Ischia.—See p. 550. Its principal point, Mount Epomeo, was noted for eruptions before B.C. 474. The ascent is the most interesting excursion; (5 to 6 hrs., 3 to 4 fr., with an ass. Chestnut woods, and the hermitage of St Nicholas on the top (bread and wine supplied), commanding a perfectly admirable view, embracing Naples, its bay, Gaeta, Salerno, Capri, Vesuvius, &c.

Vesuvius.—See p. 522. It destroyed Herculaneum and Pompeii, A.D. 79, when Pliny the Elder perished in its flames; and it has been the theatre of about 50 eruptions since 1660.

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Herculaneum, under the present town of Resina (p. 525), has not very many remains, and is eclipsed by Pompeii. They are at an average depth of 100 ft. under the ground, and were first discovered in 1719. In 1837, there were brought to view the House of Argus and several parts of the ancient city, including a triclinium with a painting of Mercury, Argus, and Io. The theatre contained 8,000 spectators. Taking the rail to Pompeii and passing Torre del Greco and Torre dell' Annunziata, the traveller reaches

Pompeii in 50 minutes (see p. 525). A day devoted to this interesting city, gives a more perfect insight into the manners of the ancient civilized world than we could otherwise obtain. Burnt wood, melted glass, and other evidences of the hailstorm of ashes, testify to the terrible nature of the eruption which overwhelmed it. It appears that after the town was buried under a bed of stones and ashes, a number of torrents swept the light fragile objects clear of the houses before their fall, and thus preserved them. Many of the inhabitants had time to fly; and returning afterwards, dug and recovered some of their valuables, and founded a new Pompeii, near the first one which was buried in an eruption A.D. 472. Researches daily bring to light bronzes, statues, skeletons, and other curiosities. Gate of Herculaneum, with 3 arcades (lava and brick), near the Houses of Sallust (one of the finest at Pompeii) and of the Vestals. The bakery and public oven are close by. The quarter of the Forum contains 3 triumphal arches in brick and lava, the temple of Venus (the largest at Pompeii), the basilica, the law courts, the civil forum, surrounded with porticoes, &c. In the street of the Thermæ is one of the handsomest houses, that of Pansa.

Castellammare is close to Pompeii, in a charming sheltered position on the Bay (see p. 514). A fine carriage road leads hence to Sorrento.

The trip to Pompeii may be extended to Salerno, Pæstum, and Amalfi. Rail from Naples to Salerno 34¼ miles. Train passes *La Cava* (Hotels Victoria and Londra), in a romantic country, near the convent of La Trinità.

Salerno, on the bay of that name, (Hotels: Nuova, Vittoria, Inghilterra), had one of the earliest and most noted law schools in Europe. Justinian's Pandects said to have been discovered there. Situation unhealthy.

At hand is **Amalfi**, in a delightful situation on the gulf: it may be reached by carriage road from Vietri, near La Cava, or from Salerno by boat, see page 511. Many noted maccaroni factories. Enchanting walk over the mountains to Sorrento.

Eboli, beyond Salerno, 49½ mls. from Naples, can be reached by rail. Pæstum is 15 mi. from Eboli and can be reached by carriage. March and October are the proper seasons to visit the temples but beware of malaria, not to speak of brigands.

Pæstum was a colony of Magna Græcia, and its ruins (first noticed, 1745,) consist of three Doric temples, 2000 years old. The *Temple of Neptune* is one of the finest examples of Greek Doric, 225 by 95 feet, having 6 columns on each face, and 14 at the sides. The columns are 7½ ft. in diameter, and 16½ feet in height, giving them a more massive look than those of the Parthenon, at Athens. The other temples are that of *Ceres*, and the structure incorrectly called the *Basilica*.

Sorrento is in a plain, covered with orange orchards gently sloping from the cliffs that border the bay, to the hills that form the watershed between the bay of Naples and that of Salerno. The whole country is full of delightful walks; see page 530. Sorrento is the birthplace of Tasso, and was known in Roman times. A temple of Neptune stands close to the waves, in an enchanting position, on the road to Massa.

From Sorrento a boat takes you easily to Capri (time, 2 hours; fare. 6 to 8 fr.), which should be visited for the beauty of its views, and for its marine grottoes; see page 550.

Naples to *Palermo* by Florio's steamers, daily, 193 m. See page 535.

TOURS IN SWITZERLAND.

ROUTE 10.

A Fortnight's Tour through Switzerland for 12 Guineas.

1. Take the Tidal Train *via* Folkestone to Paris. If in time, leave Paris at 12.25 a.m., arriving in Strassburg at 5.2 the following afternoon. See the Cathedral, Church of St. Thomas and Monument of Gutenburg; dine, and leave Strassburg at 6.16 for **Bâle**. See page 488. Sleep there.

2. Basle to Olten, by Rail, through a beautiful pass of the Jura; thence to **Berne**, p. 491.

See the view from the Cathedral Terrace—Aar rushing beneath; snowy mountains in distance.

Additional—a.

Rail to **Lausanne**, steamer to Geneva p 494. See Cathedral, Library, Meeting of the Rhône and Arve.

Steamer to Villeneuve. Walk to Vevey. Rail to Berne.

3. Berne to Thun and Scherzlingen, by rail; Steamer to Neuhaus; Train to Interlaken. When on steamer, look out for Castles of Oberhofen and Spietz, and the Mountains, Stockhorn and Niesen, on the right, and for the snow Mountains in front. Rest in **Interlaken**, p. 496. Full of good Hotels and Pensions; 5 and 6 francs a day for board and lodging. Climb the Harder, or the Sheinige Platte; or, less arduous, the Abendberg. The Jungfrau looks down from its height of 13,760 feet, upon the beautiful valley. Here are some of the largest and finest walnut-trees in the world.

Additional—b.

On Monday morning walk to Lauterbrunn (p. 498), 7 miles, by the banks of the Lutschine;

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go on to end of the Ober Valley, and see the magnificent fall of the Schmadribach, rushing down in an immense volume from the mountain side; or ascend to the village of **Murren** (p 561) commanding one of the finest views in Switzerland. A splendid amphitheatre of high Alps, the Jungfrau, the Tetingelhorn, Schilthorn, &c. Return, and on the way, look out for the misty thread of the *Staubbach*, falling 800 feet from the rock above. Return to Interlaken.

4. By rail to Rouingen, thence by Steamer (see p. 331) to the Giessbach falls. An easy climb—very beautiful. Breakfast *al fresco* opposite to the falls; take steamer again for Briens; diligence next day at 11 for the Brunig Pass, by the Lakes of Langern and Sarnento Alpnach—Steamer through some of the finest scenery, to **Lucerne**, p. 498.

Additional.—c.

Walk to the top of Mont Pilate, if clear weather—or, take steamer to Vitznau, for the rail up to the top of the *Rigi*—sleep there, good Hotel. Return next morning, take steamer to Fluelen, passing William Tell's Chapel the field of Grütli, &c., &c.; or, instead of returning to Vitznau vary the route by walking along the summit to the Rigi-Scheidegk (excellent house), descend to lake at Gersau, and take steamer there for Fluelen. This the more beautiful, but a little more time and fatigue. Return to Lucerne; beautiful walks in the environs.

5. From Rigi descend by the Arth Railway to the Lake of Zug, for **Zurich**. Ascend the Uetliberg, by rail.

6. Zurich to Schaffhausen, by Rail. See the remarkable **Rhine Falls**, p. 504. Back to Zurich in evening.

7. Zurich to Bâle, by Rail.

8. Bâle to Paris, by Mulhouse, Vesoul, and Troyes. This varies the Route.

9. Paris to London.

All the journeys *numbered* above are included in the fares paid for the return tickets. The journeys marked with letters a., b., c., must be paid for in addition, if the tourists wish to take them

PROBABLE COST OF THE ADDITIONAL JOURNEYS

a. To Lausanne—Return Ticket, 10s.; Steamer on Lake to Geneva, 2s.; Geneva to Villeneuve. 4s.; walk to Vevey or Lausanne.

b. A boy guide up the Ober Valley. 1s.

c. Steamer to Vitznau—and on to Fluelen and back to Lucerne.

COST OF HOTELS, &c.

Most of the second class hotels in Switzerland, and many of the first, will take travellers for one or two days—by the day 6*fr.*—not quite 5*s.* per day. In the Road the early table d'hôte is generally 4*fr.*, but if no table d'hôte, order a "déjeûner à la fourchette" for 2 *fr.* 50 *c.*, including vin ordinaire. It will consist of soup, vegetables, a mutton chop, a slice of roast meat, and sweets. In towns the "petit dîner" will cost 3 *fr.*; breakfast or tea generally 1*fr.* 50*c.* Cutlet with fried potatoes 1 *fr.*; fine, à la carte.

[Twelve days at 6 francs, with extras and sundries, and cost of return tickets (nearly £7) bring up the total cost to the sum mentioned above.]

SPECIAL DIRECTIONS.

Take very little luggage—25 kilogrs. (60 lbs) are allowed, but much less will do. The best kit for the tour will be two loose coats, one warm, the other light; one to go over the other, if needed; one pair of light tweed trousers on; one warmer ditto in a black bag; two vests; one pair of strong shoes on: one pair light ditto in the bag; four shirts—if flannel, three will do; four pairs of socks; six collars; six pocket-handkerchiefs; brushes, razors, &c. A good knapsack will be better than a bag; either can be carried in the hand from Rail to Steamer, from Steamer to Hotel, &c.

The Return Ticket, for Switzerland ought to be taken at the Station of the "Chemin de Fer de l'Est," in Paris; ask for the "Billet pour le Voyage Circulaire en Suisse, Seconde Classe;" it is available for a month. Take a good stout umbrella, which will answer for a walking-stick. A carpet, or black leather bag, may safely be left in the cloak-room, called "Consigne," while the tourist is absent seeing sights. Pay 10 centimes, and ask for a ticket for the bag.

ROUTE 11.

A Route through Switzerland.

We may premise that the *route* given underneath, applies to travellers entering Switzerland from Freiburg-in-Breisgau (in Baden), at Schaffhausen, and leaving it at Bâle. For further information, see *Bradshaw's Handbook to Switzerland.*

1. FREIBURG-IN-BREISGAU TO SCHAFFHAUSEN, BY THE HÖLLENTHAL.—Distance about 50, or perhaps 52, English miles, by diligence, performing the journey direct in about twelve hours. The *route* is through the charming valley of the **Hollenthal**, or Infernal Valley, which presents the appearance, at its opening, of a fertile plain, enclosed by sylvan hills. Nearing the ascent, at about 42 miles from Schaffhausen, it assumes a character of romantic grandeur. Its woods, rich in foliage, cover the steep sides of the ravine, from which project sharpened fragments of rock, rugged and naked, having running at their base the Dreisam, whose banks are verdant with turf, and studded with mills.

STRIG and HIRSCHSPRUNG are the spots most remarkable for the exhibition of this rugged grandeur. On the journey we pass **Burg**, remarkable from Moreau's retreat, in 1796. Ninety-four years previous to this Marshal Villars was deterred from attempting this pass, saying that he was not dare-devil enough. The first village is STRIG, a post station, where the traveller may obtain good accommodation, on reasonable terms. Here a steep slope of the road leads the tourist up the Höllensteig; and on leaving it, he parts with the finest scenery. At this juncture an extra horse is required for the ascent of the Höllensteig, for which 3 marks must be paid. Opening in the distance is Himmelreich. Passing Lenzkirch, and Bondorf, (nineteen miles from which is the Benedictine

Abbey of *St. Blaize*,) we arrive at the top of the ascent, whence may be had a magnificent view of the Lake of Constance. Close by is the Castle of Hohenlupfen; and a little further on, after passing Stuhlingen, we cross a stream, and, journeying on a distance of 11¼ miles, we enter

SCHAFFHAUSEN.—For a description of the Falls, see page 504.

2. SCHAFFHAUSEN TO ZURICH, BY EGLISAU.—Distance, 18 mls.; mode of conveyance, by rail; which crosses the Rhine just above the Fall. After traversing a small portion of the Baden territory, we arrive at

EGLISAU.—Situated on the Rhine, about 13 miles from Schaffhausen, and containing about 1700 inhabitants. The scenery of the passage of the Rhine at this place is very romantic. The water flows between hills covered with trees, and is crossed by an embowered wooden bridge. We next meet, at a distance of about four miles, BULACH, a town of 1,500 inhabitants, having some good inns. From here a magnificent view of the Alps, with their tops crowned by eternal snows, may be had. The descent to Zurich is very picturesque and romantic passing about two miles to the right is the hill of Weid, whence a rich view of the town and its lake may be enjoyed. After this, nothing worth special notice presents itself until our arrival at

ZURICH

3. ZURICH TO LUCERNE, ACROSS THE ALBIS, *via* HAUSEN.—Distance, 33 English miles.—The journey is made by diligence, occupying about 7 hours in the transit (also by rail, see page 243). A very fair zigzag carriage-road leads to Zug, and crosses the High Albis. All along the route a very beautiful view of the Alpine chain, can be enjoyed. After skirting the Lake for a short distance, it crosses the Sihl, and wends to the inn of the *Albis*, where the tourist can be well accommodated. Above the inn, about one mile, is a height commanding an excellent view of the entire Zürichsee. Situated at the foot is the picturesque vale of Sihl, remarkable as having been the favourite sanctum of the pastoral poet Gessner. On the south is seen the Lake of Turi; not far from which is the Church of *Kappel*, where Zwingli died. Farther off is the Lake of Zug, behind which rise aloft in sublime grandeur Mounts Pilatus and Rigi, the former on the right, the latter on the left. At this point the horizon, reflecting the snowy chain of the Alps from Sentis to the Jungfrau, presents a remarkably brilliant appearance. Attaining the summit, 2,500 feet above the sea and 1,000 feet above the lake, we descend, touching on the right the small Lake of Turi. After traversing the new road along the western slope of the Albis, we arrive at HAUSEN. Near this place is Albisbrunn—a Water-cure establishment—where general travellers can board and lodge for 6 or 7fr. a day. From here the Bernese Alps can be seen to advantage.

HAUSEN.—A village of 6,000 inhabitants, the scene of a religious conflict, in which Zwingli fell on the battle-field, 1531. A monument is now erected on the spot, bearing a Latin and German inscription. We next arrive at

RAPPERSCHWYL.—Lucerne to Knonau, 10 English miles; Knonau to St. Wolfgang, 6½ miles. A good road to Zug, the Righi, St. Wolfgang, Gisliker-brucke, Brucke, Dierikon, and Ebikon; whence passing the monument of the Swiss guards, we enter

LUCERNE—described at page 498.

—From Lucerne the tourist may proceed per steamer to FLUELEN, distance about twenty-four English miles; the voyage is made in about three hours: see list of steamers, page 232. The fare varies from 1 franc to 4 francs, and the boat touches at Vitznau, etc. The lake is very interesting in its natural proportions, is also singularly so by its historical recollections. Its shores witnessed the memorable events that guaranteed freedom to Switzerland.

Leaving Lucerne—starting place near to the Hof Brücke—we soon hail Meggenhorn, and sail along through undulating hills, rich in verdure, and studded with picturesque villas and cottages—a scene beautiful in itself, but shadowed into a dark grandeur by Mount Pilatus. Further up, near the Bay of Kussnacht, to the right, is the Castle of Neu Habsburg. At the other side of the bay appears the stupendous mass of the Rigi, whose sides are studded with forests, at the base of which lie fields, gardens, and cottages.

4. ASCENT OF THE RIGI.—Now done easily by rail from *Vitznau*, where the steamer disembarks passengers (see p. 240 and 503). But the pedestrian, if inclined to dispense with the rail, may make an ascent from Weggis. A boy, for 2 francs may be obtained to carry a knapsack or carpet bag to the top. If a horse is taken, the man who leads the horse acts as guide. The path takes the direction of Helligra Kreutz; after which we next come to the Cold Baths, where we find a wooden inn, a small Chapel of the Virgin, and the Spring of the Sisters' Fountain. The first crucifix on the Kussnacht side is met at Leeboden and a walk or ride through a succession of rich pasturage, brings the tourist to the *Rigi Staffel* see page 503. Half-an-hour's walk further on brings him to Kulm, the most celebrated summit see page 503. From the *Kulm* is the best view. Another path branches off from Leeboden towards the right, in sight of the following interesting objects. From the north side very good views are obtainable of the Lake of Zug and of the town of Arth. On the west Lucerne can be distinctly seen; whilst on the south the objects seen are the Lakes of Alpnach and Sarnen, the Stanserhorn and Buochserhorn mountains; behind which rise the mountain ranges of Berne, Unterwalden, and Uri—an unbroken reef—with their glaciers, embracing the Engelberger Rothstock, and the Titlistock. On the east are the snowy peaks of Glarus and Appenzell.

Resuming our journey towards Fluelen, the steamer proceeds through the Nosses, immediately after passing which, we find ourselves shut in by high mountains. After running through the oval basin called the Gulf of Buochs, it touches at Beckenreid and at GERSAU, a very picturesque little village, and a delightful spot to stay for a while (en Pension Müller), and make a few excur-

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sions on the Lake, which is here very picturesque. The Rigi-Scheideck (Hotel and Pension under the same proprietary as the Rigi-Kulm and Rigi-First, *see p. 503*), can also be reached from here; ascent *2½ hours*; tariff for horse 7 fr., with a beautiful prospect, gradually widening from the Lake at the foot to the snowy Alps of the Bernese Oberland. We then reach Brunnen, opposite which we change our entire course and sail along the Bay of Uri for Grutli, a short mile or two from which is Tell's Chapel. At the head of the lake is

5. FLUELEN—described at page 493.—From Fluelen, the road proceeds to Andermatt, via Altdorf, and the PASS OF ST. GOTHARD; Bürglen, birthplace of William Tell; Amsteg, where there are good inns; and WASEN, a village on the left bank of the Reuss. Thence to

THE DEVIL'S BRIDGE.—The stern and savage grandeur of this portion of the Pass far excels that of all the rest. Just above the bridge, the road passes through a tunnel cut through the rock, called Urnerloch, into the beautiful valley of Urseren. About one mile further brings us to

ANDERMATT.—A small village with about 700 inhabitants, and the chief place of the valley, 4750 feet above the level of the sea. Honey, cheese, and splendid trout can be had here. Behind Andermatt a bridle-path leads over the Oberalp, and by its lake to Disentis, in the Grisons.

Taking the direct road from Andermatt, we arrive (3 m.) at **Hospenthal**, under the St. Gothard Pass, 4800 ft. above sea where the Furca Road comes in. HOTEL MEYERHOF, where Church service (S. P. G.) is held in the Season. Bysleeping here an hour is gained in the morning for an early arrival at the Grimsel to ensure a bed—late comers are often obliged to sleep on the floor. After passing Realp, where there is a small Inn, we enter a monotonous valley, which terminates at the *Furca*. After a brief repose, we descend by a steep and rugged road, to the Glacier of the Rhone. The road skirts the glacier to the lower extremity, where a dirty stream issues forth—*this is the source of the rapid Rhône.* A wooden bridge conducts the traveller to a small Inn, the only habitation between the Furca and the Grimsel, where a few beds may be had. Ascending the road to *Grimsel*, look down on the glacier, which here seen to more advantage than from below. On the top of the Mayenwand is the small gloomy Lake of the Dead. A line of poles marks the road from the Hospice of St. Gothard, situated lower down in the valley. On arriving at Grimsel, lose no time in securing a bed. Table d'hôte in the evening, 1856. A splendid panoramic view of the Grimsel, and of the adjacent peaks and glaciers, can be enjoyed from the summit of the Sidelhorn, on the right of the path to the Furca.

6. FROM GRIMSEL TO GRINDELWALD, *via* MEYRINGEN—Distance forty-one English miles.—Leave Grimsel early in the morning, and if the weather be fine, the descent to Meyringen will afford a day of pleasure without fatigue. At first, not a plant or shrub is visible, gradually vegetation begins, and soon the road is bounded by fine pine forests. At Handeck is a little wooden house close to the FALLS OF THE AAR, one of the noblest cataracts in Switzerland. It is best seen from the bridge above. There are several fine points of view during the descent. One hour and a half beyond Handeck is Guttanen, and an hour beyond is Imhof, where there is a carriage road to *Meiringen*. From Meiringen p. 500) to Grindelwald the distance is about 21 English miles; and the journey is accomplished in about eight hours.

From Grindelwald to the **Wengern Alp**, on the way to Lauterbrunnen, is a journey of 3½ hours. On the summit of the Pass are several inns, (whose resources are, during the travelling season, generally taxed to the uttermost.) The houses are all wooden, and widely scattered over the banks of the torrent. It is 2450 feet above the level of the sea, and buried, as it were, among precipices. The *Staubbach* fall of water is less than a mile from the inn, and is one of the loftiest in Switzerland. Visitors should not leave here without exploring the upper valley of Lauterbrunnen, or ascending to Mürren, a village commanding one of the most glorious views of the Jungfrau, etc., in the *Bernese Alps*, finer than that from the Wengern Alp. The ascent may be accomplished on horseback. Pedestrians may proceed to the top of the Schilthorn, some way further; a still more magnificent prospect. There are good Inns at MURREN (p. 501), but it is easy to return to Lauterbrunnen in the day. Invalids may reach Mürren in a Chaise-à-porteur. Very little of interest is to be met with on the route to INTERLAKEN—described at page 496. At Zweylutschinen there is a very good little hotel.

8. INTERLAKEN TO THUN.—There is an excellent road to Thun *each* side of the lake. The journey by water is preferable. A rail conveys the tourists to Neuhaus, where the steamer takes them up for Thun. On the voyage up the lake is the village of Merligen, at the rear of which is the Justis Thal. Nearly opposite the Nase is the Castle of Spiets, founded, it is said, by Attila. An Hotel has been recently built near the top of the Niesen commanding a superb view. The access is from Thun or Frütigen. As we get into Thun, on the south side, is the beautiful château of Schadau, in the midst of a charming garden.

9. THUN—described at page 506.—The distance from Thun to Berne is about 17 English miles, and the journey is made by railway down the Valley of the Aar. The road on a clear day commands a very fine view of the Alps, and passes Munsingen, where the oligarchical rule was overturned, in 1849, and a new constitution adopted. The Stockhorn and Niesen mountains on the left are also passed

10. BERNE—described at page 491. The road leaves Berne by the Gate of Morat, and proceeds as far as Neueneck, where the stream separating the two cantons, Berne and Freiburg, is crossed. Freiburg is one of the most picturesque places in Switzerland. Beyond, is seen the Suspension Bridge, over which the carriage road enters Freiburg. The rail now finished, taking another line reaches

11. FREIBURG—described at page 493: and thence goes on to Lausanne and Vevey, past Romont; a branch is now open from Romont, to

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Bulle, the capital of the Gruyères. This Railway opens up a beautiful tract of country for tourists. Bulle lies at the foot of the Moleson, a mountain the view from which is said to equal if not excel the Rigi. By the Bulle-Romont Railway tourists can now go by a much shorter route from Lausanne and Geneva to Thun and Interlaken by the beautiful valley of the Simmenthal.

12. **Vevey**—on the Lake of Geneva, described at page 506.—From Vevey to Martigny, by Monthreux, Villeneuve, Aigle, and Bex. Leaving Vevey, the first object of interest met with is the Tour de Peilz—a fortified castle, about 1 mile from Vevey and 2½ from

Clarens, described by Rousseau in the Nouvelle Heloise, and referred to in Childe Harold. From this place a splendid view of the Lake and valley of the Rhone, and of the opposite shore, can be had. Here jutting rocks, towering ruggedly from the banks of the lake, succeed to the gorgeous scenery of hills and vine-clad undulations that adorn the banks of the lake all the way from Geneva.

At **Montreux** there are many good hotels and pensions, see p. 501. Two miles beyond Montreux is the celebrated *Castle of Chillon*, open to visitors. It communicates with the road by a wooden bridge, stands solitary and alone, and is a building of the thirteenth century, which owes its origin to Amadeus IV. of Savoy. Byron has immortalized it in his "Prisoner of Chillon."

Beyond is

Villeneuve.—(See p. 507.) On the eastern extremity of the Lake of Geneva. Here the road leaves the borders of the lake, and enters the valley of the Rhone. The railway is continued by Roche, Aigle, and St. Triphon to

Bex.—On the road to the Simplon: see p. 491.

At **Monthey**, on the Ligne d'Italie line from Bouveret to St. Maurice; distance 15 miles. There you diverge to the delightful valley of Viège, leading to Champéry. Itinerary—Trois Torrents; Val d'Illiez (Hotel du Repos and pension, 4fr 50c. per day); *Champery*, 3 hours, hotel and pension, see p. 492. Ascents from Champéry: Dent de Bonnavaux six hours, splendid view; Dent du Midi, 9 hours up (guide, 13 fr.); View of Northern and Southern Chains, Berne and Valais, and Lake of Geneva; the Val d'Illiez is a favourite and delightful resort, communicating with Sixt by several passes. Of these, one deserves to be especially noticed, *i.e.*, that by the Col de Coux et de Golize, 8 hours, fine views; thence to Samoens, near Sixt.

Bridge of St. Maurice.—This bridge connects the cantons of Vaud and Vallais. Immediately beyond it, on the left bank of the Rhone, is the old town itself, embedded among mountains.

St. Maurice (See p. 505), and the traveller should make it a point to see the Abbey, a building of the fourth century. Its objects of attraction are the Museum of Ancient Art—a vase of Saracen execution, presented by Charlemagne—a golden crosier of a spirelike form, exquisitely carved—and a second one, presented by Bertha, Queen of Burgundy.

A little past St. Maurice, on the other side of the river, is the Bath-house of Lavey, over a sulphurous spring. Rising far above the road is the Hermitage of our Lady of the Rock. Seven miles further is the celebrated *waterfall* of the *Pissevache*, the fall of which is about 120 feet. The road crosses the Trient, as it descends from the Tête Noire.

13. **Martigny**—described at page 500.—The distance from Martigny to Chamounix is about 23 or 24 miles, and may be accomplished by mule or on foot, or by coach, or the new carriage road. The road commands a very good view of Mont Blanc. The path from Martigny leads over the Forclaz. The hamlet of Trient lies to the left, deep in the valley. After climbing up a fatiguing ascent, the traveller enters on the pasturages and farm-houses of Herbagères. From the top there is a most magnificent view of **Mont Blanc**, and the Aiguilles of La Tour, l'Argentière, Verte, de Dru, Charmoz, Midi, and Vosa. To the right are the Aiguilles Rouges, whilst beyond them, enclosing the valley, stretches the Brévent, to the rear of which is seen the Mortine, supporting the snow-capped summit of the Buët.

On the descent the pastures of Charamillian are crossed to the village of La Tour, a little below which the path meets the road to Chamounix by the Tête Noire. To reach Chamounix by the *Tête Noire Pass*, one of the most strikingly beautiful in Switzerland, the preceding route is left at the village of Trient. At the distance of one league is the mountain inn, de la Tête Noire, on the angle of a precipice 1200 feet above the meeting of the waters Trient and Eau Noir. On the opposite side of the ravine is Finshauts, watered by five or six cataracts, which in the distance look like silver cords. Beyond the hotel is a short tunnel, and after passing it, the deep gorge of the Eau Noir. A few miles further is the La Pert Chaeltard—all that now remains of the ancient fortress, built to defend this frontier pass. Soon after is the cascade de la Barberine, 200 feet high from Mont Tannevergues; near the cascade is another excellent mountain inn. Beyond it is the village of Valorsine, the Aiguille de l'Orient and Mont Buët. The route joins that of the Col de Balme at the village of Argentierres.

14. **Chamounix**—described at page 492.—The distance from here to Geneva is about 82 English miles, and the journey is performed by mule or voiture to St. Martin, thence by diligence to Geneva, and the time occupied is nine or ten hours.

Sallenches—A small town about 26 or 27 miles from Geneva, containing 2000 inhabitants. From the bridge is one of the best Alpine views of Mount Blanc. On coming within a short distance of Maglin, the road nears Nant d'Arpine, one of the highest waterfalls in Savoy. The next village is

Cluses—containing about 1590 inhabitants, and famous for its watchmaking trade. It was burnt down in 1843, but has since been rebuilt.

From Annemasse, we obtain a distant view of Mont Blanc. It is six miles thence to

15. **Geneva.**—See page 494.—The journey to Geneva to Lausanne can be made by steamer daily, as well as by railway. Beyond Coppet, an inconsiderable village, is

Coppet.—A small town containing about

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inhabitants, and possessing a château, once the residence of Madame de Staël.

Morges.—A small town, with 2000 inhabitants. Adjoining its Port is the venerable old Castle of Wufflens, said to have been built by Queen Bertha.

Before entering Lausanne, the view of the town is very beautiful indeed. At the entrance of the suburbs is the village of *Ouchy*, with an inn; see page 502.

16. Lausanne.—See page 497.—Lausanne to Basle, by Yverdun, Neufchatel, and Berne; or by Fribourg and Berne. Both journeys are made by railway.

17. Yverdun.—See page 507.—From here there is both rail and steamer to Neuchatel, passing Grandson, a small town on the lake, three miles from Yverdun.

18. Neuchatel.—described at p. 505.—Thence by railway or steamer, on to

19 Bienne.—See page 491.

20. To Basle.—Conveyance by railway; also by diligence, through the valley by the left bank of the Suze.

ROUTE 12.

Martigny to Milan, by Sion, Brieg, Domo d'Ossola, and the Passage of the Simplon.

(Distance 179 English miles.)

An International Railway is projected over the Simplon, chiefly under French patronage.

Conveyance.—Diligences run daily to Milan, in 58 or 60 hours, making Brieg a sleeping-place. Reached by rail. See page 246.

After quitting Martigny, the road lies between sterile rocks and mountains, which, on passing Riddes, change to luxuriant pasturages, rich vineyards, picturesque villages with churches, and the ruins of ancient castles.

Sion.—It stands on the declivities of three hills, with a castle on each. One was the bishop's residence; the second is Valeria; the third called Tourbillon, contained portraits of the bishops of Sion from the year 300, is now in ruins. Here are several Roman antiquities, including a half-effaced inscription to the memory of Augustus, near the door of the cathedral.

Leaving Sion, the route lies through a beautiful country, irrigated by the Rhone.

Sierre.—See page 504.

At Pfyn is the boundary between the French and German languages.

Leuk, nine miles above which up the gorge of the Dala are the *Baths of Leuk* or *Loueche*; see p. 498. Travellers in carriages usually turn off here to visit the Baths, and ascend the lofty **Gemmi Pass.**

Tourtemagne.—See p. 506. Behind the fine cascade is a view of the entire Alpine chain, connecting the Simplon and St. Gothard.

Visp.—Is seated at the junction of the Rhône and the Visp—a river as large as the Rhone. It was once the residence of many noble families, whose palaces are now in ruins; and is now a miserable village, having been fearfully shattered by the earthquake in 1855. From Visp to **Zermatt** (p. 507), 30 miles, mule path, to the right. See *Tour of Monte Rosa*, in next route. From Visp 7 m. to Giva; and a mile further Brieg, where the ascent of the Simplon begins.

Viesch (see p. 507) is on the upper valley of the Rhône, beyond Brieg on the route to the Grimsel. The ascent of the *Æggischhorn* is made from Viesch in 3½ hours, and from whence there is one of the grandest panoramas in the Alps. There is a good Inn at Viesch, and another on the *Æggischhorn*; see p. 487.

From Brieg to the left is the road to the Rhône Glacier with the footpath to the Hospital on the St. Gothard-road, and to Meyringen, by the Grimsel pass. The Simplon Railway ends here, and the Diligence goes to Arona in 15 hours.

Brieg.—A small town (pop. 800) and the usual resting-place for travellers crossing the Simplon. The only buildings worth notice are the Château and the Jesuits' College. At this town the Simplon road leaves the valley of the Rhône. The distance from Brieg to Domo d'Ossola is about fourteen leagues or forty-two English miles. It takes seven hours to reach the *Simplon*, and three or four to Domo d'Ossola. Ascent of the Simplon, see page 585

Domo d'Ossola.—It is nine miles from hence to Vogogna.—A small village, with the valley of Anzasca, leading up to **Monte Rosa**, opening up before it; a scene worthy of special notice.

Ornavasso.—Near this are the white marble quarries, from which stone for the Milan Cathedral was procured. At Gravellona the road crosses a large bridge, and following the road leading up its left bank, arrives in one hour, at Omegna on the *Lake of Orta*, (see p. 560), one of the most beautiful on the Italian border. *Lago Maggiore*, (see p. 558) and Isola Madre—the most northern of the Borromean Islands—here burst on the vision. Not far beyond this place will be found the rose granite quarries; the colour produced, it is said, by the felspar in it, which mineral abounds here in elegant flesh-coloured crystals.

Baveno.—(See p. 512.) Close to Lago Maggiore, and immediately in front of the Borromean Islands. Diligences from here to Arona in 2 hours; rail to Milan; see p. 254.

Boats.—To the Borromean Islands.

Asses may also be hired here at 4 frs. each, to ascend *Monte Motterone*, towering in the rear of the village, and commanding a magnificent panoramic view of the Alps. The top is 4,350 feet above the level of the sea. The descent may be made by the opposite side to Orta, in three hours, and from thence to Omegna in about two hours' walk. Steamers call for passengers off Isola Bella, on their upward and downward courses daily.

Pallanza.—The steamer calls here for passengers every morning at about half past 8 o'clock, and a boat plies between here and Baveno.

Lago Maggiore.—Was anciently called *Lacus Verbanus*. (For further description, see page 558.) The Palace on Isola Bella is worth seeing, and contains many very excellent paintings. There is also a very good Inn on the island. Isola Madre will repay a visit.

Below Baveno is Stresa, where there is an excel-

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lent hotel and *pension*. From Baveno and Stresa paths lead across Monte Motterone to Orta. One mile before reaching Arona is the great bronze statue of St. Charles Borromeo, by Zonelli, and measuring, with pedestal, 106 ft. in height. It stands on a hill overlooking

ARONA.—See page 511. Ferry-boat over the Ticino to

SESTO CALENDE.—The town is built on the left bank of the Ticino, shortly below the place it leaves the lake, and contains only one structure worthy of notice, the church of St. Donato, a building of the middle ages. Near Sesto Calende are interesting remains of ancient pile habitations. The route thence to Milan lies through the great Lombardo plain, a level route made between gardens and fruit trees. For Railway, see page 254. Passing

GALLERATE, whence there is a railroad to Varese, the Simplon road enters Milan through the

Arco del Sempione, a structure begun by Napoleon, and finished in 1839 by the Austrians.

MILAN.—Described at page 520.

ROUTE 13.

From the Æggischhorn and Viesch, by the Tosa Falls and Val Formazza, to Lago Maggiore; to Airolo on the St. Gothard Pass; and the Monte Rosa District.

From VIESCH, proceed either direct, or follow Rhine valley to Munster and Ulrichen; good quarters at Ulrichen. Hence you ascend the Eginenthal, and from it you go up a tremendous steep slope to the Gries glacier, which you cross—a spot haunted by the lammergeier, and where chamois are often seen. Horses often cross the glacier, and ladies have passed over; but it is prudent to dismount. Scene at top very wild and solitary. Geological formation of district interesting; much true granite.

Descent brings you to first village ANDERMATTEN Upper part of valley inhabited by a vigorous, industrious German race. Inn at Andermatten—Albergo del Caval Bianco. Next place, small chapel of San Lorenzo, just above *Falls of Tosa* or Toccia, whose waters fall over a succession of cataracts of 500 feet, forming in some respects (combined height and volume) the most remarkable waterfall in the Alps.

Val Formazza, below the Falls, is exquisitely beautiful all the way to Domo d'Ossola. At Fopiano you meet the first Italian-speaking village. By the Falls you can strike off, and rise by the chapel of San Giacomo, near the Nufenen Pass; summit covered with rhododendrons, and commanding a splendid view of Finsteraarhorn. Reaching All'Acqua, 5266 feet above the sea (dirty inn) passing under a beautiful azure-coloured glacier, you come to the beautiful Val Vedretto, and Airolo on the St. Gothard Pass, 3609 feet above the sea, with an inn. This Pass is easily passed by horses.

The road down from the Tosa Falls to Crevola and Domo d'Ossola, is through scenes of perfect beauty, passing the defile of Fopiano, with chestnuts, vines, &c., and garnets in the schist, to **Premia** (Hotel de l'Ange)

The lower part of the valley of the Tosa is called Val Antigoria, filled with smiling villages, Cravegna, Crodo, &c., picturesque in campaniles, glancing streams, and emerald meadows.—Distance from Obergesteien to Premia, 10½ leagues (31½ miles). From Tosa falls to Premia, 4½ leagues (13½ miles.) From Tosa falls to Pommat, 1½ league (4½ miles); to Andermatten, 1½ league.

The passage over the Gries, down Val Formazza, brings the traveller to DOMO D'OSSOLA: and, continuing down the Tosa valley, towards Baveno and Lago Maggiore, he reaches VOGOGNA, at the entrance of VAL ANZASCA leading up to the finest scenery in the Alps. Vogogna, 2½ leagues or nearly 9 miles from Domo d'Ossola, has an inn, the Corona, and a posting station.

Scenery up Val Anzasca to Macugnaga is perfectly lovely, with **Monte Rosa** towering above luxuriant southern vegetation, and azure transparent trout streams. Distance to Macugnaga, 8½ leagues (25½ miles). Best points—Ponte Grande, 1½ leagues (4½ miles); with a fair inn, and Ceppo Morelli, 2 leagues (6 miles), farther up. MACUGNAGA, a centre of splendid excursions. Hotels du Monte Rosa and of Monte Moro. Various passes lead from Macugnaga to the other favoured Italian valleys south of Monte Rosa.

Three routes have been classified into High Passes, Intermediate Passes, and Lower Passes.

1. Beginning with the Lower Passes, Macugnaga communicates with Orta by two delightful routes, both of which strike off from *Ponte Grande*. 1. By *Val Strona*. Footpaths lead from Ponte Grande by Col de Campello (about 6400 ft.), 5 hours. *Campello* village has a poor inn. Val Strona presents some of the most charming sylvan scenery in North Italy. The botany and geology of the whole district are full of interest. Cataracts of emerald streams, fern-clad rocks, and every scenic beauty, topped by the snows of Rosa, complete the attractions of this lovely valley. At Omegna, where there is a poor and dear inn, you reach the *Lake of Orta*, (see p. 560), a paradise of beauty. It is the best plan to proceed to Orta by boat, 2 hours 10 minutes; excellent quarters at Orta.

2. Another route from Ponte Grande to Orta is by Val Mastalone, 55 to 60 kiloms. (36 miles). Almost too much for one day; best plan to sleep at Varallo (532). From Ponte Grande you proceed by Val d'Olocchia, through magnificent ancient woods of chestnuts and other timber, to Col Barranca (3780 feet), over swelling pasture ground, to **Fobello**, in a charming, striking situation. The female peasantry are noted for physical beauty, and their graceful costume. Descending to RIMELLO, where there is a small inn, with a church having curious frescoes, in the midst of a delightful panorama of rocks, woods, and mountains, you arrive at a defile defying description, and combining all the elements of grandeur. Pont della Guia particularly striking. At length you reach VARALLO, from which Orta is reached by the Colma (6 hours), the road passing through vast forests, and among immense granite blocks. View from Colma very grand over Pennine chain.

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Varallo is in the Val Sesia, from which a succession of Lower passes lead to Aosta. From Orta there is a delightful path over Monte Motterone, with one of the finest panoramic views in the Alps, to Baveno and Stresa, each with a good hotel on Lago Maggiore. See p. 558.

From Varallo a route leads by the Val Sesia to ALAGNA, 42 kilom. (26 miles), 7 to 8 hours' carriage road to Piode. Car route on to Mollia, and mule path thence to Alagna. (Hotel Monte Rosa; clean, but dear). Excursions to Pile Alpe, Cima delle Pisse, &c. From Alagna a lower pass leads by Col d'Ollen, and to that delightful centre of the Italian valleys, **Gressonay** (p. 519), near the beautiful Lys glacier. (Col d'Ollen, 9554 feet; distance, 6 to 7 hours' walk.)

From Gressonay, Col de Renzola, to Brussone in Val Challant. Fine view of Mont Blanc from Col. Homely inn. Proceed on, over Col de Jon to Chatillon, in Val d'Aosta. Five hours' mule path from Gressonay to Brussone; Col de Jon presents fine park scenery. Four and a half hours Brussone to Chatillon.

2. Intermediate Passes.—1. Turlo (9088 feet), from Macugnaga to Alagna. This is the nearest way, but fatiguing and stony, and with fewer fine views than most of these passes. 2. Alagna to Col d'Ollen, to Gressonay, and thence by Betta Furka (8204 feet) to St. Jacques d'Ayas, in Val Challant. Thence by Col de Portola, 7995 feet high, to Val Tournanche, one day's walk; or from Brussone to Chatillon by Col de Joux, 4 to 4½ hours. Mule path. Fine forests and pastures. View of Monte Rosa and Mont Cervin.

Other intermediate passes from Gressonay, which is an excellent centre of excursions, lead to Riva by the Col de Valdobbia, 6 to 7 hours (8250 feet). Fine view of Monte Rosa. Inn at Riva bad; but you can proceed, to sleep at Mollia.

2. Riva to Rimasco by Col de Moud, 7 hours (7467 feet). Splendid rhododendrons and fir forests.

3. Riva and Rimasco also communicate by two other passes (the Vals Sesia and Sermenza), 8 hrs. Carriage roads. Waters of Sermenza are beautifully ultramarine; and this is a capital district for trout-fishing, and affords the choicest scenery in the Alps.

3. The following are the higher passes of the Italian valleys:—

1. From Macugnaga to Pile Alpe, by the Col delle Loccie; 1 day. 14 or 15 hours. Hard day's work. Guides wanted (about 12,000 ft.). Crevasses, bergschrunds, &c., on the way. Pile Alpe, or Chalets de Boars, by Col delle Piscie (10,374 feet).

2. Gressonay St. Jean to Breuil, by Betta Furka (8200 feet), and Cimes Blanches (9918 feet), 9 to 10 hours. Guide wanted. There is a series of still higher passes, only attempted by Alpine Club-men and chamois-hunters. Among them we may notice the new Welesthor (passed by ladies), Macugnaga to **Zermatt**; see page 507.

2. Sesia Joch, Alagna and Zermatt.

3. Lys Joch, Gressonay to Zermatt, the highest pass in the Alps.

4. The **Tour of Monte Rosa** may be done in a round of 16 days, from Visp or Brieg, thus—To Saas, 1 day. The Fee Valley and to Mattmarksee, 1. Over M. Morol to Macugnaga, 1. To Belvedere and Glacier of Macugnaga Pedriolo etc, 1. Macugnaga to Ponte Grande, 1. Over Baranca Pass to Fobello, 1. Varallo, the Monte Sacro and M. di Tre Croci, 1. Varallo to Alagna, 1. Pile Alpe Val di Bors and Glacier, 1. Alagna by Col d'Ollen to Gressonay, 1. Gressonay to Lys Glacier, 1. Gressonay by Col di Renzola and Col de Jon to Châtillon, 1. Châtillon to Breuil, 1. Breuil by Col St. Théodule to Zermatt, 1. Up the Riffelberg and Gorner Grat, 1. Zermatt to Visp, etc., 1.

ROUTE 14.

A Fortnight's Tour in the Autumn, through South Germany.

[BY H. C.]

LONDON TO PARIS, *via* FOLKESTONE AND BOULOGNE, in 9¼ hours.

PARIS.—See page 379.

PARIS TO STRASSBURG (page 447) by Railway, in 10 to 16 hours.

STRASSBURG TO FREIBURG IN BREISGAU, by Railway in 3½ hours. See p. 439.

At Freiburg, travellers should ascend the Schlossberg, a little hill about a quarter of an hour's walk from the Neustadt, and which commands a beautiful view of the valley of the Treisam, having the hills of the Black Forest in the distance. The very beautiful Cathedral, with its magnificent modern wood carving, is especially worthy of notice.

FREIBURG TO SCHAFFHAUSEN, through the HOLLENTHAL and BLACK FOREST (51 miles). See page 581.

SCHAFFHAUSEN.—Described at page 504.

Steamers daily to Constance up the Rhine—a beautiful sail in 6 hours. Railway, pp. 132, 238, 245; Eilwagen daily, along the side of the river, in 4½ hrs.

The road to Constance is carried along the Swiss, i.e., south side of the Rhine, and presents many beautiful views of the river, whose banks are here and there richly wooded; also of the Unter See, or Lower Lake of Constance. At Constance, Baden is re-entered.

CONSTANCE.—See page 498.

The Rhine is crossed by a curious, long, covered wooden bridge.

Lake Constance is navigated by steamers to the principal places upon its banks. The traffic has received a considerable impetus from the port of **Friedrichshafen**, the terminus of the Wurtemberg railway, and by the completion of the Bavarian railway to Lindau. The northern banks of the lake are flat, but the southern or Swiss side has the mountains of Appenzell and St. Gall, in the back-ground.

Rorschach (Pop. 3500; Hotels—Pension Zurkrone, Seehof, Hirsch) is in Canton St. Gall, on the Lake, 9 miles from St. Gall, 1½ hour from Lindau; with which it has a trade across the Lake. Excursion to the old castle of St. Anna and Marienberg Abbey, on the Rossbühel Hill, above the town, whence there is a fine view of the Lake, and of the Mountains; another, to the Meldegg, past Walzenhausen, a water-cure in Appensell. Rail to Heiden, Constance, Altstätten, Bregenz, &c (pp. 244, 245).

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Lindau (3½ hrs. steam from Constance)—This Bavarian frontier town is built on an island in the north-eastern corner of the lake, and connected with the mainland by a long wooden bridge. It was a Roman station. Part of a wall, called the "Heidenmauer," is attributed to that people. It suffered greatly during the 30 Years' war, having been devastated by the Swedes. Population upwards of 5000.

A pleasant excursion of 6½ miles may be made from here to Bregenz. The road lies along the shores of the lake, and at Loschau crosses the Austrian frontier. **Bregens** is a good starting-point for an excursion into the Tyrol, as Innsbruck can be reached from here in about 2½ days' posting, or by a daily diligence through Feldkirch and Landeck. Travellers should not omit to ascend the "Gebhardsberg"—a hill behind Bregens—the summit of which may be reached in about twenty minutes, and commands a magnificent view of the Lake Constance, and the snow-capped mountains of Appenzell.

LINDAU to AUGSBURG. By railway, past the old imperial cities of Kempten and Kaufbauern.

AUGSBURG.—See page 433.

AUGSBURG to MUNICH, Railway (39 miles) in 2 hours.

The Bavarian railways having only one line of rails, and the trains having to wait at certain stations for others to pass, considerable delays frequently occur. The country is flat, and only enlivened by occasional distant glimpses of the Bavarian Highlands. Shortly before reaching Munich, the royal palace of Nymphenburg is passed.

MUNICH AND ITS ART COLLECTIONS— See page 444. The colossal Statue of Bavaria, by Schwanthaler, a female figure in bronze, of most beautiful proportions, advantageously placed on a slope.

Return to Augsburg. AUGSBURG to ULM. By railway.

The country is undulating, and in some parts richly wooded. From Gunzburg, the road is carried nearly parallel with, though not in sight of, the Danube, to Ulm, where it crosses that river, which here forms the boundary between Bavaria and Wurtemberg.

ULM is now strongly fortified to defend the valley of the Danube. [See page 448.] It was formerly an imperial city, and enjoyed an extensive commerce. Large quantities of *snails* are fattened in this neighbourhood, and exported to Austria, where they are considered a great delicacy, and much consumed during Lent. The emperor Maximilian I., in order to refute the accusation brought against him by the citizens of Ulm, that he had drank too much wine to be able to attend to public business, climbed to the top of the tower of the cathedral, (316 English feet high,) and there balanced himself on one foot, swinging the other round in the air, which foolhardy feat is recorded by an inscription.

ULM to STUTTGART. Railway, in 4 hours.

Passing through a picturesque country, under the Swabian Alps, and affording many beautiful views of the valleys of the Fils and Neckar; one of the most striking of which is at Geislingen, at the mouth of a deep defile, one side of which is richly clothed with foliage, while the other presents a series of gigantic rocks. The curves in the line of railway afford many different views of the gorges. Before reaching **Goppingen**, a town of 2500 inhabitants, on the Fils, the *Hohenstaufenberg*, a conical hill about 2 miles to the right of the line, should be noticed; on it stood the castle of the noble family of Hohenstaufen, which for upwards of a century (1140 to 1250) furnished emperors to Germany. The railway then passes Plochingen, at the junction of the Fils and Neckar; follows the valley of the latter by Esslingen (described at page 429) to CANNSTADT, an ancient Roman station, and now much frequented by the inhabitants of Stuttgart on account of its mineral waters; and thence to Stuttgart.

The Russian, or rather Greek, chapel, is erected on the spot where formerly stood the feudal castle of Wurtemberg, the cradle or Stammschloss of the ancestors of the present reigning family.

STUTTGART.—A pleasant, clean city. See p. 448. The railway station is in the Schloss Gasse, close to the Palace, and quite in the centre of the town. The Palace gardens, which extend upwards of two miles along the valley of the Nesen to the elegant Grecian villa of Rosenstein. The orange trees are remarkably fine.

STUTTGART to HEILBRONN. Railway, in 2 hours.

Chiefly along the banks of the Neckar and Esz, past **Ludwigsburg**, a city with 11,600 inhabitants, once intended for the capital of Wurtemberg; then winding round the base of Hohenasperg, an isolated hill with a fortress on its summit, now used as a prison, the line reaches Bietigheim station, from which a railway joins the Baden line at Bruchsal. Crossing the Enz by a curious lattice bridge, it reaches the valley of the Neckar, the course of which it follows very closely to Heilbronn.

Heilbronn contains upwards of 21,206 inhabitants, almost entirely Protestants. There is a covered wooden bridge across the Neckar, similar to those seen in Switzerland. Its chief architectural ornament is the church of St. Kilian, whose tower, upwards of 220 feet high, is very beautiful. The holy spring, "der Heilige Brunnen," from which the city derives its name, is near the church. About three miles east of Heilbronn are the ruins of **Weinsberg**, called "Weibers Treue," woman's fidelity, to commemorate an occurrence in the wars between the Guelphs and Ghibelines, when Conrad III., having taken the castle, and intending to put all the garrison to the sword, permitted the women to leave the place in safety, along with whatever they could carry; the women accordingly marched out of the castle, each bearing her husband or her lover on her shoulders.

HEILBRONN to HEIDELBERG. Steamer, in 6 hrs.—The **Descent of the Neckar** can be made in 6 hours, but the return requires nearly 12, the current being strong. Steamers ply twice a-day in summer. Refreshments can be had on board; but the cuisine is indifferent. The scenery is almost everywhere lovely; and many parts will bear comparison with the finest parts of the Rhine, though on a smaller scale.

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The most remarkable places are the following:—Right bank—JAXFELD, visited on account of its brine baths, and with Kalensen salt-works in the neighbourhood. Left bank—WIMPFEN, beautifully situated on the top of the steep and richly wooded bank of the river; a very ancient town, with a beautiful Gothic church, whose three spires form very prominent objects. Left—HEISSHEIM, a village of Baden, prettily situated at the foot of the ruined castle of *Ehrenberg*, one of the most beautiful on the Neckar. Right—*Gundelsheim*, with the Castle of Horneck, formerly a stronghold of the Teutonic knights. Right—Ruins of Hornberg, picturesquely situated, and overgrown with ivy. Left—Obrigheim, where the river is crossed by a bridge of boats. Left—Meimeburg, an ancient castle in ruins, believed to have been destroyed during the Thirty Years' War. Right—*Zwingenberg*, formerly an extensive feudal fortress, defended by eight towers, five of which still remain: it belongs to the Margrave of Baden, who resides here a portion of every year. Right—EBERBACH, a very ancient village, and in the neighbourhood the Katzenbuckel, the highest mountain in the Odenwald. Right—Hirschhorn, with its walls and towers in ruins. Right—NECKARSTEINACH, the most charming of all the scenes on the banks of this picturesque stream—the *four Castles* of Vorderberg, Mittelberg, Hinterberg, and Schadeck, rising one above another, in close proximity, forming a *tout ensemble* not soon to be forgotten. They were formerly inhabited by the family of Landschaden The highest of them, called by the peasantry the "Swallow's Nest," is situated on the verge of a steep and inaccessible precipice, and presents a good specimen of a fastness of the robber knight of the middle ages. Left—Neckargemund, at the mouth of the Elsenz. Left—the *Wolfsbrunnen*, about two miles above Heidelberg, from which it is a pleasant walk along the banks of the river. In returning, a road, carried on the top of the high land, conducts to the castle of Heidelberg. Wolfsbrunnen is famous for its trout, which are preserved in reservoirs, and attain an enormous size. It is a favourite resort of the students from the university. Left—Heidelberg, see page 441.

HEIDELBERG to FRANKFORT, by Railway, in 3 hrs.
FRANKFORT to COLOGNE, by Railway and Rhine Steamer, in 9¼ hours.
COLOGNE to BRUSSELS, by Railway, in 7 hours.
BRUSSELS to LONDON, *via* CALAIS, in 10½ hours.

ROUTE 15.

Berne to Thun and Vevey, by the Simmenthal Saanen Chateaux d'Oex and Gruyeres, and Pass of the Dent de Jaman.

(Distance, 81 English miles.)

BERNE to Thun, see Route 11.—From Thun, a splendid road leads through the Simmenthal and a diligence runs in summer. The journey is rendered delightful by the beautiful and charming scenery with which it abounds. The entrance to the Simmenthal lies between the Stockhorn on the right and the Niesen on the left. It is approached from Thun by the road extending along the margin of the lake and by the banks of the Kander, to the spot where it meets the Simmen, a short distance from the castle of Wimmis, passed on the left.

ERLENBACH is a couple of miles further on, with the Stockhorn rising immediately behind it.

WEISSENBERG.—The Baths of Weissenberg are distant 2½ miles, winding along a romantic and picturesque defile. The Bath-house is constructed of wood: expense of baths and living, 9 or 10 fr. a day.

BOLTIGEN.—A small village built to the south of the castle of Simmeneck, 2725 feet above the level of the sea. Above are the ruins of the castle of Lanbeck.

ZWEISIMMEN—See p. 508. Here the road to Bulle and Vevey, verging towards the S.W., leaves the Simmenthal; and crossing the Saanen Moser, leads into

SAANEN.—The principal village of the Valley of the Upper Sarine or Saane, all in pasture, and famous for the manufacture of cheese. From here is made the ascent of the *Sonatsch Pass*. The road, on leaving, is rugged and steep, and will take the traveller, in about 11 hours, to Sion, in the Valais. The Canton of Vaud is entered about a mile below Saanen.

ROUGEMONT—A small village of no note.

CHATEAU D'OEX.—A small village of 600 inhabitants, 3030 feet above the sea, rebuilt after a terrible conflagration. Crossing the Saanen we traverse the narrow pass of La Tine, amid mountains, rocks, and pines. The road, though rather narrow, is accessible to carriages; and 19½ hours will suffice to accomplish the journey from here to Vevey, with a carriage and pair of stout horses.

MONTBOVON.—A small but pretty village situated in the Canton of Freiburg. A horse-path over the *Pass of Dent de Jaman*, brings the traveller to Vevey in 6 hours. The views and scenery are perfect. The carriage road leading from Montbovon to *Vevey*, keeps to the valley of the Saanen. After making a long détour, it passes round the base of the Moleson, (6181 feet), and, winding under the hills, passes by

GRUYERES—A quaint little town or village containing about 400 inhabitants. Its position is very picturesque, being built on the face of a hill, crowned with a castle, which is very remarkable, and an object worthy a visit. The district in which the town is situated is renowned for its cheeses. The old chapel of St. Théodule is also worth a visit. Within it is a monument and effigy of a Count of Gruyères, remarkable for their antiquity. Bulle to Vevey, see Route 11.

Several paths strike out from the *Simmenthal*, leading across the intervening molasse ridge to the head of the Lake of Geneva, and presenting some of the finest scenery in the Alps. Thus, if the traveller wish to proceed to Bex or Aigle, in the Canton de Vaud, on the railway from Vevey to Sion, he starts from Saanen. The road passes vestad on the Sarine, a village 3450 feet above the sea; then, crossing the Laubach, you cross the Sarine, and, passing the charming valley of Arnen, with its lovely mountain lake, surrounded

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by fir forests and pastures, you can reach the Col of Arnen and the *Hotel of Diablerets*, the centre of many excursions, and a good pension. This way, however, is steep and difficult.

The usual route proceeds from the foot of the Arnenthal to GSTEIG (Hotel, the Bear), 2½ hours from Saanen, situated in a deep ravine, under a great precipice that blocks out the sun for six weeks consecutively in winter. Passing a waterfall and crossing marshy ground, you reach the Col du Pillon, 1 hour 15 min. from Gsteig (4900 feet) in the midst of many cascades that swell the Dard, whose banks you follow to ORMONT Dessus, covered with pastures and chalets. Descending you cross the Grande Eau and reach the hamlet of Les Iles, in a delightful pastoral situation (1 hr. 10 min.), and ascending again you reach in 1 hour the Col de la Croix (8392 feet), with a fine view of the Ormont and Illiez valleys and of Dent du Midi.

Two paths descend from the Col to Bex, one 3½ hours, by Taveyannaz; the other, 3 hours, by the Grionne valley. To reach Aigle you descend from the Col du Pillon (1½ hour) to the Hotel du Diablerets and passing Vers l'Eglise, with the hamlet of the Cerf (pension 3 fr. 50 c.) you come, in 2½ hrs. by COMBALLEIZ. to Sepey. From SEPEY, which has many mountain pensions, you reach AIGLE in 2½ hours, by a good road. Other paths cross this delightful ridge from CHÂTEAU D'ŒX to VILLENEUVE, with charming lake views.

Lastly, from Montbovon you reach Vevey in 7 hours, and Montreux in 6, by the Col de Jaman, commanding views over the Lake of Geneva, beautiful as a dream.

ROUTE 16.

Martigny to Aosta, by the Pass of Great St. Bernard.

The distance from Martigny to the Hospice of St. Bernard is about 27 miles, which can be traversed in a walk of about eight or ten hours, and thence to Aosta in about seven or eight.

Chars take the travellers from Martigny (see Route 11,) to the Cantine, about two hours below the top, whence the ascent to the Hospice is accomplished on mules. The road passes through the Bourg Martigny, and crosses to the left bank of the Drance. From this point it follows the course of the river as far as the villages of Valette and Bouvernier. The road again crossing and recrossing the river, along the Valley of the Drance, proceeds to SEMBRANCHIER—a miserable village situated at the foot of Mount Catogne—where the two branches of the Drance unite. A little above this place, very beautiful views in the Val d'Entremont may be enjoyed.

ORSIERES.—A path from here through the Val de Ferret. Nothing remarkable is passed on the way to

LIDDES.—A *char* to Martigny costs 12 frs.; and mules to the Hospice, 6 frs.

ST. PIERRE.—A small and wretched village, venerable by its antiquity. Not far from here is a magnificent cascade, in the Val Orsey. Beyond St. Pierre the path passes through a larch forest, far below which, in the distance, can be seen the course of the Drance. Four miles beyond is the Cantine, a rough inn, where the carriage road stops. Above this plain is the Glacier of Menon, topped by the lofty peak of Mont Velan—the highest part of the Great St. Bernard. Shortly after, the Hôpital is reached, 8130 feet above the level of the sea, at the point of separation between the waters that flow into the Adriatic and those that flow to the Mediterranean.

The Hospice of Great St. Bernard has a world-wide fame for the hospitality of its inmates. It is a stone building, massive and strong, built on the loftiest point of the Pass, exposed in its north-east and south-west sides to every storm, but sheltered on the north-west by Mont Chenelletas and Mont Mort. The chief building has seventy or eighty beds for the use of travellers, and is capable of affording shelter to over 300. Some days 600 or 700 receive aid and succour. Independent of this building, there is on the other side of the way a house of refuge, called the Hotel de St. Louis, a building erected in case of fire, the Hospice having been once burned down in 1552: when all the documents likely to throw light on the circumstances of its foundation, were destroyed. On the ground floor are the stabling, store-rooms, &c. Above these are the sleeping-rooms, the church, and refectory. A flight of steps between the two corridors leads to the drawing room, where visitors are received by the brethren. The reception-room is chastely furnished, and ornamented with paintings, &c., presented by visitors in token of their gratitude to the brethren. The Library is interesting and attractive; it contains a number of the plants, insects, and minerals indigenous to the Alps. It also contains a great many relics of the Temple of Jupiter, which once stood on the Pass, not far from the Hospice (about 1¼ mile off, beyond the lake, on the Plain of Jupiter). The figures of bronze, arms, metals, and coins, will interest the antiquarian. Among the bronze relics is an extraordinary uplifted hand, carrying a snake and several toads—a horrible object, perhaps a counter-charm—there are said to be only three such in Europe.

The chapel is a very handsome one, and contains the grave, and a monument erected by Napoleon to the memory of General Desaix, slain at Marengo.

This monastery was founded in the tenth century by St. Bernard—a member of the noble family of Menthon, in Savoy—who was a canon and archdeacon of Aosta. He governed the convent for 40 years, and died in 1008. The monks of the community are regular canons of St. Augustine. Ten or twelve usually live at the convent. Their duty is to assist travellers in the dangers to which they are here continually exposed from the storm and the avalanche, in the discharge of which duty these devoted men often lose their lives. Scarcely a traveller ever passes without paying a visit to the *Morgue*—in which are deposited the bodies of the unclaimed dead who perish on the mountains. One of the Dogs, called "Barry," is reported to have saved fourteen persons. His skin is stuffed, and may be seen at the Museum of Berne.

A quarter of a mile beyond the Hospice, the

descent to the *Val d'Aosta* commences. A very fine view may be had on looking out from the gorge on Mont Mort, towards the Vacherie. Five miles from the Hospice is the hamlet of St. Remy. From here to St. Oyen we pass no picturesque scenery. At this place the passports are rigidly examined; and unless perfectly correct, the traveller is not permitted to pass. The baggage is closely examined at Etroubles, where also is crossed the branch of the Buttier. From here the road goes down to the village of Gignod. Beautiful indeed, and rich in all the glories of picturesque grandeur, is the scenery of the country we now pass through. The Val d'Aosta, with its trellised vine and luxuriant vegetation and a back ground, filled with the beautiful forms reflected by the snowy tops of the mountains above the *Val de Cogne*, is interesting and delightful.

AOSTA.—See p. 511. It gave one primate to England—Anselm, Archbishop of Canterbury in the eleventh century, who was born here. From Aosta there is regular communication with the railway station at Ivrea, thence rail to Turin, &c.

ROUTE 17.

Thunn to Zermatt, Saas, and the Italian Valleys.

From Thun to Kandersteg, by diligence, or on foot. Thence over the Gemmi. Route 12, to Leukerbad and Leuk. From Leuk on to Visp, p 585. At VISP diverge from main road to Simplon, and follow up the valley by mule path to Stalden, where it forks. Distance from Visp, 2 leagues.

(a)—Take right hand valley, that of the Görner Visp. Traces of earthquake of 1855. At Stalden a good Inn, Zur Traube, 4 hours from Visp reach *St. Nicholas* or *Mikaus*. Hotels, Sun, Star, and Golden Cross. Fine view of Bernese Alps from near here. On through Mattsand to Randa, at foot of the Bies Glacier of the Weisshorn to the left, 14,804 feet. first ascended by Tyndall, and the Dom to the right, 14,935 feet; the highest Swiss mountain as Monte Rosa is the highest Italian. Hotel at RANDA, Dom. Täschhorn and Dom can be ascended from Randa; former 16 hours, latter 11. On through Täsch and Wilde to Zermatt 8½ leagues (from Visp.)

Itinerary from Visp: to Stalden, 2 leagues; Stalden to St. Nicholas, 2½ leagues; St. Nicholas to Randa, 2½ leagues; Randa to Täsch, ½ league; Täsch to Zermatt, 1½ league. Fares: a horse to Stalden 6 fr., to St. Nicholas 10 fr., to Zermatt, 22 fr. Hotels at ZERMATT—see p. 507. Excursions from Zermatt. Riffelberg, with hotel, 2½ hours from Zermatt. Centre for ascents of Monte Rosa, Cima de Jazzi, &c., and visits to Görner Grat, Görner Glacier, &c.

Continue journey from Zermatt to *Col St. Théodule*, Breuil, and Val Tournanche, in Piedmont. Journey takes 12 to 13 hours to San Giacomo d'Ayas. Itinerary: to the Col 5½ hours, 3½ hours, to the hotel of Giomen 7 hrs., Val Tournanche 9 hrs., Chatillon 12 to 13 hrs. Hotel du Mont Rosa at Val Tournanche This road, takes you five leagues over the ice and snow. From Breuil (Hotel du Mont Cervin) you can strike off by the Cimes Blanches and Val Challant to San Giacomo d'Ayas, 2½ leagues, and thence to the Italian Valleys, Lakes Orta and Maggiore, and by rail to Milan.

(b)—From Stalden take left hand fork, following Saaser Visp Valley. SAAS, or SAAS IM-GRUND, 3 leagues from Stalden. Hotels, Monte Rosa and Monte Moro. Excursions: Village and Glacier of Fee, half an hour; Anelin Glacier, one of the finest in the Alps. Adler Col to Zermatt 13 or 14 hours. Splendid views.

Pass over Monte Moro to Macugnaga and the Italian Valleys. This is a shorter and easier Pass than Col St. Théodule.

Saas to Mattmarksee, a mountain hotel with tarn. Thence to Macugnaga, 7 leagues. Height of Monte Moro, 9390 feet. Descent over snow fields, and near precipices, with a fine view, to **Macugnaga.** Hotel du Monte Rosa, Hotel du Monte Moro. The most lovely spot in the Alps. Centre of excursions. Thence down Val Anzasca, ½ league, to Borgo, ½ league, to Pestarena, 1 league, to Preguarters, ½ league; to Ceppo Morelli, 1½ league; to Borgone, ½ league; to San Carlo, 1 league; to Ponte Grande, with splendid view, and branch paths to Vals Mastalone and Strona (superb sylvan scenery), ½ league, to Pie di Mulera, 1 league, to Vogogna (Crown Inn) on high Simplon road to Baveno and Lake Maggiore.

From AOSTA (p. 511) a charming excursion may be made to the unfrequented district of the Grivola, where the bouquetin or steinbock, extinct in other parts of the Alps, is still to be met with.

Leaving Aosta you follow the left bank of the Dora, and after some miles strike off up a wild ravine, down which a torrent thunders along as it bears its waters to the larger stream.

Following the ravine by a mule path you reach a few houses called Vielle, where quarters may be found for the night. This village, as well as Silvenoire, or black forest, are in the romatic Vale of Cogne. A little further is Cretaz, and at length **Cogne,** a collection of wretched houses, charmingly situated in a mining district, among lofty peaks, with a dirty Inn. Dr. Argentier, an intelligent explorer of the district, lived here for some years. Best guides, the Royal Chasseurs or the pioneers of the king of Italy.

To ascend the *Pic of the Grivola*, or Corne de Cogne, which rise grandly above the valley, follow the latter a little way from the Inn: then strike to the left up a ravine; then leave the ravine by a foot path to the right. Ascent is here rapid and near precipices. On through fir forests to unoccupied chalets, and up a steep incline strewed with masses of debris. You can go thus far with mules. Three-quarters of an hour higher up is the Col of the Grivola, with splendid view of Grivola Pic beyond. It is not desirable for any but professed climbers to attempt the Pic. The summit has been several times attained, especially by M. Glavey and a man named Jeantet. View indescribably grand. Height 13,028 feet.

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Another easier ascent can be made up Becca di Nona, opposite Aosta. Obtain Chanoin Carrel of Aosta's panorama of the view from Becca di Nona.

ROUTE 18.

Lyons to Pont de Beauvoisin, by Les Echelles, Chambery, and the Pass of Mont Cenis to Turin.

(Distance, about 180 English miles.)

LYONS TO PONT DE BEAUVOISIN.

CONVEYANCE by diligence or courier every day to PONT BEAUVOISIN.—Situated on the banks of the Guiers Vif, which is crossed by a bridge. The road from this place is at first flat, but becomes an ascent after a couple of miles are passed At the height of the ascent, splendid views open up. Soon after we enter the magnificent gorge of La Chaille. The road is constructed of solid masonry, extending along the edge of the precipice. Rugged cliffs, many hundred feet high, line the other side; whilst in the depths below rushes the impetuous torrent

LES ECHELLES.—A village situated on the Guiers, being the starting point of a road leading to the Grande Chartreuse. We next enter a valley, and pass through the great tunnel cut in the face of the mountain, 25 feet high and 1000 feet long. We follow our route through a rocky ravine.

ST. THIBAUD DE COUZ.—A waterfall not far from here has been written of by Rousseau as "Le plus belle que le vis de ma vie."

CHAMBERY—described at page 364. From here some very pleasant excursions can be made, particularly those to the baths of Aix and the Lac de Bourget.

Railway to Aix and St. Innocent, also to St. Michel. See page 54

THE DENT DE NIVOLET AND LES CHARMETTES.—Our road proceeds through the valleys of the Arc and Isère. On the right we see Mont Grenier, 6348 feet nigh. The Château Bayard stands on the left bank of the river, a few miles below.

MONTMELIAN.—Situated on the left bank of the Isère, where the four roads, of Mont Cenis, the Tarentaise, Little St. Bernard and Grenoble, meet. Several handsome country seats, forming a handsome suburb, are around here. At this point the valley of the Isère divides itself into two large plains. Crossing the river, we ascend a hill, and enjoy a magnificent view of the Arc and Isère. The hamlet of Maltaverne is the next place, commanding a very good view of the lofty mountain Cerim, at the opposite side of the Isère. The rivers Arque and Isère join between Maltaverne and

AIGUEBELLE, situated at the foot of Mont Cenis. The country about is very unhealthy, the rivers forming marshes, which generate malaria, &c. Issuing from Aiguebelle, we pass under a triumphal arch, and reach

LA GRANDE MAISON.—A short distance beyond La Chambre, on the east, a large valley, called La Madeleine, opens a road to MOUSTIER, the chief place in the valley of the Tarentaise, situated on the high way from the Little St. Bernard to Italy. Crossing the bridge of the Hermillon, and following the base of the mountain of Rochenere, we reach

ST JEAN DE MAURIENNE.—It is the chief place in the valley, among the vineyards of St. Julien, which produce some good wines. Beyond the town we cross the Arvan, and a little further on, the Arc, after which we arrive at

ST. MICHEL.—Hotel de la Samaritaine, kept by M. Berigandat, opposite the Railway Station.

A very picturesque little town, surrounded by orchards and meadows.

Here the Summit Railway, over *Mont Cenis*, began, and ran close to the road, past Modane, Lauslebourg, &c. Part of it, over the summit of the Pass, is superseded by the *Great Tunnel*. See pages 250 and 556.

MODANE, a town among hemp grounds, at the termination of Sterne's "Sentimental Journey." In this part of the valley the bed of the Arc is much confined, and has to flow through a narrow gorge. The road here has been cut for about a league through the mountain Beyond is Fort Lusseilon, closing the gorge of the Arc. The Peat du Diable is a very striking object.

SUSA.—A small town with about 3656 inhabitants, situated in a fine mountain spot, at the point where the roads over St. Genévre and Mont-Cenis meet. Outside the town is a triumphal Arch, erected in honour of Augustus 8 B. C. Passing Bruzzolo, St. Ambrogio, and Rivoli, we arrive at

TURIN—described at page 531. For Railway, see page 250.

ROUTE 19.

A Three Weeks' Tour in Switzerland.

BY J. K., JUNR.

BASLE.—HOTELS &c., see page 468

BASLE TO ZURICH—By railway. But, for a party of three or four, in fine weather, it is much more pleasant to take a carriage from Basle to Baden: starting from one and a half to two hours sooner. On attaining the summit of the eminence, before descending to Brugg, on the Aar, the traveller gets the first view of the Alps of the Oberland.

ZURICH.—HOTELS, &c., see page 508.

ZURICH TO THE RIGI AND LUCERNE.—The steamer leaves Zurich early in the morning for Horgen, on the south shore of the lake. Passengers can book on board the steamer for the whole route, as far as Arth; fare, 5 frs. Omnibuses wait the arrival of the steamer at Horgen, to convey the passengers to Zug. A good table d'hôte is always ready at the hotel at Zug for the passengers. The steamer then conveys them across the beautifully green lake of Zug to ARTH, where the ascent of the Rigi commences, by rail (p. 739) or otherwise. The ascent from this side, and descent on the other side, is preferable to the opposite route; especially for pedestrians who take the winding horse path. It is well, if the weather be fine, with a probability of much company, to telegraph for your beds on the Rigi before you leave Zurich. The place whence the landslip from the Rossberg occurred that destroyed the former village of Goldau, is plainly seen.

After being roused by the Alpine horn, to see the sunrise from Rigi (p. 503), if so fortunate as to have fine weather, you descend to Lake

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Lucerne, by the rail to Vitznau (p. 241), and take the steamer there, or you may walk from Rigi-Scheideck down to Gersau. This descent overlooks the view of the lake, at an immense depth below you, with Mount Pilatus beyond, and the mountains of the Oberland in the distance. To Lucerne by steamer, or row-boat if preferred.

LUCERNE.—See page 498.

Steamer several times a-day in summer from Lucerne to Fluelen and back, calling at Vitznau, Beggenreid, &c., p. 332, and passing the Field of Grütli and Tell's Chapel, in the Bay of Uri. Travellers going by Altorf and the St. Gothard Pass, leave the steamer at Fluelen. Lucerne may be reached from Basle by rail direct.

Tourists who intend passing the Sunday in Lucerne must bear in mind that in the season it is difficult to obtain a bed on Saturday, owing to the great rush of excursionists from the mountains. It is well to secure one on Friday by telegraph.

THE BRUNIG PASS.—To Bergenried by first boat in the morning, thence by diligence at about 10.30 a.m., or by a hired vehicle to Lungern; or by a row-boat to Alpnach: if there is a party, this mode is not only pleasanter, but cheaper. The charge is 1½ franc for the boat, 2 francs each to three rowers, and a trifle for *trinkgeld*. From Alpnach to Lungern by hired vehicles, passing through the vale of Sarnen and past the lake of that name, and the Lake of Lungern. Or, one may take a ticket at Lucerne by the postal Brünig route to Brienz, or Interlaken; leaving by 6.45 or 10.15 a.m. boat to Alpnach. Fares to Brienz; banquette, 11fr 50c.; to Interlaken, 13fr.: there is only one seat in the banquette, the conductor sits on the other; but for an extra charge of 2fr. they will give the second seat. 20 kilos. (44 lbs.) luggage, free, allowed by this route. There are printed tariffs of charges for vehicles, &c., in most parts of the Oberland.

There is an Inn at LUNGERN. Here the *Pass of the Brunig* commences, and can be done in carriages, during the summer, when diligences run from Alpnach to both Brienz and Meyringen, and *vice versâ*, in connection with the steamers on the lakes of Brienz and Lucerne. But horses can be hired at Lungern. If fine, it is a delightful walk, turning off the road by the footpath to the left, close above Lungern—the scenery grand, yet beautiful—the forests fine, and vegetation most luxuriant. On the top of the Pass the road diverges into the Vale of Meyringen. The right hand leads to Brienz and Interlaken, the left to Meyringen, either of which can be reached the same day easily. The view, on entering the valley, is extremely grand. Opposite to you rises the Faulhorn; to the left are seen the cascades of the Reichenbach; and looking up the valley of the Scheideck, at the bottom of the Pass, Rosenlaui. A good carriage road turns off to the left through the covered bridge to Meyringen.

MEIRINGEN.—See page 500.

From the hills behind Meiringen there are some cascades well worthy the traveller's attention. One, called the Alpbach, is frequently of immense volume, endangering the existence of the village.

THE PASS OF THE SCHEIDECK.—To be done on foot or horseback. An early start is desirable. This is one of the grandest excursions in the Oberland. The first part is a very steep ascent of about 2300 feet, passing close to the splendid cascades of the Reichenbach; afterwards along the upper valley, between most wild and magnificent crags, over one of which, on the right, falls the noted Seilbach, or Rope-fall, clothed at the base with splendid pine-forests; the lower parts of the valley are filled with most luxuriant vegetation. Before you is the Wetterhorn and the Glacier of Rosenlaui. After proceeding a few miles, you can (close to the Rosenlaui hotel), diverge from the path to the left, and by a sharp half-hour's climb reach the foot of the Glacier. After climbing a little way on to it, you may then pass into a cave inside, with semi-transparent ice for the roof.

Leaving the Glacier, the path is soon regained; and then, passing among the Alpine rhododendron and many other rare and beautiful plants, growing in great profusion, you pursue the main valley until you attain the *châlet* at the summit of the Pass, from which the view on both sides is very magnificent. Here a footpath to the left along the ridge leading off at once to the Faulhorn, is by far the best and easiest way of ascent of about three hours from the Scheideck summit.

While the horses are taking their rest here, the traveller may be also gratified by an avalanche from the Wetterhorn, which is towering immediately above.

The descent to Grindelwald is steep and toilsome. A visit paid to the Upper Glacier of Grindelwald in passing, will well repay trouble.

GRINDELWALD.—See page 496.

The view of the Lower Glacier of Grindelwald from the hotel is very fine. On the left of it stands the Mettenberg; on the right the Great Eiger, the Monch, and the Jungfrau. Behind you, to the north, is the Faulhorn; and to your right the carriage-road to Interlaken, through the Lütschenen Thal, one of the four lovely valleys of the *Oberland*.

THE WENGERN ALP.—This is another splendid excursion, but only to be done on foot or horseback, or by chaise-à-porteur. There is now an hotel on the very top of the pass.

Crossing the stream that flows from the Glacier, the traveller ascends the opposite side of the valley, leaving the road to Interlaken to his right; and traversing the precipitous base of the Great Eiger, and passing both it and the Monch, arrives at the summit. Every point of the ascent is very fine. The constantly changing views of the magnificent range of mountains are a source of excitement, that almost make the traveller forget the fatigue; and at the summit, the *Jungfrau*, in all its majesty, is suddenly brought before him. There are inns on the road, and a *châlet* inn on the top where good refreshment may be obtained. The fall of avalanches from the Jungfrau into the Trümeleten Thal, which is about two miles across, may give some correct idea of their size, from the noise caused by them, as it is echoed and re-echoed among the mountain peaks. The descent thence is pretty good, till arriving at the edge of the

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precipice above the Lauterbrunnen, when it becomes exceedingly steep. After viewing the Staubbach Falls, Interlaken may be reached the same evening.

INTERLAKEN.—HOTELS, &c., see page 496.

This is a good point for a few days' rest, after rough mountain-climbing. Pleasant excursions can be made, viz., to Grindelwald and back, to the Scheideck, to the top of the Faulhorn, up the vale of Lauterbrunnen, and to the Staubbach, to the village Mürren, to the Falls of Schmadribach, &c. &c. &c - all so well remembered by the admirers of Longfellow,—over the Wengern Alp, or along the Lake of Brienz, to the Giesbach Falls, and on up the valley of Meyringen and the Grimsel. For the last excursion, a steamer leaves Interlaken.

Beautiful wood-carving is to be purchased in great variety.

INTERLAKEN TO LEUKERBAD.—THE GEMMI PASS.—This may be done in one day; but is rather too hard work, unless the days be long, as daylight is absolutely needful for the last six hours.

A vehicle may be hired to Frutigen, or Kandersteg, and the horses there taken out, and ridden the rest of the journey. Travellers should start not later than 5 a.m. Or by steamer to Thun, and thence by vehicle to Frutigen. There is a diligence daily from Thun.

FRUTIGEN.

The Hotels at Frutigen are good; but it is better to rest all night at KANDERSTEG, near the commencement of the Pass. From it to Leukerbad is 6 to 7 hours. A vehicle may be hired from Frutigen to proceed to Kandersteg, or your own retained over night. At Kandersteg the carriage-road ends; the rest has to be done on foot or horseback, or chaise-à-porteur. The best plan is to engage your horses at Frutigen. On leaving Kandersteg, the steep ascent commences almost immediately; and after two and a half to three hours' climbing, you reach the small *châlet*, where refreshment is to be had. This *Gemmi Pass* is noted for its extreme wildness. For miles along the top, the track is through a district almost destitute of vegetation, over the lowest point of the range of the Blumlis Alp. The grandest part, however, is the descent down the face of precipitous cliffs, along which a horse-path has been ingeniously constructed.

The view, immediately prior to this steep descent, is very grand. At your feet lies the village of Leukerbad, at a depth of some 3000 feet, and yet so near that it would seem that you could throw a stone on to it. Looking down the valley of the Dala, and across the valley of the Rhone, the chain of mountains, of which Monte Rosa is the chief, stands before you in all its magnificence. Monte Rosa itself is not however visible, but the Matterhorn is very conspicuous.

LEUKERBAD.—See p. 498.

This romantic spot is shut in on all sides but the south by mountains of the grandest kind, whose perpendicular sides appear to defy all attempts to climb them. It is a favourite resort for invalids, who come to take in the hot sulphur Baths. In a long room are four large tanks, fifteen or twenty feet square, filled with people in thick woollen gowns—men, women, and children, of all ages, mixed together in the same bath, sitting on floating seats up to their necks in the water, and amusing themselves with chess, draughts, books, work, &c., on floating tables, or with coffee, fruit, &c., before them. The usual allowance is a month's course, beginning gradually, but when the cure is in full operation, the allowance is four hours in the morning, and four hours in the afternoon. A visit to these baths should by no means be missed. Remember to take your hat off, as in a private room.

LEUKERBAD TO MARTIGNY.—By diligence daily from l'Hotel des Alpes, at 8 a.m., Sion at 3 p.m., and at Martigny at 7 p.m. The charge for a two-horse vehicle, with relays of horses, at Sierre, Sion, Riddes, and containing four persons including the driver, on the excellent road from Leukerbad to Leuk, is 60 francs—viz., to Sierre 22 francs; guide 3 francs, to Sion 10 francs, guide 2 francs; to Riddes 10 francs, guide 1½ franc; to Martigny 10 francs, guide 1½ franc—for one horse to Sierre, and two horses the rest: total, 54 francs: if one horse all through, 44 francs. From Leukerbad to Susten on the Simplon road, a carriage with two horses costs 20 francs.

Martigny may also be reached from Sion by railway, and there is a railway from Martigny to Bouveret on the Lake of Geneva; whence there are steamers twice daily to Vevey, Lausanne, and Geneva.

In ascending from Martigny to Leukerbad, it is considered best to take a mule at Sierre for the rest of the way, and so ascend the right bank of the Dala, passing along some wonderful terraces cut in the rock. The whole *Pass up the Dala* is one of extreme wildness and beauty. In descending the valley to Martigny, it is better to keep the regular road, from which the grandeur of the valley will be as well appreciated.

MARTIGNY.—See page 500.

At the foot of the valley of the Rhone, which here turns suddenly to the right, to join the Lake of Geneva.

MARTIGNY TO CHAMONIX—by the Tête Noire, or Col du Balme.

Mules may be had for either route: each mule, 12 francs; each guide, 12 francs: mules cannot be had without a guide or attendant; but one guide will do for any number of mules. A chaise-à-porteur and six men, cost 72 francs—with eight men 96 francs.

The ascent commences within one mile of the town, where four branches off to the right from the St. Bernard road, and is one continued steep unbroken ascent, till you attain the summit of the Forclaz. The paths for the *Col de Balme* diverge to the left, that to the Tête Noire to the right at the bottom of the descent, in the Val de Trient. The attraction to the Col de Balme consists in the splendid view, if fine, of the whole of the Mont Blanc range, the moment you attain that spot, after crossing the valley of Trient; but to any one going for the first time, especially if any doubt exists as to the clearness of Mont Blanc from clouds, we recommend the Tête Noire. You descend, in this case, down the vale of Trient, till you join the Val d'Orsine.

Be sure not to allow the mule-driver to stop

fine at the village in the vale of Trient, but to go on to the hotel at the *Tête Noire*, where, instead of passing an hour in a very tame hollow, you spend it in the most beautiful spot in Switzerland, and not half an hour's ride from the former place. This Pass is constructed round the face of the mountain, forming the angle between the two valleys, but at an immense precipitous height above the streams Having come down the Trient valley, you now ascend the Val d'Orsine, along this splendid gallery; continuing on, you arrive at a point where the path is again on a level, from which it gradually ascends to the highest part of the road, called the Montets. Before reaching this spot, if fine, the Col de Balme is seen towering before you, and then Mont Blanc itself, and the different Aiguilles forming the Mont Blanc range. The descent is through Argentières, passing the glaciers of Tour, Argentières, and de Bois, and so on into the valley of Chamouni.

CHAMONIX.—Several good Hotels.—See page 492.

FROM CHAMONIX TO GENEVA.—From Chamonix to Sallenches, along the new road, finished in 1869. The views of Mont Blanc are magnificent. (See Route 20.) From Sallenche to Geneva by diligence.

GENEVA.—See page 494.

Railway to Lyons, Chambéry, Macon, and Paris

Steamers on the Lake to Lausanne, Chillon, &c.

By Rail from Lausanne to Basle.

ROUTE 20.

Geneva to Chamouny or Chamounix, and Excursions thence.

GENEVA—See page 494.—(Distance, 50 English miles.) The journey is performed by diligence in se en to eight hours.

Charges for carriages uncertain—*do not depend upon the voiturier*, but ascertain the point from a respectable landlord, (*experto crede*) so also as to back fare, bonnemains, &c.

A light carriage for four can be had to go from Geneva to Sallenches or St. Martin; from whence a lighter carriage can be had to carry two or three persons to Chamounix; the former for about 30 frs. and 3 frs. to the driver, the latter 15 frs. and 2 frs to the driver.

Leave Geneva by the Grande Quai, and pass, for some miles of the journey, through a picturesque country studded with neat villas, &c., to

CHÊNE—A large village situated on the Seime. At this point the eye rests upon some magnificent views—the Voirons on the left, Mount Salève and the range of the Jura on the right. Departing hence, cross the stream which separates the Genevese Canton from the acquired territory of France, and arrive at

ANEMASSE. Beyond this place the road leads up the valley of the Arve; the Monog is crossed by a pretty and lofty bridge. The next station is

NANGY—close to which village, on the right, are some ruins of the Chateau of Faucigny, on a cliff to the left of the road. The road proceeds on close by the Mole, a fine hill surmounted by an obelisk. Passing through some beautiful scenery and an avenue of trees the road enters

BONNEVILLE.—Inn: Couronne.

The chief place of the province of Faucigny, with 1600 inhabitants. It is an excellent mid-day halt. A column, ninety-five feet high, erected to honour the memory of Carlo Felice, at the end of the stone bridge, is surmounted by a statue of the king. After crossing this bridge, the road passes between the bases of the Mole and Mont Brezon, which on the right bounds the valley of the Arve. A new line of road extending from Bonneville to Chamouniz was undertaken by express command of Napoleon III., on his visit to Mont Blanc. The road continues immediately under the Brezon until it crosses the Arve on a stone bridge, and enters

CLUSES.—Inns: Parfaite Union and Balances.

A very old town, nearly consumed in 1843, but now nearly rebuilt, near the mouth of the gorge. It has a population of 1590; a large number of these are celebrated as watch-makers, in which capacity very many of the inhabitants of this place have founded establishments in Strassburg, Lyons, Augsburg, &c.

Departing from Cluses, our road is carried through the defile and beneath grand Alpine precipices. In some places they seem to overhang the traveller. A very agreeable visit may be made to the Grotto of Balme, 800 feet above the valley, shortly before arriving at Maglan; at La Balme are mules for the ascent. The depth of the grotto is more than 1800 feet. The peaks of Mont Douron are seen on the other side of the valley.

MAGLAN.—On the right of the Arve, situated beneath lofty mountains, lies this straggling village of about 1800 inhabitants, who bear much the same migratory character as the people of Cluses, and are just as remarkable for their foreign establishments. Proceeding beyond this place the valley widens; and our road touches on the Nant d'Arpenaz, one of the highest waterfalls in Savoy. The stream is like a zig-zag cascade, and crossing the road beneath a bridge, falls into the Arve. Travellers *en route* from Geneva will be pestered with idle vagrants offering them minerals for sale, guides, &c., vending echoes by firing pistols, &c., whom they should discountenance.

The valley now loses much of its former narrowness; and from Sallenches up to the base of the Douron, lie before us rich and verdant fields. Direct above rise, 8000 feet above the sea, the peaks of the Varens, as we enter ST. MARTIN, and soon after find ourselves in the yard of the Hotel de Mont Blanc. Crossing the bridge, situated about 100 yards from the inn, our road leads on to Sallenches. From the bridge there is a delightful and magnificent view of *Mont Blanc*—so gratifying, that it is worth the entire journey from England. Forclaz, in its pine-clad armour and green helmet, is seen; and, towering above, are the Aiguille de Goûté, the Dome de Goûté, and the summit of the highest mountain in Western Europe, 12 miles distant, supported by the ridges of Aiguilles, the intersecting spaces being studded with glaciers.

SALLENCHES.—Inns: Hotel Chalet Suisse; Bellevue and Leman. A small town with a population of 2000; rebuilt on the ruins of the former town, entirely consumed on Good Friday in 1840. Here

chars, mules, and guides can be hired for Chamounix: char, 12 francs; with two horses, 18 francs; and postilion, 2 francs.

The Journey occupies about five hours; the roads are steep and rough, and only accessible for light chars.

Persons who desire to visit Chamounix, and return by Geneva on foot, had better proceed from St. Martin to Chêde, Servoz, and Chamounix, by the right bank of the Arve, returning by the Col de Forclaz, and the Baths of St. Gervais, to Chêde.

An agreeable drive may be taken from Sallenches to the *Baths of St. Gervais*, about two miles off, in the gorge of the Bon Nant—a small stream descending from the Bon-homme. The baths are situated at the extremity of the glen, which cannot be left unless by returning to the entrance, where two roads branch off—one up a steep ascent to St. Gervais, a sweet village in the Val Montjoie, passing the hamlets of Bionnay and Tresse, as it leads to Contamines and the pass of the Bonhomme. The road leads to Chêde across the valley of the Arve by Passy.

Above St. Martin and Sallenches the valley of the Arve spreads itself out before us; and all along to Servoz, magnificent views greet the eye.

Close by Chêde there is a beautiful cascade on the left: and after attaining a considerable height, on the left the Lac du Chêde, now filled with mud and stones. Our road here makes a deep curve along the bed of a wild torrent, from which there is a path to

SERVOZ, where refreshments can be had for man and horse, and guides hired for the *Buet*, one of the panorama-commanding ascents, from which a splendid view of Mont Blanc may be enjoyed. From its summit, 10,210 feet above the level of the sea, a vast extent of horizon stretches out bounded by the mountains of St. Gothard on the east, and by the ranges extending into Dauphiné on the west. The Buet can be ascended from the Servoz side; but no traveller should attempt its ascent without a good guide. See further details, in Bradshaw's "Handbook to Switzerland."

On leaving Servoz our road crosses the torrent of the Diosa, and follows close to the base of the Breven. Near the Pont de Pelissier, which the road crosses, are the ruins of the castle of St. Michel.

Les Montets, a steep and stony ascent, next interposes itself in our way, and we find ourselves on the upper story, as it were, of the valley of the Arve, in close proximity to the mountain monarch, though we cannot see his head, which is concealed by the stupendous Dome de Goûté.

We now proceed through some beautiful meadows to Les Ouches, the first village met with in the valley. Two miles above this place we meet the first of the white lines of glaciers, which begin to be seen from Les Montets, extending themselves into the valley. It is called Taconey, but is a mere nothing compared to those around it. As we proceed numerous torrents are passed, and the hamlet of Bossons is reached, near the glacier of the same name. The brilliancy of its ice, pinnacle, sixty or seventy feet high, renders it a beautiful object.

The Arve is crossed a short distance above the Glacier of Bossons, and our road follows its right bank. The Glacier du Bois is at the head of the valley, a league beyond

CHAMOUNIX.—See page 492.

EXCURSIONS FROM CHAMOUNIX — MONT BLANC.

ASCENT OF MONT BLANC.— Who that has ever visited Chamounix has not felt the excitement and delight of foreign travel? He looks from his hotel window, and sees the bustle consequent on numerous arrivals and departures. Guides in one corner, and tourists speculating on their plans for the morrow in another, keep up a continual interest; and then above him are the vast walls and pinnacles of the Alps, the "Palaces of Nature."

The tour of Mont Blanc can be made with the greatest advantage from Chamounix over the Col de Bon Homme to Cormayeur in the Val d'Aosta, where Mont Blanc is seen in grander proportions and mightier lineaments than from the north side; and from thence by the Col de Ferret, or Great St. Bernard to Martigny, returning by the Tête Noire pass to Chamounix. The guide taken at Chamounix is not allowed to proceed further than Martigny, where a local guide must be engaged for the remainder of the journey. Should the journey be ended at Martigny, the guide returning to Chamounix can only demand one day's pay.

MONTANVERT.—A pleasant excursion can be made to this place. (Inn Pavilion.) The excursion is generally undertaken for the purpose of making a visit to the *Mer de Glace*; the stupendous series of glaciers ending in Glacier du Bois, and the source of the Arveyron, in the valley of Chamounix. The ascent is accomplished by a mule path in 2½ hours, and the descent in 2 hours.

We first cross the Meadows and the Arve by a path traversing the valley to the foot of the Montanvert. Here the path leads up a beautiful forest of pines, meeting at intervals very steep ascents. Large masses of rock, and uprooted trees, mark the direction of the avalanches that have fallen at different periods. About a league further on is a ravine, formed by avalanches. Mounting towards the top, we see, looking above the pine-tops, the Aiguille de Dru, a gigantic obelisk of granite. On the summit, at the MONTANVERT, we find an Inn, and good accommodation.

A short but steep descent leads to the *Mer de Glace*, or Icy Sea, so called from its resemblance to the waves of the sea after a storm. The path passes by the Rocher des Auglais, and several mountains environ the wonderful Mer de Glace. Across it are some of the most majestic of these mountains that form such a striking peculiarity in the scenery of Chamounix. On the north-east is the Aiguille de Dru, the nearest; on the south-west is the Aiguille de Charmoz; and on the left of the former is the Aiguille de Rochard—a forest of pinnacles, appearing to hold up the giant of them all—called the Aiguille Verte. Parties not proposing to cross the Mer de Glace should descend upon it and walk for 100 yards, as it is only by so doing they can clearly recognise its brilliancy of hue and deep pure colour of blue.

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The Jardin.—A visit from the Mer de Glace to the Jardin, in the remote recesses of Mont Blanc, forms one of the finest excursions in the entire range of the Alps. Persons wishing to enjoy it thoroughly should make the Pavilion their resting place for the night, where they will find comfortable sleeping accommodation. No one should attempt the passage without a guide, who can carry provisions. Bread, cold meat, and wine, are the best to be taken.

We follow the south-west side of the Mer de Glace and after ascending either of the two passages called Les Ponts, we descend to the edge of the glacier, and continue for some time along its moraine. Here is a very pure fountain, issuing through a natural arch in the rock. The path at length reaches the point where the Glaciers de Tacul and de Lechaud unite. Near the latter, are four parallel and protracted heaps of rubbish on the Mer de Glace. After traversing the latter for two hours, we arrive at the foot of the Taléfre. The view of the Glacier de Taléfre is here very sublime and awful. To attain the summit, we must ascend the rock called the Couvercle, which shoots up into the inaccessible Aiguille de Talèfre. The necessity for here scrambling with both hands and feet, has gained for the passage the name of Egralets, or Petits Dégrès. It is, however, more difficult than dangerous. The plain of the Aiguille de Talèfre affords an agreeable resting-place. Amid the labyrinth of granite blocks at the foot of this glacier is a rock, called the Pierre de Bérenger, which affords shelter to those surprised by bad weather. In the midst of the ice and snow is a flat rock, which, at the close of August, is covered with a layer of greensward, diversified with a variety of beautiful Alpine plants. This is the *Jardin* of this palace of nature, and its beauty can only be exceeded by the splendid sublimity of the surrounding objects. The journey from Montanvert to the Jardin can be performed in twelve hours, including two or three hours to rest. Beyond the Jardin, is a place called Les Courtes, very difficult of access, where minerals, &c., are collected. In descending, we can avoid the Egralets by taking a direction across the glacier, a long and steep descent, which leads to the Glacier de Léchaud, abruptly terminated by the Aiguille de Léchaud and the Grand and Petit Jorasse. It requires five hours to walk from Montanvert to the Jardin, and six hours thence to Chamounix. The Flegère will also prove a delightful excursion.

Ladies will find this an exceedingly agreeable spot to view Mont Blanc from. The ascent can be accomplished by mules all the way up. In case the traveller has not much time to devote to the excursions about Chamounix, the two most worthy of visits are the Montanvert and Flegère.

The Brevent also forms a favourite excursion (8,230 feet high), and, though many ladies perform the ascent, yet it is fatiguing. Returning from it to Chamounix, the journey can be varied by taking the west side of the Brevent, above the valley of Dioza, close by the lake, and then descending by the Chalets of Calaveiran, towards the village of Chapeau, whence a path leads down to Les Ouches, in the valley of Chamounix.

Source of the Arveyron.—If we would avoid a separate excursion, we should immediately descend from the summit of Montanvert to the source of the Arveyron, which issues from the Glacier des Bois. The descent is along a hollow, wrought on avalanches, and called La Filia. It is very steep, but not dangerous, and may be undertaken on foot.

The Ascent of Mont Blanc.—Of late years the feat has become quite as common and fashionable as it was before rare and exceptional. The adventure requires the aid of half a dozen guides.

Mont Blanc, every schoolboy knows, is the highest mountain in Europe (15,780ft.) except the Elburz and Kasbek peaks in the Caucasus. It is situated between the valleys of Chamounix and Entrèves. It has three principal summits; the most westerly, called the Dome du Gouté, that in the middle the Bosse du Dromadaire, and the most easterly the Tacul. It requires two days for the excursion from Chamounix to the top of Mont Blanc—the first from the former place to that called *Les Grands Mulets*, where the shelter of a rock can be obtained: the second from this spot to the summit and back. Those who make the attempt from the mountain of La Côte, proceed from the Prieuré to the village of Bossons, turn aside on the right near the foot of the glacier, and proceed to the hamlet Du Mont. A little further begins the ascent, which follows the bank of the torrent that issues from the Glacier de Taconay. Mules can proceed to the distance of two miles from the Prieuré; but the remainder must be performed on foot.

Tour of Mont Blanc.—This may be done in a round of about 6 days, from Chamouny; viz, 3 days to Courmayeur, and 3 days to Chamouny again. The stopping places as follows—1st day, at Contamines; 2nd day, at Mostet; 3rd day, at Courmayeur; 4th day, near Col de Ferret, 6 hours; 5th day Martigny, 8 hours; 6th day Chamouny, 8 hours. The places passed in this circuit (proceeding westward) are Les Ouches: Pavilion de Belle Vue; Col de Noza, Bionnassay; La Villette; St. Nicholas: and *Les Contamines* (two Inns), under Mont Joli, with Mont Blanc to the Notre Dame de la Gorge (road ends, and bridle path begins); Nant Borant, under Aiguille Trelatête; La Balma (Inn); Plaine des Dames, under Pic du Bonhomme; Col de Bonhomme (view); Chapiu (two Inns), where a path to Bourg St. Maurice an the Little St. Bernard comes in; and *Mostet* (two Inns). Col de la Seigne (fine view), on the Italian border under the S. corner of Mont Blanc; Combal Lake in the Allée Blanche, under the Miage Glacier; Entrèves, under the Brenva Glacier; and *Courmayeur* (three Inns), on the road down to Aosta, under Mont de Save and Cramont;—(Courmayeur across Mont Blanc to Chamouny, 14 hours). Val de Ferret or Ferrox, under the Glaciers, to Col de Ferret (on the border of Switzerland) a fine point of view; Orsières; and Martigny. Col de Balme, and Tête Noire to *Chamouny*.

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ROUTE 21.

From Geneva to Sixt.

64 Kilometres (39⅞ miles). Diligence, carriage road.

The valley of Sixt is one of the most charming in the Alps; and from it a series of splendid passes lead to Chamounix and to Champéry, at the foot of Dent du Midi, Canton de Valais, (see Route 20) As far as Nangi you follow the high-road from Geneva to Chamouni, 15 kilometres (9¼ miles.) Two kilomes. from Nangi you turn off to St. Jeoire (Hotel, the Crown), 28 kiloms. (17¼ miles), on through Tanninges (Hotels, Balances & Lion d'Or).

Next important place Samoens (Hotels, Poste, Croix d'Or). Good guides, Gallet, Gurnie. On the banks of the Giffre, fine cascade (630 feet), Nant d'Au, 56 kiloms. (34¾ miles) from Geneva. Advancing, pass a fine defile of the Giffre, near la Balme, to the abbey of **Sixt** (Hotel and Pension, des Cascades), 1 hour, 20 mins. from Samoens. Luxurious growth of timber-trees, and centre of excursions. At ten minutes, cascade of the Dard, 1200 feet descent. The Fer à Cheval, surrounded by peaks and cascades. Beyond, the Vallée de Combes, with many cascades 2 hours 30 minutes, to the Lac de Gers, to Vaudru 8714 feet, with a view of Mont Blanc, Dauphiné, Lake of Geneva, &c Mont Buet, 6 hrs, 30 mins. to 7 hrs. up. Road by forests and cascades, Rouget, and Joux Bas. You can descend from the Buet to Chamouni, 6 hours, by the Pierre à Berard. Passes from Sixt to Champery, see Route 1.

ROUTE 22.

Down the Rhine, from Bingen and Mayence to Bonn,

(INCLUDING ITS FINEST SCENERY).

For the ascent, see p. 421.

Kreuznach to Bingen (Bingerbrücke Junc.) 1 German mile, 4⅔ English.

At Bingerbrücke is the great Junction for the Rhine railway down to Coblentz and up to Mayence, and for the Wiesbaden and Frankfort line.

From Bingerbrücke you can proceed along the Rhine by rail or steamboat; but the boat is preferable, if the object be to view the scenery.

Bingen.—(See p. 429). BINGERBRUCKE Junction is the great central knot of railroads—west to Paris, south to Mayence, Heidelberg, Strassburg, and Bâle; east to Wiesbaden, Frankfort, Homburg, and the Brunnen of Nassau; north to Coblentz, Cologne, and Belgium.

By Rail to

Mayence or Mainz, Mentz, 18 m. from Bingerbrücke.—(See p. 431). Distance to Frankfort 18 m. up the Main.

Frankfort (Prussia).—See p. 457.

Baths near Frankfort. 1. Wiesbaden (Prussia).—Distance (22½ m. (See p. 466).

Homburg.—Distance 12 m. (See p. 441).

From Wiesbaden you reach Schlangenbad, 2 German m. by rail.

SCHLANGENBAD in Prussia, see p. 465. In 1 hour the diligence takes you on from Schlangenbad to SCHWALBACH. (See p. 465.

To return to Bingen.

Bingerbrücke to Coblenz by steamer or rail; the former preferable to see the scenery; 4 h. 45 m. descent; ascent 7 h. Descending you pass the most remarkable

Points on the Rhine:—viz., Mausethurm in the river with a legend; castles of Rheinstein, Sonneck, Wisperthal, Bacharach, Strahleck, the Pfalz, another picturesque castle in the river, Caub, Oberwesel, St. Goar, the Rheinfels, the Lurley Rocks, the Cat and Mouse towers, Boppard, Liebeneck, Lahnstein, and Stolzenfels, the palace of the King of Prussia. (See Rhine section.)

Coblenz, in Prussia.—(See p. 427.)

Fortress of *Ehrenbreitstein*, opposite, is the Prussian Gibraltar. View of Rhine and Moselle superb; fee, 50 pfennings.

COBLENTZ to EMS, 10m. up the Lahn. See p. 456.

Descent of the Rhine from Coblentz to Cologne by Bonn. To Bonn 33 m.; rail or boat. Time by boat 4h. 30 m.; going up 7h. 30 m.

Pass Andernach, a very ancient town. Rolandseck, *Drachenfels*, the noted Siebengebirge hills, and come to

Bonn.—(See p. 425.)

TOURS IN FRANCE.

In the preceding pages of *this* **Special Edition** the leading *Routes* through Switzerland, Italy, Germany, &c., are given. We now subjoin some useful *Routes* through France.

ROUTE 23.

London to Paris, via Dover & Calais.

For description of route from London to Dover, and thence to Calais, passport information, management of baggage, &c. see page 351.

Calais.—See p. 362.—Quitting this station, the railway almost makes the circuit of the town, and passes through a low and flat country.

Ardres.—A small fortified place, memorable as being close to the spot where in 1520, the famous meeting took place between Henry VIII. of England and Francis I. of France, called the Field of the Cloth of Gold, situated to the west, midway between this station and Guisnes. The next stations arrived at are places of no importance.

St. Omer.—See page 390.

Departing hence, we pass Eblinghem station, and reach

Hazebrouck, whence there is a branch line to Dunkirk, see page 366. Our journey is continued *via* **Bethune,** unmarked by any particularity of character.

Arras—See page 385.

Nothing of interest occurs in passing Boileux, Achiet, Albert, and Corbie stations, till we arrive at

Amiens—See page 388. Trains run from here to Abbeville and Boulogne. Refreshments can be had; the time allowed is about twenty minutes; coffee, tea, bread and butter, 1 fr.; chop, a glass of wine, and bread, 1 fr.

Conveyance to Beauvais through Noiremont: 10 English miles. Pass the stations of Boves, where remains of a castle upon a hill are in sight from the rail, Ailly, and Breteuil, whence diligences go to Beauvais and St. Quentin, St. Just, and Clermont, and arrive at

Clermont-sur-Oise.—Inn: Croissant.

A small town on the slope of a hill, whose summit is crowned by a Castle, now used for a female penitentiary. It was the birth-place of the astronomer Cassini.

Liancourt Station is passed before arriving at

Creil.—The railway, which previously traversed the chalky high lands of Picardy, now descends into the valley of the Oise, wends amid agreeable scenery to the stations of St. Leu, (whence there are diligences to Senlis), Boran, BEAUMONT-SUR-OISE, (a small town hemmed in by a round tower and old Castle, with a population of 2100), Ile-Adam and Auvers, and reaches

Chantilly—See page 365

St. Denis.—See page 390.

Paris—See page 379.

Since the opening of the Railway from Calais to Boulogne direct, the mails are carried *via* Calais, Boulogne, and Amiens. See page 18 for Special Tidal and Mail Trains and Steamers.

ROUTE 24.

London to Paris, via Boulogne.

This route is an agreeable one. The journey from London to Folkestone is performed through a beautiful country; the sea passage across is expeditious, and the steamboats are excellent.

A steam-boat communication exists between London and Boulogne *direct*.

For information as to the course to be pursued on landing, in reference to luggage, &c., see p. xliii.

The Railway station is opposite the harbour; and the passenger receives two tickets, one for his *fare* (which he should always have ready to show), the other for his luggage. At the sound of the bell he should leave the waiting-room and proceed to the carriage. Boulogne to Paris, 157½ miles.

From Boulogne the railway turns a little to the west of the post road, and makes a lengthened *détour*, going close to the river Liane, the high grounds overhanging which form a very pretty prospect, until its arrival at Pont-de-Brique, close to a village of the same name which we do not see. To the right we see the De Clocheville château, in which Napoleon once lodged. The next station is NEUCHÂTEL, 8½ m. from Boulogne, after passing through the Forest of Hardelot. Close by Condette, famous for game and for its large rabbit burrow. Hence for 8½ miles to

Etaples.—17 English miles—An old town, now almost in ruins, with a population of 2700, situated on the left of the mouth of the Canche. Adjoining the station is the cemetery.

The road proceeds by a viaduct 900 feet long, and takes in a good view of the sea and sand banks, as it approaches MONTREUIL-VERTON, 24 mls. from Boulogne, situated on a hill, and remarkable for a lofty flamboyant Church, with a magnificent west door under the towers. From the line we see Herdin, amid gardens, meadow-land, and water ponds, and shortly after arrive at

Rue—34 m. from Boulogne—having the church of Saint Esprit, which will well repay a visit. Not far from here is **Crecy**, on the field of which Edward III. fought his battle in 1346, and hence called "the battle of Crécy:" **Agincourt**, where Henry gained the victory of 1415, is 16 miles from Crécy. Pass Noyelle to

Abbeville—See page 352.—49¼ English miles from Boulogne. The railway from here to Amiens directs its course up the left bank of the Somme.

Pont Remy—54 English miles—A small village on the right bank of the Somme, remarkable for its old castle. Six miles further on is Longpré. Before reaching Hangest, we see at a distance the Camp l'Etole, an old Roman fort, oval-shaped.

Hangest—64 miles from Boulogne; hence to

Picquigny—4 miles from Hangest—A village of 1600 inhabitants, where Louis XI. and Edward IV. met to sign the Treaty called after that place. The distrust of both monarchs was so great, that a barrier of strong wooden palisades was placed between them, and room enough only left them to shake hands. Close to the church is the ruined Castle, noticed in Madame de Sévigné's letters.

Amiens—76 miles from Boulogne, 81¼ from Paris. See preceding route 23.

ROUTE 24a.

London to Paris, via Newhaven and Dieppe.

This is the "shortest and cheapest" route to Paris, in connection with the Express Trains of the Brighton & South Coast Line and its daily tidal steamers between Newhaven and Dieppe. The sea passage of 64 miles, is done in 5 hours; the total distance is only 240 miles. From Dieppe, the Rail may be taken direct to Paris, via *Pontoise*, 105 m.; or to *Rouen* on the Western of France, 125 m. (See Route below). For particulars, consult the Company's Monthly Time Bills, or p. 683 of Bradshaw's Continental Guide.

ROUTE 25.

London to Paris, by Southampton and Havre.

Havre.—See page 371.—The Railway departing from Havre terminus, situated close to the Boulevard de Strasbourg, passes through a street of gardens, villas, and guinguettes, as far as GRAVILLE, to the right a little above the road, and interesting for its Norman Church, dating from the eleventh century. From here the railway proceeds in view of the Seine, until our arrival at

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Harfleur—A small town of no importance. Its church, a building of the fifteenth century, is surmounted by a tower and spire, and ornamented by a fringed portal. From the Chateau of Orcher, on the heights above the town, a splendid view of the river can be enjoyed.

St. Romain and **Beuzeville** are next arrived at. At the latter the railway ascends, and near Thirville it passes over a viaduct of 48 brick arches, the highest 106 feet above the ground, and requires an extra engine.

Bolbec and **Noiniot**—Bolbec is a manufacturing town, on the right bank of the river Bolbec, in one of the little valleys intersecting the Pays de Caux. It has a large number of cotton mills and printworks, bleaching-grounds, &c. LILLEBONNE a venerable old town, five miles from here, deserves a visit, to enable the tourist to view its Roman theatre. Five miles from the last station we come to Alvimare, whence the railroad proceeds through the centre of the Pays de Caux, a high, fertile table land, intersected by watercourses, and arrive at

Yvetot—An industrious town, nearly composed of timber houses, and carrying on some manufacture in cotton, otherwise noticeable for the "Roi d'Yvetot" mentioned in Béranger's song. Its population is 9,920. Motteville and Pavilly are next passed. The railway then descends from the table land of the Pays de Caux into the basin in which Rouen is situated, and arrives at

Barentin—A small town with 3,070 inhabitants, and the seat of some cotton mills. Coming to this station, the road is carried over a curved viaduct of twenty-seven arches, each sixty feet span. From here the railway crosses the valley of Barentin, is carried over the high grounds, and passes through the heights of Poville by a tunnel one mile and three furlongs long, sweeps over an embankment and viaduct of eight arches, and arrives at Malaunay (here is the junction line to Dieppe). Thence it passes on to Maromme, and proceeds through a country full of mills and factories to Rouen, before reaching which station, in the Rue Verte, it has to pass through three tunnels and over a viaduct. It penetrates beneath the suburbs of Cauaine, Beauvoisine, and St. Hilaire, near which it passes a second tunnel 1,530 yards long, takes a sweep and enters the third tunnel, 1,135 yards long, under the hill of St. Catherine, describing a radius of nearly half a mile.

Rouen Station (described at page 389) lies in a hole, and is shut in by escarpments of stone, excluding all view of the town. There is also a station on the left bank. Steamers run during the summer months to Havre, and throughout the year as far as Bouille; see alphabetical list of sailings.

Leaving the Rouen Station, the railway passes along the right bank of the Seine, through St. Etienne de Rouvray and Sotteville, to

Oissel Junction, or **Tourville**—Where passengers get out for Elbœuf.

[ELBŒUF.—An exclusively manufacturing town, the Leeds of France—having a population of 25,700, and about 20,000 weavers in the adjoining communes.] From Tourville, the road passes by a short tunnel through the hill of Tourville, to

Pont de l'Arche—A small town with a Gothic church, containing some curiously painted glass. A bridge of 22 arches crosses the Seine here. The railway leaves by the left bank of the Seine, and again crosses the river, before arriving at

St. Pierre de Vauvray.—[Five miles west is LOUVIERS—a manufacturing town, with thirty cloth manufactories and a number of spinning mills.] The road is carried through two tunnels, near Le Grand Villiers, before reaching

Gaillon—Whence omnibuses go to Autteuil and Andelys. Here is a large penitentiary; and in the distance, five miles north of the road, rises the Château Gaillard—a magnificent ruin, a lofty rock, at whose base the Seine flows. This was the favourite castle of Richard Cœur de Lion.

Vernon.—Inns:—Du Lion d'Or.

An old town giving name to an English family, beautifully situated, and having a population of 7,400. Its houses are generally timber-framed, and its streets narrow, which renders its *tout ensemble* rather picturesque. Its church and tower are objects of interest. Leaving Vernon, the railway runs close by the river at the base of the high ground, to Bonnières, at a short distance from which it goes through a tunnel 2,480 yards long, driven through a hard, chalky and flinty bed, and skirts Rosny Forest—felled at one time by Sully of its timber, to the value of 100,000 francs, in order to pay his royal master's debts. Sully's old *Château*, where he was born, is here. *Ivry*, where Henry defeated the League, 1590, is 22 miles from Rosny.

Mantes—Inns:—Grand Cerf; Des Postillons.

A very handsome town, on the left bank of the Seine. Its chief objects of interest are the Cathedral of Nôtre Dame, an elegant Gothic building, built for Blanche of Castile and her son St. Louis; with its triple portal, tall square towers, and richly carved choir; the Gothic Tower only a remnant of St. Maclou; and the Hôtel de Ville, also Gothic. It was here that William the Conqueror received the injury which terminated in his death a few days afterwards, at Rouen. The railway now enters a cutting, and proceeds through a beautiful country to Epone, where we see a fine church of the twelfth century. Meulan and Triel are next passed—the former, a town on the right bank of the Seine, containing several manufactories and corn mills; and the latter, a place famous for its plaster quarries.

Poissy is a small town, situated at one of the extreme points of the forest of St. Germains, on the left bank of the Seine. A cattle market is held here every Thursday, for the supply of meat to Paris. It was the birthplace of St. Louis, who was baptized in the parish church, in a font yet preserved there, and shown to visitors. Here the conference was held in 1561, for the purpose of adjusting the differences between the Calvinistic and Romish churches. Its first meeting was attended by Catherine de Medicis, and her son Charles IX. Beza, with several doctors, represented the one church; and Cardinal Ippoloto d'Este, as Papal legate, the other.

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From here the railway follows the left bank of the Seine, cutting through the forest of St. Germaine, and arriving at

Maisons.—Inns:—Hotel Chasse Imperiale, Soleil d'Or.

It is situated in a neighbourhood bristling with villas, &c.; and it was here that Voltaire wrote "Zaire"

The railway crosses the Seine at Bézons by a timber bridge of nine arches, each 100 feet, resting on stone piers. Immediately after, on our left, we come to the junction of the St. Germains line: and at Asnières the Versailles line branches off to the right. The Seine is again crossed by a bridge of five arches, and the village of Clichy passed on the left; after which the railway enters Paris by Les Batignolles, passing through two tunnels under the Place de l'Europe, and crossing under the Rue de Stockholm, it arrives at the Paris terminus, Rue d'Amsterdam.

Paris.—See page 379.

ROUTE 26.
Paris to Strassburg.

The railway from Paris to Strassburg is about 312 miles in length, besides having several important branches. It traverses provinces differing in their produce, manners, and the character of their inhabitants, and the last section of the line is now German territory. Between the rising and the setting of the sun, a traveller may quit the banks of the Seine and reach the banks of the Rhine; he may contemplate the towers of Nôtre Dame in the morning, and admire the spire of the Cathedral of Strassburg in the afternoon. The railway, on quitting the large terminus at the Rue Neuve de Chabrol, takes a northern direction between the Faubourgs St. Denis and St. Martin passes by Bondy, Villemomble, and Gagny, joins the valley of the Marne at Chelles, touches Lagny on the right bank of the Marne, crosses that river twice at Chalifert and at Isle, proceeds between Villency and the Marne to skirt the Faubourg St. Remy at Meaux.

Meaux—See page 375.

The railway joins Armentières after having crossed the canal of the Ourcq and the Marne above Trilport. On quitting the tunnel it proceeds by the side of the Marne to the south-west of the village, touches at Ussy, to the north of La Ferte-sous-Jouarre, a very pretty town with a large number of promenades surrounding it; passes the river a second time at Saussay, a third time at the south of Courcelles, traverses Nanteuil with a tunnel crosses the Marne a fourth time, following the left bank, touches at Nogent l'Artaud and Chezy l'Abbaye, and cuts through a corner with a tunnel. The beauty of the Marne will strike the traveller.

Chateau-Thierry—Inns: Sirène, d'Angleterre—A sweet little town, beautifully situated on the Marne, in the department of Aisne, with a population of 5930, and remarkable as being the birth place of La Fontaine.

Diligences to Soissons, Mery, and Varennes.

Dormans—Inn: Lion d'Or—A small town in the department of Marne, with a population of 2250. Magnificent park. The line crosses the Marne an eighth time between Chateau-Thierry and Vitry-le-Français; follows the left bank constantly, touches at Dormans, Port-à-Binson, Damery, and arrives at

Epernay (Junction for Reims), see page 369. On the left bank of the Marne and famous for its champagne wines.

Chalons-sur-Marne.—See page 364.—Leaving here, the road passes Vitry-la-Ville, Loisy, and arrives at

Vitry-le-Francois—Inn: La Cloche—A modern town, built on the Marne, with 7620 inhabitants. It has a very pretty Gothic church.

The railway leaves Vitry by the south-east, turns off to the left into the valley of the Saulx, passing Blesmes, Pargny Sermaize and Revigny stations, following the course of the river, and then skirts the valley of the Ornain to gain.

Bar-le-Duc.—(See p. 357). The railway continues through the valley of the Ornain to Loxeville, and Lérouville stations. It passes

Commercy; then crosses the valley of the Meuse at Ville-Yssey, over a bridge of ninety yards; then passes near Pagny-sur-Meuse, under a fort, by a tunnel 570 yards long, and reaches Toul by the valley of the l'Ingressin, which it enters by a tunnel 1120 yards long.

Toul, see page 392. From here the railway runs along the left bank of the Moselle, while approaching the canal of the Marne, to the Rhine. It follows the valley of the Moselle on the right bank, crosses that river at Fontenoy over a bridge of seven arches, of 16 yards span each, turns the picturesque fort of Liverdun, and crosses the Moselle twice, on bridges raised sufficiently high to allow vessels to pass underneath. These bridges are formed of five arches, of 24 yards diameter. The traveller should look out for the Cathedral, which may be finely seen from the rail near the station, although at some distance. The road then proceeds to Frouard, its point of junction with the branch to Metz, which is distant thirty miles. From Frouard the road runs to Nancy, by the village of Champigneulle. It crosses the canal there by a bridge; it reaches Nancy, to the south of which the terminus, situated between the Faubourgs Stanislas and St. Jean, has been constructed on a lake, where it is recorded that Charles the Bold was killed

Nancy—See page 377.

After having passed Nancy, the railway joins the canal from the Marne to the Rhine, alongside of which it runs as far as Varangeville. A single bridge, that of St. Plin, 19 yards wide, serves both for the railway and the canal to cross the Meurthe. The line follows the valley of the Meurthe as far as Luneville. There it passes the various arms of the river over bridges of a peculiar construction, thence from Lunéville—a town where was signed the treaty between France and Austria in 1801, ceding the Rhine as the French boundary on that side—the railway turns to the valley of the Verruse, near Marrainvillers. It ascends the stream of the Amiscuta, the hill which separates the waters

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of the Savon from the Sarre, above Richecourt, crosses the new German frontier, and arrives at

Sarreburg; and proceeds towards Hommarting. It was at this point that it became necessary to cross the chain of the Vosges. From Hommarting to Strassburg the line is Thirty-eight miles long. The section between Hommarting and the limits of the department of the Bas-Rhin comprises the difficult labour of the passage of the Vosges, which is accomplished by a tunnel of 2678 yards in length. On the side of Lorraine this tunnel is placed at the left of, and on the same level as, the tunnel of the canal of the Marne to the Rhine; but, in place of remaining on that level, it descends into the mountain, becoming thus excavated under the canal, so that it reappears on the side of Alsace on the right of the canal, and 39 feet below it. Beyond that great tunnel five others of less dimensions are met—respectively, 245, 432, 395, 500, and 308 yards in length. The last, the entrance of which presents the appearance of a feudal fortress, is immediately followed by a great viaduct which crosses the canal and the Zorne, and terminates in a cutting almost perpendicularly in the rock, and of which the form resembles that of a fort. Nothing can be more picturesque than the country in which these works of art are to be found. The ruins of the Castle of Lutzlebourg are also to be seen above the tunnel of 450 yards, and the two Castles of Haut-Barr and Geroldseck show themselves on the mountains at this side of Saverne. The railway, on quitting Saverne, continues in the valley of the Zorne as far as Brumath. After passing Vendenheim station we arrive at Strassburg. The Paris railway joins that of Basle on the glacis of Strassburg, and it proceeds into the town by four lines of rails.

Strassburg.—Now the German capital of Alsace or Elsass. See page 447.

ROUTE 27.

Paris to Marseilles, by Lyons and Avignon.

The railway, after leaving Paris, in Terminus Boulevard Mazas, on the right bank of the Seine, close to the Bridge of Austerlitz, follows the bank of that river, passing Villeneuve St. George's, Montgeron, and several other unimportant stations, before its arrival at **Melun.**

Bois-le-Roi—There is a fine viaduct of thirty arches, upwards of 70 feet high.

Fontainebleau—See page 370.

Moret St. Mammes—A venerable and picturesque old town, surrounded by walls, and having an old church and castle.

Montereau—An industrious town, at the junction of the Sonne and Yonne, with a population of 6220. The train stops a few minutes, and passengers can get some refreshment. A branch railway to Troyes diverges at this point. There are two porcelain manufactories here. Steamers ply between this and Paris.

Pont-sur-Yonne—Is beautifully situated surrounded by verdant banks and sheltered by lofty poplars. Châteaux of the noblesse are crowded together in large numbers.

Sens—See page 391. Departing, the railway passes Villeneuve le Roi, or Sur Yonne (in this neighbourhood and town the lover of sketching will find ample food for study), and St. Julien du Sault stations, to

Joigny—Inn: Duc de Bourgogne.

A town of 6800 inhabitants, beautifully situated on the Yonne, which is promenaded from one side to the other by a fine quay. There are three Gothic churches worth a visit. Coaches daily to Auxerre, Vermenton, Chemaix, and Nevers.

La Roche—From here the branch line separates for Auxerre.

Brienon is next arrived at, a small town, carrying on an extensive trade in linen, coals, and corn.

St. Florentin—A neat town, having a Gothic church, museum, baths, and theatre, and manufactories of cotton, silk, and velvet. Coaches to Auxerre, Vermanton, Vezelay, Clamar, La Charite and Nevers.

About fourteen miles off is the Abbey of Pontigny, the retreat of Thomas à Becket.

Flogny—The railway is carried through the valley of the Armançon, and follows the course of the Canal de Bourgogne.

Tonnerre—Inns: Lion d'Or, Des Couriers. Pop. 4,800.

An old town, built on the slope of a hill, and having some implement works. On the summit is the church of St. Pierre, commanding a magnificent view. In it is a marble effigy of Marguerite of Bourgogne, Queen of Sicily and wife of Charles I. of Anjou. She founded the richly endowed hospital in the town. The Trains stop here for refreshment.

Tanlay—128 miles.—Here is one of the finest châteaux in Burgundy, built by Admiral Coligny, the leader of the Protestants, and first victim of the massacre of St. Bartholomew.

Ancy-le-Franc—136¾—English miles.—Another magnificent château, surrounded by very pretty grounds.

Nuits-Sous-Ravier—140¾ miles—A small town in the midst of the vineyards Romana Richelbourg, La Tache, &c. Passing the station at Aisy, we proceed through a famous vineyard country, entering the department of Côte d'Or.

Montbard—151¼ miles.—Inn:—l'Ecu.

A small town, remarkable as the birthplace of the celebrated naturalist Buffon, who lived in the Château. The railway here passes through cuttings and embankments, winding round hills and mountains.

Coaches to Autun, Sémur, Saulieu, Châtillon, and Langres.

Les Laumes and **Verrey** are passed before we arrive at Blaisy station, at the *Tunnel* which cost more than £90,000, and is 2¼ miles long.

Dijon—See page 367. From hence the railroad takes us on by Gevrey and Vougeot stations, through

vineyards famous for their wines and the richness of the land. There is a branch Railway to Dole, and Besançon.

Nuits, where a fight took place in the war of 1870. Thence

Beaune—See page 368.

A prosperous town, in department Côte-d'Or, and the chief seat of the wine trade in Burgundy.

Twelve miles S. W., at *Cussy la Colonne*, is a Roman monument in the shape of a pillar, bearing bas-reliefs, and said to have been erected to commemorate a victory of Julius Cæsar over the Helvetians. Its access is very inconvenient, from the cross-roads met with at every turn of the journey.

Rail to Autun. From here the railway proceeds through a beautiful wine country, and arrives by Meursault station, at

Chagny—A town full of objects worthy the sketcher's notice. The tower of the church is striking. Here terminates the range of the Côte-d'Or.

Chalons-sur-Saone—See page 364.

DESCENT OF THE SAONE—CHALONS TO LYONS,—From Chalons the tourist can proceed on to Lyons by railway, (page 48), by steamer or by diligence, travelling by the post road, which is good, and interestingly picturesque. From here to Lyons, by steamer, in about 6 hours, returning in about 8 hours. The voyage is preferable to the land journey, though it follows the classical Senonis, a stream still as in Cæsar's time "incredibili lenitate."

Leaving Chalons, the banks at first rather uninteresting, brighten up as we approach Lyons Passing opposite the mouth of the Canal du Centre, we sail into a canal which saves the boat a long round, and see, on the right

Tournus—Inns:—De la Gare, Sauvage, and De l'Europe.

A town of 5610 inhabitants. It has a church. Greuz, the painter, who died at Paris in 1805, was born here. At *Fleurville*, on the left, there is a bridge over the Saône under which the boat passes, and gets into a larger expanse of water. To the left we see St. Albin, with its early pointed Gothic church. Here the scenery is delightful; the slopes are all covered with vineyards—22½ miles from Chalons.

Right—**Macon**—38 miles from Chalons. See page 374.

In the neighbourhood are fine views of the hills of the Bourbonnois and Charolois.

Railway to Amberieu and Geneva, see page 54.

Below Macon the banks of the river become more elevated and picturesque, taking in on the east a view of the Jura Mountains. To the west is Château de Corielles, flanked by four round towers.

Right—At **St. Romain** (36½ miles from Chalons) is a suspension bridge, of considerable lightness and beauty; to the left is *Toissey*, an old town shaded by poplars and willows. We see another bridge to the right at Belleville. The next places seen are Montmerle to the left, and Villefranche to to the right, whose port is Ause.

Left—**Trevoux** (68½ miles from Chalons) an old town, beautifully situated on the slope of a hill, over the winding stream under an old castle. It has a population of 3,000; and was the place where the Jesuits compiled and printed the learned works called the "Journal de Trévoux," and "Dictionnaire de Trévoux." The river becomes contracted and passes on the right, by Belle Ile, and under the richly wooded heights of Mont d'Or, 1000 feet above the river. Neuville is seen on the left, near many flotillas drawn by horses. To the right is Couson, opposite

La Roche Taillee, on the left, so designate from a cutting caused to be made by Agrippa through it, to effect a passage for one of the great Roman highways. Further down we see L'Ile Barbe—an island on the river nearly surrounded by escarped rocks, and linked to each bank by a suspension bridge. It was, we are told, a favourite retreat for Charlemagne, and has a chapel of the twelfth century, and many curious fragments of Roman antiquities. As we enter Lyons under the heights which here border the river, called Croix Rousse, we are forcibly reminded of the Avon at Bristol, under the slopes of Durdham and Kingslown, and the rocks of Clifton.

Lyons—86½ miles from Chalons—See page 374.

Railway from Lyons.

The boats are anything but clean, and are generally overloaded with merchandise. They start from the right bank. Leaving Lyons, we pass on our right the junction of the Saône with the Rhone, and sail by the wire suspension bridge of La Mulatiere, close to the railway to St. Etienne. The scenery is picturesque in the extreme, being enlivened by a series of landscapes.

Givors, on the right—an important place, because of its position on the railway, and of the trade which it carries on in glass. It is situated at the mouth of a canal, and has a population of 10,000. Railway between Givors and Vienne.

Vienne—One of the most ancient towns in France (see page 395), and also interesting as the cradle of Christianity in the west. Railway to Grenoble, Lyons, Marseilles, Paris, Givors, &c.

Condrieux—a town celebrated for its wines. Population 4000. At Servières is a suspension bridge and good road leading to Annonay. On the right the St. Etienne and Marseilles road descends through an opening near Annonay, and crosses the Rhone by the suspension bridge of

St. Vallier - INNS.—L'ECU.

Standing on a terrace above the Rhône. Population, 3000. In the neighbourhood are some picturesque ruins, and St. Roche Taillée. Sailing from here we see to the left the Château de Ponsas, a splendid object, with frowning towers and battlements. Here, tradition says, Pontius Pilate ended his days. The valley of the Rhone is near; and as we approach, passing a lofty, round-topped hill on our left, called Table du Roi, on the south side of which is the celebrated vineyard *l'Hermitage*, we

see TAIN, a small town of 3000 inhabitants, connected by a suspension bridge of wire with

Tournon on the right, one of the chief towns of the department of Ardèche with about 5280 inhabitants. Above the bridge are the picturesque towers of a castle. Below is the College Royal, founded by the Cardinal de Tournon, in 1542. The valley of the river Isère now opens up into a wide and monotonous plain; the vista through the valley being terminated by the snowy mass of Mont Blanc rising behind the Alps of Dauphiné, a splendid sight, though 110 or 112 miles distant. From here we sail in view of hills covered with vineyards; and the bare lime-stone precipices rising above the village of St. Peray, and surmounted by the picturesque castle of Crussol. Diligences to Romans on the Isère, on the road to Grenoble.

Valence.—HOTELS:—De France: Du Louvre. Pop. 18,710. An ancient walled town, on the east side of the Rhone, here crossed by a suspension bridge. It has a cathedral, containing the heart of Pope Pius VI., who died here a prisoner, 1799; and an artillery school, in which Napoleon I. studied, 1785; also river docks, and some factories. For Railway, see Time Tables.

The slopes of the hills all about are covered with vineyards which produce excellent wines.

On the right there is an ugly line of limestone cliffs bounding the right side of the Rhône valley, and further down on the same side, on the summit of the same escarpment, stands the ruins of Soyons castle. On the left the Roche Courbe, which, when first seen, appears a cleft with precipitous sides, but a little further down, a series of peaks.

L'Etoile, a sweet little village; near to LAVOUTTE, a small town with a castle on the top of a hill over it.

Poussin—A small town, with a suspension bridge. At Cruas is a singular abbey on a hill.

Montelimar. — *Stat.* — INNS:— Post, Palais Royal, Lion d'Or.

An old town, of 12,050 inhabitants, surrounded by ramparts. Its chief source of industry is the manufacture of Morocco leather and soap. Opposite here is Theil, where the suspension bridge across the Rhone was swept away by the flood in 1840. At this point the scenery is brilliant.

Viviers—A small town of 2700 inhabitants. Its chief buildings are the college and cathedral. On the left we see the magnificent top of *Mont Ventoux*, the extreme point of the French Alps, seen on our route up to Avignon from here. Below Viviers the river widens up, and is intersected by numerous islands. A new bridge has been erected in place of the one destroyed in 1840. It crosses at BOURG ST. ANDEOL—a town of 464 souls, built on the rock. Here persons leave the steamer for Orange. Opposite here, but 1½ mile distant, is Pierrelatte, named from the colossal mass of rock rising from out the plain in its rear. To the right the Ardèche discharges its waters into the Rhone. About two miles lower down, we reach Pont Esprit, and passing the mouth of the Drome, we reach Anconne, where the river makes a great bend. From here we proceed to

Pont St. Esprit.—A small town, having a population of 5550, with a strong citadel, and one of the longest bridges in France, 2718 feet long, built in 1310. It occupied forty-five years in building, and has nineteen arches, besides four small land arches. At St. Esprit the river becomes a rapid current. The next important town is

Orange.—*Stat.*—INNS: Hotel des Princes, and De la Poste. Pop. 10,000. See page 379.

The Roman *Arausio*, in dept. Vaucluse, near the Rhône, once held by the family of William III. to whom it gave the title of Prince of Orange. Notice the Roman Triumphal *Arch*; and the Roman *Theatre*, 348 ft. long, 115 ft. high, of uncemented stone. It has a collection of antiquities. The *Arch* is 72 ft. high, and 69 ft. broad, and covered with reliefs. Remnants of antiquity are seen in almost every house. There are traces of Roman walls, and a Cathedral of the 6th century. Below Orange the Rhone traverses a wide plain. Roquemaure is seen on the right, and on the left Châteauneuf, shortly after leaving which, we see the spires and towers of Valson, fifteen miles N. E. of Orange.

Avignon.—See page 356.

AVIGNON TO MARSEILLES—Distance, 44 English miles—Quitting the Avignon Terminus, the railway runs in a direct course on the left bank of the Rhone, crossing the foaming stream of the Durance by a viaduct 656 yards long, three miles south of Avignon. The route proceeds from here through a country of rugged wildness and uninteresting scenery. Barbantane, and its extensive quarries are on our left: at the other side of the river, four or five miles distance, can be seen ARAMON, a town with 2720 inhabitants. Rognonas and Cadillan station are next passed. Not far remote we see the colossal squared castle of Tarascon on our left, and on our right we see Beaucaire. The railway junction to Nismes and Montpellier is at

Tarascon.—Inn: Hotel des Empereurs.

A town with a population of 13,500, joined by a bridge to Beaucaire. It contains the Church of St. Martin, in the Gothic style of the 14th century, the southern portal excepted, which is circular, with deep mouldings. The crypt contains the shrine and marble effigy of St. Martha. The castle is a massive structure, erected in 1400 by Henri II., and for a long period the residence of King René, but now used as a prison. It may be reached via Bordeaux, Agen, Montauban, Toulouse, and Foix, within a short distance are the hot sulphur springs of *Ussat* and *Ax*, under the Pyrenees.

Beaucaire.—Inn. Hotel du Luxembourg.

Is opposite Tarascon, at the mouth of the Canal du Beaucaire, connecting the Rhone and Garonne, and has a population of 9545. Beaucaire is celebrated for its Fair, at which usually assemble 300,000 persons from all parts of the world. The ruined castle stands on the summit of a rock, its only remains being now a triangular tower, and

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a very old Romanesque chapel, in which St. Louis heard mass previous to his embarkation for the crusade. From it an excellent view can be had.

Excursions can be made to St. Remy and St. Gilles, and to Les Beaux, a town without a modern building, having only 200 inhabitants, and being a perfect specimen of the towns of the middle ages. The deep debris of mud spread over waste land, on the right, close to the Bridge of Beaucaire, is the remains of the inundation of 1840, when the Rhone overflowed its banks.

Quitting Tarascon, the railway takes its course through a marshy plain. Segonneaux station is passed before our arrival at Arles, two miles from which, on the left, are the ruins of the great Abbey of Montmajeur, seated on a rock of singular form and ascent. On the north-east side, at the foot of the rock, is a chapel, in the Romanesque style, without ornament. On our left, two miles or so from Arles, the Rhone branches off into two divisions, the Petit Rhone flowing westwards, and crossed by a suspension bridge at Fourques.

Arles.—See page 355.

From Arles, south and east to the sea, nearly as far as Marseilles, stretches a wide and unbroken plain, which takes in the *delta* of the Rhone, and similar to that of the Nile, in climate and sand, marshes and lagoons, and variety of birds.

Departing from Arles, the railway leaves the Rhone, and taking a south-east direction, issues from the Alyscamp, and passes over a long viaduct, through a stony plain called the *Crau*, which stretches itself south to the Mediterranean. Leaving Constantine, it arrives at St. Chamas station, a town on the Etang de Berre, with a population of 2640, having an old church. Just outside the town is the Pont Flavien, a Roman bridge that spans the Touloubre, with triumphal arches at each end. The railway in its course from here is carried over many ridges and ravines by tunnels and embankments, passing Berre, Rognac, and Pas de Lanciers, previous to arriving at Marseilles, which it enters emerging from a tunnel 492 yards long.

Marseilles.—See page 375.

ROUTE 28.

Paris to Nantes, by Orleans and Tours.

The Direct Route to Tours leaves Orleans on the Left. See Time Tables.

From the terminus in the Boulevard de l'Hôpital, close to the Jardin des Plantes, and the Hospital of Salpetrière, the line directs its course along a pretty and picturesque country by the base of the slopes bordering the left bank of the Seine. It passes gardens, and houses on the river's bank; skirts the walls of Vitry and Joisy on the right, and reaches

Choisy—a thriving and manufacturing town of 4650 inhabitants. Here is a china factory, and also the largest Morocco factory in France. On the heights above, to the right, are the village and château of Orly. We approach the vine-clad slopes limiting the valley of the Seine, and pass

Ablon to **Juvisy** Station—a very old spot, occupying the foot of a hill on the right.

Here the branch railway to Corbeil separates from the main line to Orleans, turning off to the left, and running near the high road to Lyons; but preserving its course along the Seine, it passes Ris Station, and cuts through a part of the park of Petit Bourg, arriving from Evry Station, at

Corbeil on the Essonne.—Pop. 5290.

Leaving Juvisy, our main route curves a little to the west, crossing the high road to Orge, enters the valley of the Orge, traversing the gardens of Savigny—a small village with a handsome castle—and approaches by a viaduct Epinay station; next, skirts on the left the Forest of St. Geneviève, and traverses a portion of the park of the Château d'Ormay before reaching St. Michel, whence the railway passes through Brétigny station, beyond which it descends into the valley of the Juine, passes thence Bouray, Lardy, and Etréchy, and runs parallel with the post road before its arrival at

Etampes, an old town, with a population of 9,250, carrying on a thriving trade in flour and wool. Its Gothic church, called Nôtre Dame, and the church of St. Martin, together with the remains of the royal castle, are worth seeing. The Hotel de Ville will interest as an old building. Omnibuses go twice a day to Pithivers, 23 miles south of Versailles.

Monnerville.—Here the railway crosses on viaducts the river Chalonette, ascends the valley of l'Hernery until it reaches the high plain of La Beauce, and crosses the post road by a bridge before arriving at

Angerville.—Coaches to Chartres. From here the railway runs side by side with the post road, passing Toury, Artenay, Chevilly, and Cercottes, and reach the station of Orleans, a little east of Porte Bannier.

Orleans.—See page 379.

From here to Tours the railway serpentines along the right bank of the Loire, whose course lies through a wide valley, barred a little by small hills.

La Chapelle; and St. Ay, a small town on the right bank of the river, with a population of 1200. Lord Bolingbroke lived here during his exile from England, and built the Château du Loiret. It has a very fine church, remarkable for the image of the Virgin in black marble, before which Louis XI., whose tomb is here, used to pray.

Meung Station.

Beaugency.—An old town, with a population of 5050, between two hills. The Keep of the Castle, and Hotel de Ville, are objects of attraction. It carries on a brisk trade in wine, and brandy, and is the seat of several factories for woollen cloth, leather, &c.

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Mer—A sweet village, delightfully ensconced in the midst of country houses and villas.

Menars.—Here is the Château which belonged to Madame de Pompadour.

Blois.—See page 359.

Leaving Blois, the railway wends its way down the Loire, through a fine and fertile plain. It passes Chousy, Onzain, and Limeray, and reaches

Amboise.—See page 358. The chapel of the old castle is one of the most exquisite specimens of the profusely florid Gothic style in France.

Departing, the railway is carried along the Loire to Noizay and Vernau.

Vouvray.—Here it crosses the Loire by a bridge to the left bank. Mont Louis being passed, we arrive at

Tours.—See page 392.

The railway now directs its course by the left bank of the Loire, passes St. Symphorien on the right—a pretty suburb of Tours, adjoining the hamlet of *St. Cyr*, close to which, in a neat cottage, lived the poet Béranger—and arrives at Savonnières station, whence it proceeds on to Cinq St. Mars, where it crosses the Loire over a bridge of 19 arches. Close to this spot is the very old and curious monument, known as *La Pont-Cinq Mars*, a square tower built of brick, whose history is lost in the night of ages. It was originally pinnacled on each side. It is 92 feet high, and 13 feet wide; and has on the south side the bricks arranged in twelve compartments. From the last station of St. Savonnières the railway passes through a country full of villages hewn out of a yellow chalk rock. Langeais is a small but pretty town, at the mouth of the valley which opens into the Loire. It has at its rear very many limestone cliffs, on the summit of one of which stands an old Castle of the 12th century, where the marriage of Charles VIII. with Anne of Brittany was celebrated.

Adjacent to St. Patrice is the Château of Rochecotte, the property of the Princess of Talleyrand, niece to the celebrated French statesman.

The next station is Port Boulet. Our route hence lies through a country remarkable for its number of windmills, fluttering on the heights on either side. Approaching Saumur, we see the church of Nôtre Dame des Ardilliers. On its cupola is a record commemorative of the suppression of religious freedom by Louis XIV.

Saumur.—Inns: De Londres; Budan; Belvidere. Population, 14,080.

A picturesque town, as seen from the river, here crossed by a handsome stone bridge. On the quay stands the Hotel de Ville, an antique building of white and black stone, made to serve the double purpose of market-house and town-hall. Its castellated character, and beautiful Gothic ornaments, will repay a minute inspection. The Museum, in its upper story, contains a Roman trumpet five feet long, and several Celtic remains. Its chief church, that of St. Pierre, and the church of Nôtre Dame, which is older, will interest the antiquarian and architectural student.

The Castle rises prominently above the town almost in a perpendicular position, commanding a view of the Loire and outlying country. The prosperity of Saumur was destroyed by the revocation of the Edict of Nantes, by which all the Protestants were expelled; and the population, which was 26,000 under the governorship of Henry IV.'s Secretary, Du Plessis Mornay, the Protestant leader, became reduced to less than three-fourths.

A house built by King René of Anjou, called the Maison de la Reine Cicile, stands in the Quartier du Ponts; but so defaced, that no traces of its once beautiful front can be seen.

Not far from Saumur, on the south side, is the *Dolmen of Pontigné* or *Bagneux*; one of the most perfect and largest Druidical specimens in France. It is a kind of cot, measuring fifty feet in length, but yet built of only fourteen stones, the largest of which is 24 feet by 21 feet, and 2½ feet thick. The road by which these Druidical memorials are approached, leads over a pretty bridge, and by the village of Bagneux, near which they are to be found. About 10 m. distant are remains of **Fontevrault Abbey** (now a House of Detention), with a Church, containing effigy of our Henry V. and his Queen Eleanor, Richard Cœur de Lion, and Isabella wife of King John, of the Plantagenet line

Les Rosiers.—On the left, just opposite this place, on the top of a hill, is the church of Gennes. Between here and St. Mathurin, on our left is the colossal convent buildings of *St Maur*—historically interesting because of being the retreat of the learned Benedictine monks who, in 1621, compiled an immense number of valuable works, which have proved a treasure to literature.

St. Mathurin—Here this road leaves the Loire, and does not again join it for a distance of twenty miles. La Bohalle Trélasé, La Paperie, places of no importance, are next passed. Below the latter the Loire is split up into channels, by very many islands which are crossed by bridges difficult to pass under or over.

In our progress towards Angers, we see on our right the bridge *Pons de Cé*, near a village on the left bank of the Loire

Angers—See page 354.

Angers to Nantes.—The railway from here runs parallel with the bank of the river. The first stations met with are Bouchemain and

La Pointe.—A very pretty spot among white villas and cottages, belonging to the inhabitants of Angers. Close to this spot the railway crosses the Maine. The Loire deepens below its junction with the Maine, and its banks become higher.

Several unimportant stations are passed between here and Champtocé requiring no special notice: Les Foyes, La Poissonnière, and Chalons. Here, to the left, we see a beautiful eminence, surmounted by the ruins of the convent of Cordilliers.

Champtocé—A pretty village on the post road. Here are the ruins of the feudal Castle once owned by the infamous Gilles de Retz stein de Laval, called Barbe Bleue—the original of the well-known

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story called Blue Beard. Having impaired his constitution and fortune by excesses, he engaged an Italian, who pretended to restore them with the blood of infants and young persons. To procure the blood, numerous young girls were murdered by the ruffian himself, to the number of 100. The country rose up against him. He was tried, found guilty, and burned at the stake at Nantes, confessing his crimes.

Ingrande—A small place, standing on the line which formerly marked the boundary of Brittany and Anjou. Between here and Varades, on the right at Montrelais, are extensive coal-fields. On the left we see the hills of St. Florent, containing the large ruins of the *Abbey of Montglonne*, destroyed during the revolutionary fury; and immediately below it the church of St. Florent, at the side of a pillar to the memory of the Vendéean General Bouchamps, to whom a marble monument is erected within the church. Below St. Florent an island divides the river.

Varades—A town of 3400 inhabitants, where the remnant of the Vendéean army waited for their companions, on their crossing the Loire after their defeat, 1793.

Ancenis—Inn: Hotel de France.

A small town of 3,680 inhabitants, with the remains of an old castle at the water's side. To the left, on the summit of a hill, the ruined castle of Champtocé.

Oudon—Here is the black eight-sided tower of Oudon, five stories high, of the 15th century.

Clermont—Remarkable for its Castle, one of the most beautiful ruins on the Loire, but without any historical associations. The somewhat rugged heights now give way to gentle undulations, which below Maures change again into a flat plain.

Maures.—Shortly after leaving, the towers and steeples of Nantes are seen rising in the distance. We pass Thouare and St. Luce stations before arriving at

Nantes—See page 377.

ROUTE 29.

Paris to Toulouse, by Orleans and Limoges.

Railway to Orleans.

See Route 28.

Orleans TO TOULOUSE.—Distance, 358 English miles.

The railway crosses the Loire by a bridge, and pursues its course almost parallel to the post-road, entering the tunnel of l'Allouet, 4045 feet long. It leaves the suburbs of Orleans through a country full of villages and pretty villas, crosses the Loiret by a bridge, close to which was the exiled Lord Bolingbroke's residence, in the Château of *La Source*. From here up to Vierzon, the railway passes through a country bleak, undiversified, and monotonous, arriving first at

La Ferte St. Aubin—A small village; on the left of which is the Château of Lowendahl. The following unimportant stations are next passed Lamotte, Nouan-le-Fuzelier, Salbris, and Theillay.

Vierzon.

Departing hence, the railway quits the cheerless scenery just passed through for the valley of the Cher, which is well cultivated, possessing many vineyards, and interspersed with some pretty scenery along its borders. We cross the Eure and Cher immediately after leaving Vierzon, and pass by Chery, Reuilly, St. Lizaigne, Issoudun, and Neuvy-Pailloux stations, before arriving at

Chateauroux.

From here we traverse a very dreary country as far as ARGENTON, a small village on the Creuse, and thence, passing some unimportant stations reach

Limoges—See page 373.

Travellers who desire to see a curious and remarkable church of the eleventh century, will find one at St. Junien, eighteen miles from Limoges. It contains an altar and sarcophagus, in the Byzantine style.

The next important station after Limoges is

Thiviers, in Dordogne, where much earthenware is made. Pop. 2710. The fine Castle of Hautefort is in the neighbourhood.

Perigueux, on the River l'Isle. See p. 387.

Leaving this, the line passes Niversac, Thenon, and Condac, all unimportant, to

Brive—Inn: Hotel de Bordeaux; Toulouse. Pop. 9850.

A town occupying a very pretty situation in the valley of the Corrèze, and remarkable for an old Gothic House, and as being the birthplace of Cardinal Dubois and Marshal Brune. It is surrounded by a maize and vine country.

Our line from here passes through rather a hilly country, takes in on its course a view of the castles of Noailles and *Turenne*, the latter of which is located two miles east of the road, and is memorable as being the place of refuge of the great Condé's wife, where she concocted the civil war of Guienne.

St. Christophe.—Here the junction from Clermont Ferrand, and Rodez takes place.

Vivies, or Viviers, on the Lot. About 15 miles lower down the river is CAHORS, a very old town (pop. 12,850), the chief place of Department of Lot, with a good Cathedral. Here Fénelon, author of "Telemachus," went to school. He was born at the Castle of *La Mothe Fénelon*, in the neighbourhood. Another remarkable person, Murat, King of Naples, was born at BASTIDE within a short distance. The dim outlines of the Pyrenees, though 150 miles off, can be seen on a clear day from the heights hereabouts.

We cross the Aveyron, and traverse a portion of the beautiful plain of Languedoc, before arriving at

Montauban—See page 376.

Leaving Montauban we pass into the suburb of Ville Bourdon, and enter on the grand route from Bordeaux to Toulouse.

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Grisolles Station. Thence we proceed through a plain of astonishing fertility, nearly alongside the Garonne, and closing towards Toulouse, arrive at it over a bridge spanning the Canal du Midi, which joins the Garonne a mile or so to the right of the bridge seen in the suburbs—Arnaud St. Bernard. On our left an Obelisk, marks the central position taken by Marshal Soult at the battle of Toulouse.

Toulouse—See page 392.

ROUTE 30.

Nancy to Metz, Forbach, and Ludwigshafen.

Distance—165 English miles.

Nancy.—See page 377.

The railway, leaving Nancy, proceeds through a country requiring no special notice, and at about five miles' distance from Nancy crosses the Moselle, a little before arriving at FROUARD, the junction with the Paris line; whence it proceeds on to Marbache and Dieulouard—places of little importance.

Pont-a-Mousson—Inns: Hotel d'Angleterre. Pop. 8,115. A pretty town, on the Moselle, which is here crossed by a bridge; it has a splendid Gothic church, richly ornamented with paintings of the Lorraine school. The old house, called Maison des Sept Pechés Capitaux, situated in the Square, deserves a visit. The next stations passed are places of no importance,—Pagny, Noveant, and Ars. The new German frontier is crossed before reaching

Metz.—See page 444.

From Metz to Forbach the scenery is pleasing, and in many instances picturesque, but altogether devoid of objects of interest. Here the line passes through ground traversed by the German armies in their victorious advance towards Metz, in the month of August, 1870.

Courcelles.—Here the victory of Pange, or Courcelles, was obtained by them on Sunday, 14th August: after they had occupied Herny, Falkenberg, and St. Avold, the stations which next follow. Near St. AVOLD the Lemberg line falls in.

Forbach, formerly the last town on the French frontier, which the Germans reached 6th August, after defeating General Frossard at Spicheren. Pop 4830. Woollen goods are made.

Saarbrucken.—*i.e.*, the Bridge of the Saar—a town on that river, in Rhenish Prussia, now of historical note. Pop. 13,120. It was bombarded and carried by the French on the 2nd of August, in presence of the Emperor Napoleon and his son the Prince Imperial, who here received his "baptism of fire;" but the *eclat* of this small success was soon lost in the German victories at Weissenburg on the 4th, and at Wörth, or Frösch willer, on the 6th. It was immediately retaken by the Germans, and became the head quarters of the King of Prussia on the 10th August.

Rohrbach, and the adjoining country, as well as that surrounding Bexbach and Neunkirchen, is celebrated as a rich and productive coal-field. The railway then proceeds to

Homburg, a small but clean town in Rhenish Bavaria, with a population of 2850, not to be confounded with the celebrated Baths of Homburg (now in Prussia) in the Taunus chain of hills near Frankfort on the Main.

From here there is a branch line to Zweibrücken.

Landstuhl.—A small town, containing a population of 1500. The ruined Castle of the Counts of Sickengen overhangs the town: it was partly hewn out of the rock, and had walls 24 feet thick. In it the chivalrous Franz Von Sickengen died, May 7th, 1523, having been grievously hurt by a falling beam. His bones rest behind the altar of the Roman Catholic Church. Part of his monument—a mutilated statue of a horseman—stands at the bottom of the tower. Another part, with the epitaph stands behind the high altar.

Kaiserslautern.—Inn: Schwan.

On the Lauter, in Rhenish Bavaria, between pleasant hills, and containing a population of 22,700 inhabitants. A castle was built here, in the twelfth century, by the Emperor Barbarossa, which was separated from the town by its fortifications, but was destroyed in the war of the Spanish succession.

Kaiserslautern has considerable woollen manufactories. It possesses a church built by Barbarossa whose Palace was the central Prison of the Rhenish circle.

Neustadt.—Inns: Post, and Goldener Löwe.

This Neustadt an-der-Haardt, on the Speyer, a branch of the Rhine, is an old town, picturesquely seated at the foot of the Haardt mountains. Pop. 7600. A new church was opened in 1862. In its old church, of the 14th century, are many curious monuments of the Pfalzgraves, or former lords of the Palatinate. It is much frequented by invalids for the Grape cure, and is the centre of an attractive neighbourhood, abounding in ruined castles and other objects of interest.

From this place, the Railway to Landau and Strassburg branches off.

The railroad, quitting Neustadt, proceeds through a splendid country, famous for its vineyards and the rich wines which they supply. Geologists will be attracted by the basalt rocks near Pechstein-Kopf mountain.

Haaloch; Bohl; and **Schifferstadt.**—From this point the railway branches off to Spires. Thence to **Matterstadt** and **Ludwigshafen,** opposite Mannheim, on the Rhine. See page 432.

ROUTE 31.

Paris to Berlin, by Aix-la-Chapelle and Cologne.

Paris to Aix-la-Chapelle, 436 kils. (270¾ Eng. mls) Aix-la-Chapelle to Berlin, 94 Germ. mls. (420 Eng. mls.) Time, 24 h.

Aix-la-Chapelle, or **Aachen,** in Prussia. See page 451. Excursions to Ludwigsberg, &c.

To **Cologne** (*Köln*), by Rail 38 m. See p. 422.

Through Hanover and Brunswick to **Magdeburg, Brandenburg,** and Berlin.

Hanover.—(Now Prussian.) See page 461.

[To the west of it, 83 m. distant, and 31 m.

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from Minden, is **Osnabruck or Osnaburg.**—*Stat.*—Pop (1876) 29,850. HOTEL at the Station.

An ancient city in Hanover, on the Hase, founded by Charlemagne; and the seat of a bishopric, once held by the Duke of York, as titular bishop. Here are the Lutheran Marienkirche, a fine Gothic Church of the 14-15th cent., with a large altar-piece; the Roman Catholic Cathedral, of the 13th century, with three towers; and the Rathhaus, containing portraits of sovereigns etc. who signed the Peace of Westphalia here 1643-8. J. Möser's statute faces the Cathedral. Geo. II. was born at Ibburgh in the neighbourhood. Railway, p. 151.]

Brunswick.—(Now Prussian.) See p. 455

Magdeburg.—See page 463.

Brandenburg, the capital of the old Electorate.—See page 454.

Berlin.—The capital of the German Empire. See page 464.

TOURS IN SPAIN.

ROUTE 32.

Paris to Madrid, Seville, and Granada.

To Madrid, 902½ m.; via Bordeaux, Bayonne, Irun, Vitoria, Burgos, and Valladolid.

From Madrid (p. 542) to Cordova and Cadiz, 355 m. The line passes **Val de Penas** (11,000 inhabitants), in La Mancha, renowned for wine and for the adventures of Sancho Panza. At 165¾ m. from Madrid you pass through the Sierra Morena, at the defile of Despena perros, *i.e.*, Pitch the dogs over. Eight tunnels, of 110 to 330 yards in this part of the route.

Cordova to Bobadilla, 75¾ m. Thence a branch to **Granada,** 82½ m. For the Moorish Alhambra, in view of the Sierra Nevada, see page 541.

ROUTE 33.

1. Saragossa to Bagneres de Luchon, by Jaca.

Saragossa to Jaca 110 kilomètres (68⅜ E. mls.); Jaca to Urdos by Canfranc, 7 hours 40 minutes: Urdos to Etsaut (Route to Oloron), 45 minutes; Bedous, 1 hour 30 minutes; Escot, 1 hour. At Escot you strike off to the right, over the Col de Maris Blanca (a walk of 2½ hours); descend by Bielle to Pau Route. Proceeding by that road (1 hour) to Louvie Juson, you hit a high-road taking you, by Bruges and Asson, to Lourdes. From Lourdes you reach Bagnères de Bigorre, by Arreau and Luchon. A good round of 14 days can be made from Saragossa by Jaca to Luchon, and back by Venasque.

2. Luchon to Saragossa, by Venasque.

You ascend first to Bach (3 miles), following the Pique; thence advancing through the fine forest of Charuga (4½ miles) to the French hospice, and rising 4½ miles to the Col de Venasque by a steep ascent. Further on is the Spanish hospice: and in 2½ hours, and descending the course of the Essera, 14 kilometres (8¾ miles), you reach Venasque, from which another route also takes to Luchon

Venasque has two inns—Pedro Farras and Brousseau's—5 to 10 francs per day. Position picturesque; 3829 feet above sea; contains some curious old houses and an old church—that of Santa Maria—in the Romana style. This is the first day's work.

Second day, by Eriste, Sahaun, San Pedro, and Campo, to Santa Liestra, a village where the night may be passed.

Third day, by La Venta de Santa Lucia, Grans (1800 inh.) with a very old church, to Cinca, Enats, and

Barbastro (6043 inh.); house of St. Vincent de Paul; Plaza de Toros; Cathedral Pretty walks near. To Saragossa, carriages on rail, drawn by horses to Selgua, thence 7 miles, thence by Barcelona line to Saragossa.

3. From Saragossa to Bagneres de Bigorre, by Barbastro.

Rail to Barbastro, 132 kil. (82 E. mls.); thence to NAVAL, 17 kilom. (10½ E. mls.). Old houses; narrow streets; remains of an Arab castle.

Ainsa.—34 kilom (21 miles), formerly an important place, handsome treets; Moorish-looking houses. The two churches are ancient mosques, with immense vaults. The old Castle is quite an Arab construction in its original state.

Route proceeds by Puerto, 15 kilom. (9½ E. mls), whence two roads lead to France. 1. By Col de Sesa to Bielsa (6 hours), height 5087 feet, whence you descend to valley of Aure.—2. Over the Cinca and Cinqueta to El Plan, 15 kil. (9½ E. mls.); Customs' station Here again the route forks. Left route by Port de Plan (height, 8061 feet); hospice of Rioumajou to Tramesaigues (valley of Aure), 6 hours' descent Right road, 25 kil. (15½ E. mls.) takes you to Gistain, and on by a pretty valley to Col de la Pez, at foot of Pic du Midi de Geno (7107 feet), whence through the valley of Louzon to **Bagneres de Bigorre.**

4. From Jaca, across the Pyrenees.

From Jaca you reach Oloron, Gavarnie, and Cauterets.

Jaca is reached from Saragossa by rail to Huesca, 73 Kil., 45½ E. mls., and from Huesca by diligence.

The approach to

Jaca is by very picturesque slopes. Pop. 3012. The Cathedral is overloaded with ornaments. Near Jaca an immense panoramic view is obtained from Pena d'Oroel (6234 feet high). The monastery of San Juan de Pena deserves a visit, consisting of two churches; one subterranean, and containing the pantheon of the old kings of Aragon. A new monastery, surrounded by forests, has been built by the monks. The expedition takes a day.

From Jaca three routes lead to France. 1. By Canfranc to Oloron, 51 kil. (31½ E. mls.) Canfranc is the great junction of routes from Aragon to France, three of them being especially frequented, viz., 1. Col de Somport; 2. More eastward, the Port de Jaca; 3. Col des Moines. Col de Somport leads to Oloron by Auberge de Pailliette and Urdos. Oloron, 27 miles from Urdos.

2. Another route leads from Jaca to Cauterets; often very difficult, but much frequented in the fine season. This route takes you to a noted mountain basin on the French side, called the Gorge of Panticosa. A guide may be essential here. From Panticosa it is a nine hours' walk to Cauterets.

3. From Jaca to Gavarnie you pass by Panticosa, 36 kil. (22½ E. m.) and thence, by a mountain path over the Sorrosal torrent, by Linas to Bujarnelo (12 hours). Fair inn. Hence you proceed, by a pass open even in winter (2 hours) to the Col de Gavarnie (7480 feet). Descent of 1½ hour to the celebrated *Cirque de Gavarnie*.

From Saragossa to *Eaux Chaudes* and *Eaux Bonnes*.—Proceed first to Jaca and Canfranc. From Canfranc, continuing either by Col de Somport, or nearer by Col des Moines. Hence to Vallée de Bious, whence a carriage road to Gabas, 1½ hour. Gabas to Eaux Chaudes, a fine walk of six miles. Eaux Chaudes to Eaux Bonnes by road, six miles.

ROUTE 34.

Barcelona to Montserrat.—(Three days' Excursion).

First Day—Barcelona to Martorell. Rail, 9 a.m. Fare, 10 reals. Arrival at 10 a.m. Omnibus to Collbato (8 reals). Arrive at noon.

Posada Nueva de las Cuevas—Ascent to Grottoes takes 45 minutes (2 reals) Steep route with ladders. It requires 3½ hours, and takes 38 reals, to see all the curiosities. Dine and sleep at Collbato, which affords comfortable quarters.

Second Day.—Ascend San Geronimo (horse or mule, with guide, 18 reals). Provisions must be taken. Four hours up. Visit church, chamber of the Virgin, &c. Restaurant where you dine. Night quarters at Monastery.

Third Day.—Fine sunrise. Proceed to make visits to the various grottoes, hermitages, &c. Return by N.W. slope. Omnibus from Monastery takes you in one hour, by a fine road, to Monistrol. (6 reals). One hour brings you from the town to the station. Train at 5.30 p.m. Reach Barcelona in half an hour.

The Mountain is an assemblage of needle-shaped calcareous pinnacles of various colours, forming a solitary mass, rising from the plains of Catalonia, and split down the centre by a ravine, on the edge of which stands the monastery. The ruined hermitage of San Geronimo stands on the summit of the mountain, 3920 feet above the sea, and commands an immense horizon. The ancient Monastery has perished, save a gateway in the Byzantine style. Much of the present building consists of a chaos of chambers, galleries, and cells for pilgrims. The church is elegant; the apse very fine. Two good altar-pieces, St. Louis and St. Bruno; the venerated image of the Virgin is behind the altar. The mountain is covered with a number of old hermitages, scattered in adventurous positions on overhanging precipices 2600 or 2950 feet high. The Grotto of the Virgin, the Balcon des Moines, and the Desgutalls, immense rocks from which drips a stream of crystal-clear water, deserve especial attention. The mountain is visited by 60,000 pilgrims yearly, especially the 8th September. It was plundered by the French in 1811 and 1827.

ROUTE 35.

Excursions from Malaga.

Malaga itself (see page 545) has a mid winter climate and is the centre of numerous excursions. Of these we select the following:—1. To Ronda; 2. To the Baths of Carratraca.

1. To Ronda, you follow the road to Carratraca for 37 kilom. (23 E. mls) to La Pizarra, through the most romantic country. Casaborela, commanding an immense view, rises out of a beautiful valley. Beyond it the route plunges into a maze of narrow winding defiles, amidst torrents, red granite rocks, &c. El Burgo (6½ m.) has vestiges of Arab buildings; and soon after you approach the sublime, and almost awful, scenery of the Serrania, forming an immense circle of 28 miles, having in its centre a monstrous rock riven in two by a cleft 520 feet deep, through which a torrent rushes in a succession of cataracts. 6½ miles from El Burgo is

Ronda, on two plateaux. Pop. 24,000. Inn, Las Animas. Town in the most picturesqueiy, striking position, divided into three quarters—the town proper, the Mercadillo, and San Francisco. Curiosities—La Casa del Rey Moro, with hanging gardens; La Plaza de Toros; the bridge across the Tajo, 325 feet high, &c. Great horse fair, 20th to 22nd May. Ronda breed of horses celebrated; the people retain much of the old Spanish character and are great smugglers, and very dexterous in the use of the dagger. La Cueva del Gesto, 7 kilom. (4½ miles), is an excursion worth making; and Ronda la Vieja (Old Ronda) deserves another (9 miles), containing ancient remains, including an amphitheatre. **Gibraltar** can be reached from Ronda by San Roque, 11 leagues (33 miles), a day's journey. Another path leads by Osuna to Seville.

2.—**To Baths of Carratraca.**—Rail to Pizarra Station. Carriages and mules to be had there. Two hours from Pizarra to Carratraca, through picturesque mountains, de Aguas.

Carratraca.—Height, 1594 ft. above sea. 100 houses for bathers. One story, 40 reals to 6 reals per day; one room, 8 to 1 real. Two comfortable hotels. Table hôte, 20 to 25 reals. The bathing establishment, at the top of the village. Its waters contain hydrate of soda, arsenium, bicarbonates, alkalines, and iron, yielding 768 litres per minute, or 1520 lbs. The smell is strongly that of sulphuretted hydrogen. They are good for skin and rheumatic disease: bronchial, chest, indigestion, and other complaints. Season from 15th of June to September. Cure varies from 15 to 30 baths.

RAILWAY JOURNEY FROM VIENNA TO CONSTANTINOPLE,

Via Bucharest and Varna.——By *K. T.* (1879.)

ROUTE 36.

The regular Danube Express Steam service ceases in the middle of October, and is often uncertain before that date, from either drought or fogs. Hence the necessity of taking Rail all the way from Vienna to Varna, or from Buda-Pest to Varna. But the journey is long and tedious, and for most people requires to be broken. This can only be done at **Bucharest**, a place of importance, and the capital of Roumania (see below), but to which there is no Guide that I could find. Hence the traveller has a difficulty in knowing what are the best Hotels, and is ignorant of some important details in a journey which he must make during a considerable portion of the year; unless he travels to Constantinople by the Mediterranean Route, which many bad sailors are anxious to avoid.

The details then of the Railway route are as follows: Distances—Vienna to Verciorova 480 miles: Bucharest 236 m.; Smarda 43 m. (for Rustchuk; Varna 140 miles—or about 900 miles. Leave Vienna 8.30 p.m. (p. 214 of Railway Tables). There is a "Mann's Sleeping Car" (now "International") attached, which passing through **Buda-Pest** (page 470), **Szegedin** (p. 478), **Temesvar** (p. 478). *Herkulesbad* (Sulphur Baths of Mehadia), *Orsova* (on the Danube, under the Transylvanian hills, near Trajan's Bridge and the Iron Gates), reaches **Verciorova** at 9.46 a.m. next morning (p. 214, 297). He e the sleeping car is taken off. This being the Roumanian frontier, the luggage is examined; and a good meal may be had at the Buffet; it is quite necessary, as other opportunities for eating are limited; namely, bread and coffee may be had at *Craiova* (on the Schyl) at 2.30 p.m.; and a little soup and meat during 15 minutes' stay at *Pitesti* (on the Argish) at 6 p.m.; **Bucharest** being reached at 8.40 p.m. (p. 297). Here one day's stay is desirable, as the remainder of the journey is fatiguing.

Having passed one day and two nights at Bucharest, the train is to be taken which leaves at 6.45 a.m. (p. 299), the "Philarète" Station (it is necessary to state this or you may be driven to the "Tirgoviste," by which you arrive). Through Tickets may be got; including the passage by the small steamer across the Danube, between Giurgevo and Rustchuck, or Smarda (3m. beyond Giurgevo) and Rustchuck. The steamer does not not necessarily go via Smarda, but goes direct between Giurgevo and Rustchuck, when the water is sufficiently deep, as it is in the late autumn, after the rains. In winter the steamer service is liable to interruption, on account of the floating ice on the Danube. There are eight stations between Bucharest and Smarda; the distance is 72 kils. (about 45 miles), and the time about 2 hours. A good deal of time is occupied in transferring luggage and passengers to the little steamer which crosses the Danube; in our case nearly an hour.

The boat left Smarda at ten minutes before noon, and reached the Station at **Rustchuk** (or Rustchuck in Bulgaria), in a little less than another hour, namely at 12.45. The fare for the steamer is high, 4 francs for each person, and nearly as much for a moderate amount of luggage. At Rustchuk Station (p. 293) tickets can be taken to Constantinople direct, including Rail and Steamboat: 1st class tickets 111·50 frs. There are also 2nd & 3rd class tickets; luggage charged moderately, which is examined here. There is an ill-supplied Buffet, with great scrambling and confusion; and we had no time for food. (N.B.—Some in a portable form should always be carried by the traveller on these lines). We started at 1.15 p.m., reached *Sheytanjik* at 6 p.m., with plenty of time for a rough dinner, and **Varna** (the Roman *Odessus*; VICE-CONSUL, W. Daldiel, Esq.) at 9.15 p.m., landing at the Pier for the Black Sea trip. Passengers walk the length of this, which is lighted by a few lanterns, to find some little boats at the end, which will convey them to the steamer some 10 or 15 minutes distant; a very unpleasant transit in wet or rough weather. The steamer is a good Austrian Lloyd boat, (p. 329), with well furnished cabins, starting as soon as the luggage is on board, say at about 11 p.m., and arriving at **Constantinople** between 2 and 3 p.m. next day. It carries the Mails, and sails on Tuesday and Saturday nights only. The same Express Train runs every day, but on the other nights meets inferior steamers. All through the year a French Messageries Steamer runs twice a-week from Constantinople to Odessa; thence by rail with sleeping car, all the way to Vienna.

Bucharest, or Bukarest, Bucarest, Bukhorest.—*Stat.*—The capital of Roumania, on the R. Dombitza or Dumbovitza, in lat. 44° 27′ N., long. 26° 8′ E. Pop. about 250,000. The chief Hotels are:—GRAND HOTEL BROFFT, looking on the Grand Place; GRAND HOTEL DU BOULEVARD; and HOTEL HUGUES. There are many others of the second rank. Prices are high, 50 per cent dearer than in Paris; an understanding as to terms should be made. We found excellent attendance, rooms elegant and clean, at the first-named Hotel, which we understood to be if anything the best.

One of its great peculiarities is that the city covers a very large surface of ground, being formed by the union of three or four straggling villages. Of late years its public buildings have increased; and it now comprises some long ill-

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paved streets, numerous Hotels, Restaurants, and Cafés, large well-stocked shops, and a remarkable mixed population of varied nationalities. The native population is not a Sclavonian but a Latin race, (from the military settlers in *Dacia* and *Mœsia*); and the Roumanian language greatly resembles Italian, but French is generally understood. Circumstances combine to make all articles exceedingly dear. Money is scarce; business is in the hands of the Jews, Greeks, and Germans. Some good houses have been built, especially round the principal square.

OBJECTS OF NOTICE.—A large Market, worth visiting to observe provincial costumes and produce. The Greek Churches and Archbishop's Palace. A fine view of the city from St. George's Cathedral. A Museum of local antiquities, open only on Thursday and Sunday. A large National Theatre. There are government tobacco works and gas-works. Carriages are good and reasonable; 1 fr. the course, 2 fr. the hour. There is a very popular promenade at the gardens outside the town, on the road to Ploesti, known as *La Chaussée*, which is the daily centre of attraction for carriages, horsemen, and loungers.

H. B. M'S. MINISTER.—His Excy. W. A. White, Esq., C.B., 46, Strada Scaulena.

TRAMWAYS are open.

RAILWAY, see page 298-9. Tirgoviste terminus for the west and north lines (Vienna, Jassy, etc.), Philarèta, for the south (Varna, etc).

TELEGRAM to U. Kingdom (from Roumania and Servia) 5d. per word. POSTAGE 2½d. per ½ oz.

PROTESTANT Church open.

Roumania, lying in a corner between Austria, Russia, and the Black Sea, north of the Danube towards its mouth, is composed of the Danubian Principalities, Moldavia-Wallachia, united 1859, and declared independent of Turkey 1877. It forms a slope from the Transylvanian Alps, on the Austrian border, in which M. Busecs rises 9,530 ft. above sea. The Dobrudja, by which is commands the Delta of the Danube in the Black Sea was acquired 1877. **Servia** lies to the west; and the new province of **Bulgaria** to the south. *Area* 49,260 sq. mls., or 28½ million acres: of which 6 million are under grain (the chief export), 9 pasture, 5 forests 8½ waste. There are 2 million cattle, 5 million sheep, ½ million horses. English machinery and goods are in much request, especially implements. Salt and petroleum are worked. The country is supposed to be rich in metals. *Pop.* 5,376,000 mostly of the Greek Church, an Auto-cephalous Orthodox branch, under its own Primate. Service in the Rouman vernacular or rustic Latin. About 750,000 are foreigners, including 400,000 Jews. *Revenue*, 8½ million £; *Debt*, 19½ millions. *Army*, 60,000; including 40,000 reserves *Hereditary Prince*, Charles I., born 1839, elected 1866; assisted by a Senate (76 members) and Chamber of Representatives (157 members).

H.B.M.'s AGENT AND CONSUL-GEN. for Servia, G. F. Gould, Esq., at Belgrade. CONSUL-GEN. for Bulgaria, F. C. Lascelles, Esq., at Sofia.

TUNIS.

STEAMERS.—French Boats, from Malta to Tunis, three times a month, 22 hours. Rubattino's Boats from Genoa, via Leghorn and Cagliari; arriving every Monday. Valery's, every Wednesday, from Marseilles, via Bona, to La Goletta (lat. 36° 48′ N., long. 10° 17′ E.), the port to Tunis, from which there is a *Rail* 10 miles long, with a branch to Marsa.—(See page 298.) It was bombarded by Admi. Blake, 1655. Telegram to U. Kingdom 4d. per word. Mean temp. 58° (Jan) to 85° (July).

Pop. 120,000. HOTEL:—De Paris (Bertrand's). H. de la Regence (Montelatici's).

MONEY.—Piastre = 60 to 62 cents.

H.B.M.'s AGENT AND CONSUL GENERAL.—T. F. Reade, Esq. AMERICAN CONSUL.—G. Heap, Esq.

ENGLISH CHURCH SERVICE.—Rev. E. B. Frankel.

Tunis (ancient *Tunes*) the Capital of a Regency, under the Turkish Sultan, stands on a Bay or Gulf of the African coast, near Old Carthage, inside Cape Bon, about 180 miles from Malta, 120, miles from Sicily, or Sardinia, and 560 miles east of Algiers. Principal buildings—the Bey's Palace where Queen Caroline formerly resided, and the Citadel; besides the Mosques, and the Bazaar, where carpets, arms, saddlery, gold and silver cloth, etc. are sold. The Palace of the Bardo, about three miles from the city, as well as a portion of the ancient Aqueduct, a little beyond the Bardo, which conducted the water to the Cisterns, built by Hadrian, are well worth a visit.

The Ruins of **Carthage** are easily visited in a day by carriage, to be obtained at Tunis; or by rail to Marsa. They occupy part of the ancient site, on a peninsula, between the lagoon and Cape Carthage, about 3 m. from Goletta; but they belong only to the Roman city of Colonia Carthago, not to Dido's Tyrian city. The "Cisterns," and "Aqueduct," are the principal attractions, near the village of Maallaken. The Cisterns or Granaries, built by Hadrian are 16 in number, 60 ft. by 25ft.; the Aqueduct was connected with one coming from the hills, which has been restored by the present Bey, Sidi Sadduk, to supply water to Tunis. Carthage, the great rival of Rome, ruling over 300 cities, and founded by Queen Dido, was destroyed in the Third Punic War B.C. 146, by Scipio Africanus Minor, who landed at Utica, (where Cato the wise is buried); and was rebuilt by Augustus, etc. Hannibal and Terence were born here. It gave name to Carthagena, or Carthago Nova, in Spain. The Saracens took it A.D. 698. St. Louis died here 1270, in the 6th Crusade; a church marks the spot. Several relics, now at the British Museum, were brought home 1861. See Dr. Davis's *Carthage and her Remains*. At Kerouar, is a Mosque full of marble pillars from old buildings. A hot sulphur spring at Jebel Trossa.

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RUSSIA IN EUROPE.

Russia is a vast empire, partly in Europe and partly in Asia. The larger, or Asiatic part, consisting of Siberia (mostly) and Central Asia (*i.e.* Kirghis Steppes and Turkestan), is so thinly populated that, while the relative area to Russia in Europe is as 5 to 2, the population is only millions to 75½ millions. **Russia in Europe** (including Finland and the Caucasus), with which we have to do in the present section, lies between 43° and 70° N. latitude, and 18° and 65° E. longitude. Greatest extent from the south point of the Caucasus to the north coast of Lapland, 2,200 miles, and from the west border of Poland to the Ural Mountains, 1,700 miles. **Area**, 2 million square miles, including 1 million of larch, birch, ash, pine, and oak timber; nearly all which belongs to the great plain which extends through the middle of Europe, from the North Sea to the Caspian Sea and the Ural Mountains. The highest point of European Russia, at Kremenetz, near the Galician frontier, is only 1,380 feet above sea. The Valdai Hills, on the St. Petersburg and Moscow line, at the heads of the Volga and Dwina, are 900 feet only. Bessarabia (3,200 sq. m.), was re-annexed 1878.

Climate—of an extreme character, the winters being colder, and the summers warmer, than in the corresponding latitudes of Western Europe. The spring, however, is mild and temperate in the South, though the summer is of long duration, with oppressive heat and little rain; autumn sets in rather late, and the winter is short, with little snow, though sometimes cold and severe. The Middle region, extending from 50° to 57°, has a rough winter: and, in the more Northerly region, it is long and severe, during which travelling is practicable only on sledges over the frozen snow. At St. Petersburg winter ranges from the end of September to the beginning of May, when it all at once disappears. Here the average days of snow are 70. In the Arctic region, extending from 67° to 74°, the climate is very rigorous in winter, and warm in summer. The N. limit of trees is near the Polar coast, the sea near which is always frozen. Wolves, bears, reindeer, elks, and bisons are hunted.

Geology and Mineral Productions.—The predominating formations are the primary and secondary rocks, including a large space of old red sandstone, covered with shallow lakes. Gold, silver, platinum, copper, iron, and china clay are found in the crystalline and slaty rocks of the Ural range. Coal is got near Kharkov, on the Donets and is found in the central governments of Novgorod, Tver, Moscow, Riazan, Kalouga, Toula, Kiev, Kharkov; marble in Finland.

Rivers.—Volga, Dnieper, Dniester, Don, and Dwina are the longest; the Volga being 2,400 miles to its mouth in the Caspian. The are all shallow and uninteresting, and are united by Canals. Steamers run only in summer. The **Lakes** are Ladoga (the largest in Europe), Onega, and many smaller, all in Finland.

Soil and Vegetation.—The half north of 50° 55° contains much forest, especially north of St. Petersburg, marsh, and lake; the other half to the south is arable. About 796,000 square miles possess a peculiar and rather remarkable soil, consisting entirely of decomposed vegetable matter, which forms a stratum varying in thickness from three to five feet. A great part of Western Russia is sandy, and intersected by extensive marshes and bogs. The middle region is the wealthiest and most densely peopled portion, and consists of wide, open, undulating plains, with very slight elevations to break the monotony. Beyond the Volga is an immense tract of poor desert land, called a *steppe*. The Russian forests are the most important of her vegetable productions, not only from their enormous extent, but from their supplying in profusion timber, tar, pitch, potash, and turpentine, which form a principal part of the commercial exports, and also fuel. **Population** of Russia in Europe (1870-1), 75½ millions; of which three-fifths were serfs down to 1863; 55 millions are Russian and Orthodox (or Greek Church); 3 are Roman Catholics; 2½ Protestants, ½ Mahometans; and 2 Jews. About 5¾ million belong to the military class and 1 million are hereditary and personal nobles. Education is subject to the direct control of the Government. Including Siberia and Central Asia, the total population of the Russian Empire is 87¾ millions.

Administrative Divisions.—Russia in Europe is divided into 60 Governments, including the Kingdom of Poland; besides is in the Grand Duchy of Finland, and 12 in the Caucasus.—**Army** on a peace footing, about 800,000 in war time 1½ million Regulars, and ½ million Cossacks. **Navy**, (1877) 240 ships (29 being Ironclads), in the Baltic and Black Seas. **Revenue** (1878), about 96 millions sterling. Debt, about 420 millions; having been much increased by the war of 1877-8. Duty on spirits provides more than a third of the entire revenue of the Empire. Principal items of expenditure are for the army, £24,000,000; navy, £5,000,000; charge on debt, 31½ millions.

Commerce.—Imports (1878, from England, worth 9½ millions. Exports, 18 millions; chiefly wheat, rye, and other cereals, flax, hemp, leather, skins tallow, pitch, furs, sturgeon, etc.; cottons and metal goods are sent to China; silk, cotton, and woollen spinning and weaving are carried on at Moscow. **Railways** open (1878), 13, 560 miles. **Telegraphs**, about 44,100 miles. Telegram to U. Kingdom 9½ l. a word. From the Caucasus 11d.; Russia in Asia 1s. 9d. to 2s. 8d.

Money, Russian Currency.—100 copecks or kopecks (1 silver rouble) 3s. 2d. Paper Money is almost the sole currency; gold and silver coins except 50, 15, and 10 copeck pieces are seldom met with. The paper rouble is worth about 2s. 6d. to 2s. 8d. sterling; 8 paper roubles about £1 sterling. *Gold Coins*—10, and 5-rouble pieces. *Silver Coins*—1 rouble; 25, 20, 15, 10, and 5 copecks. *Copper Coins*—5, 3, 2, 1, ½, ¼ copeck pieces. *Bank Notes*—1, 3, 5, 10, 20, 25, 50, 100, 1000, 2000 roubles.—From *The Merchants' Handbook of Money, Weights, and Measures*, by W. A. Brown, LL.D. Good exchange can be got at either Eydtkuhnen or Wirzbolof (Wirballen). "No platina money is now issued. The silver pieces of 25 and 5 copecks are very rare. A silver rouble is hardly ever seen; gold pieces rarely ever circulate. The coins below 1 rouble are silver and copper; but the silver is very much

alloyed to bring it into proper relation with paper. The silver rouble contained twice as much silver as a roubles' worth of small silver pieces." *Note.*—Travellers should be on their guard in taking old Dutch ducats in circulation all through Russia and Poland, many being so reduced by clipping as not to be worth more than 7s. 3d. or 8s. 6d. in place of 9s. The Pood—36 lbs. Verst—⅔ mile.

Cabs.—A bargain must be made for Cab fares. In almost all towns except St. Petersburg, the tariff varies from 40 to 50 copecks an hour; and 30 copecks for a drive through the town.

Time for Travelling.—The best time is May to June, or August to October. Winter is good for those who can stand it, and are able to enjoy the pure air, sledging, and other amusements. Hotels are dear, and railway fares are higher than in Germany. Refreshment stations are large and well provided. The carriages are good and warmed with stoves, double doors and windows. Trains are slow, 15 to 30 m. an hour; and the station is often out in the fields. On the roads travelling can be done in a Tarantasse, a phæton without springs, drawn by 2 or 3 horses, with a bell overhead. The driver is called "Yemstchik." At hotels out of the great towns a bargain must be made; and it is sometimes convenient for the traveller to bring his own bedding and towels, and even provisions. Tea can always be had.

Caution to Travellers.—Travellers must procure the visa of the Russian Consulate-General in London to their passports (32, Gt. Winchester Street, E.C). Subordinate officials in Russia do not as a rule understand English, whilst everywhere the visa and seal of the Russian Consulate General is recognised. The bearer of a Foreign-office Passport need not attend personally to obtain the visa. The Passport, which must bear his signature, may be forwarded to the Consulate per registered letter, enclosing the visa fee of 2s. in postage stamps or otherwise. It should be posted three clear days previously to the visa being required; with a fully directed stamped envelope, to cover the passport when reposted. Passports torn and illegible, and those more than say five years old, should be exchanged for new ones. To prevent delay, Foreigners naturalized in England must produce at the Consulate's office their letters of naturalization on transmitting their passports granted by the Foreign Office. Foreigners, not naturalized in England, must procure the visa of their respective Consuls before transmitting their passports to the Russian Consulate for endorsement.

A traveller intending to reside in the country, must be furnished with a ticket of residence from the civil governor; but if he only intends staying a short time, he may dispense with this; it costs from four to nine roubles, according to the rank of the person. At both Moscow and St. Petersburg, his permission is to be obtained at the Address-Office for Foreigners (*Bureau d'adresse pour les étrangers*). On leaving Russia no advertisement of intention is now necessary. Passports for departure, delivered by governments of the frontiers, are valid for three weeks; and those from governments of the interior for three months; after which, Passports must be reviewed by the Governor, to enable the Foreigner to pass the frontiers.

FOREIGN BOOKS.—All Books are examined by a committee of censure, and none are admitted unless they have been previously approved.

Routes to Russia.—1. LONDON to Ostend or Calais, thence to Stettin and St Petersburg—a saving of 400 miles sea voyage. From Hull, by steamer, Stettin and Lübeck. 2. London or Paris to Petersburg, by sea from Dunkirk; or direct from London or Hull to Hamburg, thence by Railway to Lübeck, and on by steamer; or by Railway to Berlin, Frankfort-on-Oder, Kowna and Vilna; quick and direct; good buffets. 3. Berlin to Warsaw, by Bromberg and Thorn. Warsaw to Petersburg (rail). 4. Vienna (in Austria) to Warsaw, and Warsaw to other towns of Poland, and to St. Petersburg. 5. London to Copenhagen; thence through Sweden is an agreeable change to those who have time. Take steamer at Malmö for rail to Stockholm; thence by steamer to Vyborg (Finland), Abo, Helsingfors, and St. Petersburg in 4½ days. 6. Stockholm to Revel and Riga. 7. Hull to Helsingfors, Bailey and Leetham's steamers. 8. London to Paris, and on to Tiflis by Constantinople, and the steamers of the Russian Company to Poti, and by rail to Kutais, Suram, and Tiflis.

Most Important Routes in Russia.—1. St Petersburg to Tver and Moscow, by rail. 2. Moscow to the Monastery of Troitzky, by rail. 3. Moscow to Nijni-Novgorod, by rail. 4. Nijni-Novgorod to Perm, Ekaterinenburg, Tumene, Tomsk, Krasnojarsk, Irkutsk, Listvenitchnaya (on the Baikal), Kiakhta, Maimatchin (Overland to China). A shorter route has been also opened *via* Orenburg and the Seven Lakes. 5. Tver to Astrakhan, steamer down the Volga, by Rybinsk, Jaroslav, Kostroma, Nijni-Novgorod, Kazan, Simbirsk, Samara, Saratof, and Tsaritsin. 6. St. Petersburg to Odessa, *via* Witebsk, Kief, Balta, Odessa. 7. Moscow to Odessa, by rail. 8. St. Petersburg to Revel, the island of Oesel, and Riga, by sea; to Riga by rail (branch line from Dunaburg to Riga); rail to Warsaw. 9. St. Petersburg to Novgorod, rail from Moscow to Volkhova (summer service), to Tschendovo (in winter). From Volkhova, boat; from Tschondovo, sledge (60 versts). 10. St Petersburg to Warsaw, rail. 11. St. Petersburg to Viborg. Helsingfors, Abo, by steamers; and also by railway as far as Helsingfors and Hango. 12. St. Petersburg to Schlusselburg, Valaamo, by steamer. 13. To Odessa, through Vienna—a new and important route, opened 1872. Rail to Vienna; thence take ticket to Volochiesk on the frontier; and thence another on to Odessa. 14. To the Crimea. From Odessa to Simpheropol, Sebastopol, and Baktschiserai. 15. Moscow to Rostow and Vladikavkas, at the foot of the Caucasus. Thence by carriage over the Pass to Tiflis. 16. Tiflis to Tehran, by Bakou, Lenkhoran, and Recht. Steamer on the Caspian, or land route. 17. Tiflis to Tehran, by the usual route to Erivan, Nakhitchevan, and Tabris. 18. Persia, by Petersburg, Moscow, Nijni-Novgorod, Astrakhan, Recht, and Astrabad. 19. Pekin and China, by St. Petersburg, Moscow, Perm, Ekaterin-

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enburg (rail to here), Siberia, Kiakhta, Mongolia (Urga, the Desert of Gobi). From Kiakhta to Pekin, 12 days. The rail now traverses European Russia to the Caucasus and to Orenburg on the Caspian Sea.

Observations.—NEWSPAPERS cannot be sent to Russia in the usual form—*i.e.*, open at the sides They must be subscribed for at a Russian Post-office, or got through a bookseller. Prices current and circulars may be sent in the usual form. MEDICAL PRACTITIONERS, in order to practice, must first obtain a diploma from St. Petersburg. GOVERNESSES must get a certificate of competency from the Russian Consul in London, which is granted upon production of testimonials of character and ability; fee, 3s. 3d. TEA—from the samovar—is a common drink, and is very palatable taken with sugar and a slice of lemon. RUSSIAN DATE.—Old style, which is still used here, is 12 days behind the New style. Thus—10th of the month, Russian reckoning, is 22nd of the rest of Europe. The Alphabet numbers 36 letters, embracing nearly every possible sound.

Reigning Czar.—The present Emperor, Alexander II., was born 1818; succeeded 18th February, O.S. (or 2nd March, N.S.), and has an heir apparent, the Czarevitch, Alexander, born 1845, and married to a sister of the Princess of Wales. Serfdom was abolished 1863. The 200th anniversary of the birthday of Peter the Great, the founder of modern Russia, was observed 12th June, 1872. A grand council of the Empire and Senate have been constituted to assist the Emperor.

ST. PETERSBURG.—Pop.(1869) 667,030.

Lat. of Observatory 59° 57′ N., long. 30° 19′ E. Mean temp. 15°(June), to 64° (July).

All vessels for St. Petersburg stop at the Island of **Cronstadt** (see below), 17 m. from the capital. Officers come on board and remain till the arrival of the boat at St. Petersburg.

Proceeding up the river, at some little distance, on the right may be seen Peterhof, the summer home of the Imperial family; then the glittering domes of St. Isaac, the Garrison Church, and the thin needle-like spire of the Admiralty. Passing the bar, on the right are Baird's iron works, and the government Ship-building shed; on the left the Corps de Mines museum. Immediately after the steamer stops at the landing-stage, where luggage is examined.

HOTELS (equal to those at Berlin, Brussels, Frankfort, or Paris).—Demouth's Hotel, one of the largest and most comfortable in the town. Recommended. Grand Hotel, in the most central part of the town; is recommended. Hotel de Russie; De Paris; De France,—good—R. s. c.; De l'Europe; Kasery; Znamenskaia; D'Angleterre, comfortable. The day ends at 8 p.m. Hotel bills should be asked for daily. Prices are high.

RESTAURANTS.—Borel & Dusseau, in the Grand Morskoi: Café et Restaurant du Passage, Knitchi, Vasili Ostrof; Dominic, in the Nevski Prospekt.

DINER A LA CARTE.—Richter (Speisehause,) Vasili Ostrof, 5th line, No. 6, opposite the Fine Arts Academy; Ivanof, Nevski Prospekt. Tea, coffee, &c., reasonable.

FURNISHED APARTMENTS.—Maison Iline, Grande Sardovaia; House of Prince Mestchersky, Nevski Prospekt; Maison Longuinof, Nevski Prospekt; Maison Glasonnof, Nevski Prospekt, No. 60, opposite the garden of Prince Anitchkof; Maison Andreef, Isaac Outlitza (street), No. 2, 13th line; Vasili Ostrof, quay on the Neva.

BATHS.—The best are those of Thal, in the centre of the town, between the Blue and Red Bridges.

VALETS DE PLACE.—Receive from 1 to 3 roubles per day, according to ability. They are to be met with in all the hotels. Some of them speak several languages.

STREET FIACRES.—About 10,000, and are met with in all the squares, public places, and in the streets; they ply till 1 o clock a.m. There are day and night fiacres. The Droschki, carrying two persons, and drawn by one horse, 15 copecks the course; with two horses, 20 cops.; for one hour, 25 cops.: every succeeding hour, 15 cops.; a short course, 7½d =20 cops. A Calash for the day costs 3 to 4, and by the week, 20 to 25 roubles. The ferry of the Neva, from 1 to 5 cops. A bargain must be made beforehand.

POST and TELEGRAPH OFFICES, in the Potchtamskaia, near the Isaac church. Open at 8, and shut at 2. Postagestamps of 1, 3, 5, 10, and 20 kops., bought at all branch post-offices. Postage to U. Kingdom 2½d. per ½ ounce, (8 kops.) Pillar boxes in the streets. Telegraph to U. Kingdom 9½d. per word.

OMNIBUSES.—1. From the Admiralty, by the Boulevard of the Chevalier's Guards and Nicholas Bridge to the 7th line of the Vasili-Ostrof; fare, 5 kops. 2. From the Admiralty, by the Palace Bridge and Toutschkof Bridge, to the great Petersburgskaia Prospekt; fare, 10 kops. 3. From the Taurida Garden, by the Kiro'schriaia, Liteinaia and Vladimirskaia streets, and the Zagorodni Prospekt, to Trinity church at the Ismailovsk; fare, 10 kopecks. 4. From the Peski, by the Nevski Prospekt, to Admiralty square; fare 5 kopecks.

TRAMWAYS.—Fares—Inside, 5; outside, 3 kops. Hours—8 a.m. to 9 p.m.

1. From Gostinoi-Dvor, by the Sadovaia, to the Nicolski market, every half hour. 2. From Znamenski to the Admiralty square, every half hour; stopping at the Liteinaia and Morskaia. 3. From the corner of the Admiralty Prospekt and square, by Nicholas Bridge, to the 6th line of the Vasili-Ostrof, every half hour.

RAILWAYS.—To Tsarskoé-Selo.—Station in Zagorodni Prospect, near the Semenof barracks. Fares—1st class 65; 2nd class, 50; 3d class, 25 kopecks. 2. To Peterhof.—Station near Obvodnoi Canal. Communication by same rail with Oranienbaum, Stulna, Krasnoi-Selo, Sergelevsk, and Ligovo. Fares: Peterhof, 1st class, 63; 2nd class, 47 kops. Oranienbaum, 1st class, 1 rouble, 17 kops.; 2nd class, 87 kops. Krasnoi-Selo, 75; 2nd class, 56 kops.

The handsome Railway station for Moscow is at the eastern extremity of the Nevski Prospekt.

STEAMERS.—*Cronstadt*—Starting-place at the Vasili-Ostrof, near the Nicholas Bridge—Steamers

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start every day from Petersburg and Cronstadt, 9 a.m., noon, 3 and 6 p.m. Fares—1st class, 60; 2nd class, 30 kops. Visit Hospital for British seamen. *Lake of Ladoga.*—The steamer Letouchli starts every Friday from the starting-place on the Palace Quay, facing the Jardin d'Eté, stopping at Serdobol. Fares to Conevetz—Cabin 3 roubles; 1st room, 2 roubles, 50 kops.; 3rd room, 1 rouble, 75 kops. To *Serdobol.*—Cabin, 7 rouble; 1st salle, 4 roubles 50 kopecks; 2nd salle, 3 roubles, 25 kopecks.

Schlusselburg.—Light boats on the Neva. Starting-places near the Jardin d'Eté, and the Convent of Smolna. Start every day, 9 a.m., 3 p.m.

STREETS.—Long and straight streets are called "Prospekts," or "Perspectives;" ordinary streets, "Oulitsa;" small streets or lanes, "Perevulok."

Sentry-Boxes are seen at the corner of every street. Here are stationed the soldiers of the police for keeping order in the streets; others occupy the towers on the island to give alarm in case of fire.

This splendid looking metropolis of the Russian empire, is seated on the river Neva, near its entrance into the Gulf of Finland, 15 m. from Lake Ladoga, where it is divided by islands into four channels, called the Great and Little Neva. Approaching by water you pass Cronstadt (on an island), with its forests of masts, towers, and forts, and then come in sight of the palace of Peterhof, in its well wooded park. After a couple of hours the traveller sees the golden spires and domes of the city, and is landed on the Quay, near the Academy of Arts. The dead flat on which the city now stands was a morass, occupied by a few fishermen's huts, on the site of which Peter the Great began to build, 1703, by erecting a small Hut for himself, and some wooden hovels near the Old Fort (by Tressini, 1706-40.) In 1710 Count Golovkin built the first brick house; and the next year the Emperor laid the foundation of another. From these small beginnings rose the imperial city of St. Petersburg, a strange mixture of great palace-like houses and mean hovels. The river which is as broad as the Thames, and in many parts broader, is deep, rapid, and clear. Its water is used for household purposes; but it is not good to drink. The quays make noble uninterrupted walks for several miles on each side. *English Quay* (Angliskaya Nabarejna) is near Nicolas Bridge, a permanent one of 7 iron arches, on granite piers. The others are floating timber bridges; on which no smoking is allowed. They are removable in winter. The ice breaks up between 22nd March and 27th April. Steamers run up and down the river; to Cronstadt in 1½ hour.

The best streets are broad and spacious; and three of the principal ones meet in a point at the *Admiralty.* That called *Vosnesenski* leads to the Warsaw and Baltic stations; the *Gorokhovaia*, to the Tsarkoë Selo Station; and the third or *Nevski Prospekt*, the Regent-street of St. Petersburg, leads to the Moscow Station and the Nevski Church (*i.e.*, the Church of the Neva.) It is nearly three miles in length and 120 ft. broad; is full of shops, palaces, churches, &c. on each side, and is the great artery of the city. Out of this street there is a large arcade or bazaar. This part is traversed by the Moika, Ekaterina, and Fontanka canals.

The *Kazan Cathedral*, in this street, is a noble edifice, built 1801-11, by Voronikhin; facing the statues of Generals Kutusof and Barclay de Tolly. Two circular colonnades lead to the entrance, which is adorned with colossal statues. In the interior are fifty-six marble columns 52 feet high each hewn out of a single block of marble; with walls and flooring of the same, all beautifully polished. There are here some choice paintings; but what attracts the eye most is the balustrade, with pillars twenty feet high, beams, picture frames, &c., before the sanctuary, all of which are of solid silver. Our Lady of Kazan is covered with jewels of immense value; and the silver before-mentioned was a present to the Holy Mother, so called, from the Cossacks after the campaigns of 1813-14. *St. Isaac's Church* was commenced a century ago by Catherine II.; but was rebuilt 1819-58, by Montferrand, in the shape of a Greek cross, like all other Churches here. It is a simple but massive pile, with 112 pillars in the four fronts. The east or the chief entrance are sixty feet high, and seven feet diameter—all round, and highly polished granite monoliths from Finland. The foundation alone cost upwards of £200,000. Fabulous sums are mentioned as the total cost. The dome 296 ft. high, like our St. Paul's, is surmounted by a golden cross covered with copper, overlaid with gold; for the gilding of which forty-two measures (equal to fourteen bushels) of ducats were melted down. The Altar screen is of immense value. There are several mosaic pictures and malachite ornaments.

Within the Old Fort above mentioned are the Mint; and the *Cathedral of St. Peter and Paul*, containing many trophies, with the remains of Peter the Great, and of successive sovereigns, except Peter the II., who is buried at Moscow. Near the fortress is the *Hut of Peter the Great*, protected by a building over it, in wood and glass, part being used as a chapel; the other half, containing the furniture and mementoes of Peter. On the south side of the Neva is Petersburg proper; so that standing on the ramparts, and looking over the river, you have before you the Summer Gardens, with the fine quay, on which are the Marble Palace, the residence of the Finance Minister, the Michael Palace, the Embassy, Hermitage, Winter Palace, and other buildings. A little to the left is the West End of St Petersburg, the residences of the nobles, &c., in the quarters called Lithania and Moscovskaia, near the Liteinoi Bridge.

To the right, is Vasili Ostrof or Wassily Ostrow (Basil's Island), on which are situated the Academies of Arts and of Sciences; the University, founded in 1719; the Exchange and Custom House; the Marine Cadets' School; and the *School of Mines*, 1819, having a very fine Museum, rich in minerals, perhaps the finest in the world, such as emeralds, amethysts, &c., a block of malachite 1000 lbs. weight, valued at £19,000; a lump of gold, 80 lbs. weight. The Academy of Arts, a Doric Pile by Kakorinhof, 1788, has a collection of Pictures in 7 or 8 rooms. The Academy of Sciences, built 1799, by Zakharof, contains

Oriental, Egyptian, and other remains; with an Ethnographical Museum, and collections of natural history, minerals, plants, etc., including the great Siberian elephant and Mammoth: and a library of 150,000 vols.

One striking object is an equestrian *Statue of Peter the Great*, erected by Catherine II. in 1782. It is of colossal size, by Falconet, and stands on a huge pedestal of granite, between Isaac's Church and the river. Another statue of Peter faces the Engineers' School. On the opposite side of the church is an equestrian statue, erected by the present Emperor, to his father Nicholas—the bas-relief in bronze, representing the principal episodes in his life. The Alexander Column is also a very fine monument by Monferrand (1832 near the Winter Palace; 150 feet high, of which the red granite shaft is 80 feet. Cath. II's statue is in the Nevski. The Romansof Obelisk, by Brenna (1799), is a bronze, 82 ft. high. A statue of Suwarrow, Swarov, or Suvorof, is in the Champ de Mars, near the Summer Garden; in which I am is the statue of Krylof, the Russian fable-writer.

The *Imperial Library* on the Nevski is a large building, and contains about 1 million vols., with 25,000 MSS, including Tischendorf's valuable Sinai Codex, and Mary Stuart's Missal. Open daily.

The Botanical Gardens, on Apothecaries Island are well worth a visit, especially the palm-houses. The Datschas, or country villas of the nobility and merchants on the Islands are nearly all built of wood, in every variety of style and colour, all detached, and standing in their gardens and groves.

In the *Taurida Palace*, built 1783 by Starov for Cath. II., who gave it to her favourite Potemkin, is the great Ball-room, 33 ft. by 70 ft. or one-sixth of a mile in circuit; on one side of which is the Winter Garden, or conservatory, the whole length of the palace; it is lined with statuary, and divided from the ball-room by marble pillars, but otherwise roofed in, and forming part of the saloon itself. Enormous chandeliers, and silver branches for lights encircle the pillars, which with the plants and trees in the conservatory hold upwards of 20,000 wax lights. The Czarevitch and Czarevna live at the *Anitchkof Palace*, in the Nevski Prospekt; built 1748 by Rastrelli. The Marble Palace where the Grand Duke Constantine lives, is a heavy but grand pile, by Girolami 1770-85. The Old Michaelof Palace, where the Emp. Paul died, was built 1797-1800 by Brenna, and is now the Engineers' School, under Todleben. The New Michaelof Palace is a fine building by Rossi, 1819-25.

The *Winter Palace* (Zimny Dvoretz), where the Emperor lives, on the banks of the Neva, includes the Crown Jewels, rooms full of portraits and battle pieces and the *Hermitage Galleries*, a vast collection however. It was commenced in 1754, and finished in 1762, for the Empress Elizabeth; and restored 1839, after a fire, by Braillof and Staroff; its front—700 feet in length—is three stories high; it is nearly square. When the Emperor is resident upwards of 7000 persons inhabit the building. Here the Duke and Duchess of Edinburgh were married; the Prayer book used by the Dean of Westminster being the one used at the marriage of George II., William IV., and the Prince of Wales. The Empress's reception room, or Golden Saloon, has its walls entirely covered with gold, and the White Saloon has all its decorations of pure white, relieved only by gold. The fine Throne Saloon, or St. George's Hall, is 140 feet long by 60 in width.

The *Hermitage*, connected with the Winter Palace, was built by Empress Catherine, and is a most luxurious retreat, rich in works of art of all kinds, in antiquities, rare porcelain, Siberian curiosities scientific instruments, miniatures, &c. The modern Hermitage, begun 1840 finished 1852, by Klenze of Munich, is in a light Grecian style, 515 feet long, 375 wide. Its atrium, galleries, and the floor, present splendid specimens of columns, obelisks, candelabra, vases of granite, porphyry, marble, and lapis lazuli. Perhaps want of elevation is a defect in its construction. On the ground floor—Salle VII. contains Greek antiquities of the Cimmerian Bosphorus, and Siberian curiosities, historical and natural. One of the most remarkable antiques is the Venus of the Hermitage (No. 345). The Siberian collection Closet L.) has a coat of mail of solid gold (30 lbs. weight). Early stone and iron instruments (Tartar) are in Closet G. The Porcelain Salle is No. 18. The Library has some archæological curiosities.

Gallery of Paintings on the first story; it contains 39 rooms; and is especially rich in works, by A. Carracci, Claude, Van Dyck, Cuyp, Guido, Murillo (18), Raphael, Rembrandt. Reynolds, Rubens, Snyders, Teniers, Titian, Velasquez, and Wouvermans.

1st Room contains Statuary, and a gallery of Historical painting: 2nd, Italian school: 3rd, Flemish school: 4th, Spanish school: 5th. Frescoes of Raphael: 6th. Italian school. Leonardo da Vinci, Andrea del Sarto, Seb. del Piombo: 7th, Italian School, Raphael, Correggio, Giulio Roman: 8th, Italian school. Titian, Moretto, Palma: 9th, and 10th, Italian school, Titian, Carracci, Guido, Domenichino, Giordano, Salvator Rosa, &c.: 11th, P. Potter, Teniers, Wouvermans: 12th. English School (Reynolds's Infant Hercules) and Rembrandt: 13th, Old German and Dutch schools: 14th, Rubens, &c.: 15th German: 16th and 17th, Dutch, Snyders, &c.: 18th, French School: 19th and 20th, Russian school, Bruloff, &c: 21st and 22nd, Coins: 23rd, Gems: 24th, a Theatre: 25th, Copies of the Loggie of Raphael. Some of the French and Dutch make a separate collection in the old part of the Hermitage.

The *Gallery of Peter the Great* has, among other curiosities, the sword, telescope, books, cane, &c., of the great man, and many things made by him. There are also many foreign curiosities, Japanese, Chinese, &c. besides an Anglo-Saxon cup found in Russia, a glass cup with the name of Anne of Cleves in Latin, and another with the name of Francis Drake.

The Hermitage is generally open daily, 10 to 4. Admission by ticket from some resident merchant, or by paying one rouble to the porter.

OTHER BUILDINGS.—Cathedral of St Alex.

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Nevski (*i.e.* of the Neva), next in size to the Kazan Church; built 1776-90, by Starof, near the convent, where the Archbishop lives. St. Catherine's (marked by a dome), is on Vasili Ostrof. Preobajenski Church, full of military trophies; St. Nicholas; and Trinity Churches. Roman Catholic Church, in the Nevski. War Office; Foreign Office (in the Etat Major); the Houses of the Senate and Synod; all near St. Isaac's. Leuchtenberg Palace, near St. Isaac's; with a good gallery. Hall of Archives, a cast-iron building, in the Gothic style, 142 feet long. *Admiralty*, a fine extensive range, by Zakharof, 1804. Town Hall, in the Nevski. Birzha or Exchange, built 1804-10. State Bank, in Bolshais-Sadovaia. Two great *Bazaars*—the Gostinoi Dvor, in the Nevski, built 1785; and the Apraxin. Several special *Museums*, as the Museum of Carriages and Gobelins tapestry; Naval Museum at the Admiralty; Artillery Museum in the Old Fort; the Agricultural Museum in the Old Riding School. Obukhof or general hospital. Foundling Hospital for 7,000 children.

THEATRES.—The Great Theatre or Opera House, built 1804, by T. Lomond. Marie, or native theatre. Alexander, built 1832, by Rossi. Michael, near Michael Palace.

Moscow Gate, on the old Moscow road; Narski Gate, a metal arch, designed by Quarenghi. Lazarof College for languages. *Institute of Noble Ladies*, at Smolni Convent, built by Quarenghi, about 1798; it is 780 feet long.

One of the most pleasant Promenades in the city is on the Cavalry Boulevards, leading to Isaac's Church, one mile in length, and perfectly level.

H.B.M.'s AMBASSADOR—His Excellency Earl Dufferin, K.P., G.C.M.G. SECRETARY OF LEGATION,—Hon. F. Plunkett. The Embassy is near the Trinity Bridge. CONSUL—

AMERICAN MINISTER.—His Excellency Hon. Mr. Stoughton. SECRETARY OF LEGATION—H. Atkinson, Esq. C. GENERAL—W. Edwards, Esq.

MEDICAL.—Physician to the British Embassy, Dr. Carrick.

ENGLISH CHURCH SERVICE every Sunday. Chaplain to Embassy, Rev. A. Thompson, M.A.; Curate, Rev. S. Kingsford, M.A., Church on the English Quay; near the Russian Company's House, Commercial Club, and the Banks.

Service by Congregationalist Minister in the British and American Chapel, and also in the Suburb of Alexandroffsky.

BIBLE SOCIETY'S AGENT—Rev. W. Nicolson, 1, Blagoveschenskaya, near Nicholas Bridge.

Excursions—1. **Tsarskoe Selo**, by Rail. Here is a huge Palace built by Cath. II. with traces of profuse gilding outside. One room inside is lined entirely with amber. There is also an armoury containing rich suits of armour, fire arms jewelled saddle cloths, with a menagerie, a dining house, a frigate on the lake for the Grand Duke, and well wooded grounds.

From Tsarskoé, take drosky to **Paflovsk**, 3 miles, to the Imperial Park. The upper story of the Palace, rebuilt 1803, has many vases in Siberian jasper, lapis-lazuli, and malachite, immense mirrors, and splendid Gobelins tapestries. In the gardens are many pavilions ornamented with sculpture as memorials of members of the Romanof family. There is a pretty farm also, with an artificial cascade. Paflovsk contains, beside the principal palace of Constantine, brother of Nicholas I., another belonging to Grand Duke Constantine, brother of the reigning Emperor. At **Pulkova** is the Imperial Observatory, founded 1838.

2. **Oranienbaum**, from Cronstadt by steamers, several times a-day. (Distance, 8 versts or 6 miles). Palace built by Menschikoff in 1724 consisting of three blocks of building. There are several other palaces at hand; *e. g.*, Sergueiefka, the property of the Grand Duchess Marie, with a beautiful park and delightful views. Also a farm of Prince Oldenburg. 3. **Peterhof**, near Oranienbaum, was begun 1720 and was built by Leblond for Peter the Great. It is made to retain its original appearance, even its ancient yellow colour being continually renewed. It contains porcelain, malachite, tapestry, paintings relating to victories in the reign of Catharine II.; and a collection of 368 portraits of women, painted by Count Rossli for the empress during a journey. All are in the national costume. The gardens are full of Neptunes, and Tritons, and good fountains. The park has many curiosities:—Marli, a favourite resort of Peter the Great; the cottage of the Empress Catharine, sumptuous and brilliant with gold and mirrors; the Palais de Paille; the English Garden, with a ball-room; and Alexandria, a collection of private cottages of the Emperor.

The illuminations on a fine evening convert all the leaves of the trees into dazzling stars, and the water into floods of molten gold. Peterhof was the favourite residence of the Empress-mother. 4. **St. Sergius**, near the Gulf of Finland, a little way from Peterhof (10 miles from St. Petersburg). Finished 1758. Consists of a Convent containing four churches, and especially a cemetery, with many remarkable monuments of some of the first dignitaries of the state. 5. **Ropscha**, a palace founded by Peter the Great rebuilt by the Empress Elizabeth. Peter III. was assassinated here in 1762 (July 6). It was completely reconstructed in 1785, by Mr. Engelmann. The view from the Belvidere or tower takes in the brilliant cupolas of the capital, and the Gulf of Cronstadt. The garden is filled with lakes, streams, and cascades. Ropscha was latterly the property of the Empress Alexandra, wife of Nicholas. 6. By steamer up the Neva, to the *Imperial Porcelain Factory*, on to Schlüsselburg fort and its water works, in Lake Ladoga, near the Valamo Convent. The Fins of the neighbouring villages still sing national songs, recording their wars against the Russians.

Krasnoe-Selo (12 m. from St. Petersburg by rail); on a hill, called the "mountain" of Donderhof. The Palace, built by Nicholas, in the shape of a vast isba, or peasant's cottage, is surrounded with fruit-trees. Regiments of the Guard, camp here in summer.

Cronstadt, the port of Petersburg, had (1874) 47,166 inhabitants, including the garrison of 25,000 men. The fortifications begun by

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Peter the Great, 1703, have been greatly strengthened since the Crimean war. West Port is reserved for merchant vessels. Exports mostly tallow, cereals, hemp, and flax. Port open from May to Nov. Bar at mouth of Neva, 6 to 10 feet.

Here are Docks, arsenals, granite forts, vast barracks, a double harbour, customs, &c., almost all made under Nicholas I., in the space of 30 years. The Mole is an interesting walk: it is also expedient to drive (1½ league) 4 or 5 miles beyond the Citadel for a good point of view.

BRITISH CHAPLAIN.—Rev J. H. McSwiney, M.A.
BRITISH V CONSUL.—W. Maynard, Esq.
MEDICAL.—S. Sterling, Esq.
AMERICAN CONSUL.—Agent: A. Wilkins, Esq.

Lake Ladoga (pron. Lad'oga).—The best way is to proceed from Schlusselburg, at the end of the Neva, by Valaamo steamer, generally crowded with pilgrims. It is the largest of Russian or European lakes (100 m. by 60.), subject to storms, and containing several well wooded granite islands. After a voyage of 80 miles, you reach the island of Konewetz,—so called from the annual sacrifice of a horse by the ancient Fins, on this spot. It has a convent of monks, who devote themselves to fishing, and religious exercises. The church contains a silver statue of Saint Arsinius.

Mean temp. 13° (Jan) to 77° (July). By river and canal to Lake Onega and the Dwina, down to **Archangel** on the White Sea, 1100 m.

The island Valaamo rises steeply from the waters, on granite rocks, covered with verdure and pine-trees. It is 20 miles round, in the middle of a group of 40 islands. The convent Church is rich in jewels, and in having a library containing rare books. The charming atmosphere of a northern summer's night is one of the chief attractions of Ladoga.

Astrakhan.—Pop.—(1869) 46 226.

Capital of a Government (formerly of a Tartar kingdom), 900 m. from Zarisyn (or Tsaritsin) the nearest rail (p. 292), on an island in the Delta of the Volga, where it falls into the Caspian sea, of which it is the chief port. It is irregularly built of wood, on uneven ground, and is a curious gathering of cupolas, minarets, bazaars, and trading factories, half Oriental in character. The leading merchants are Armenians, Hindoos, and Persians. At the annual Fairs, the population is increased by 30,000. Here are markets for cotton, silk, and shagreen, and other goods, caviars, and isinglass, timber, and for the fish caught in the Caspian.

Kazan or **Kasan** (*i.e.* the Cauldron).—Pop. (1869) 66,262. HOTEL Resanof: Hotel Odessa.

Mean temp. 4° (Jan to 65° (July).

On the Kazanka, 5 miles from its mouth into the Volga, 314 miles from Nijni-Novgorod (p. 288), (Steamer, 24 hours down, 29 up the Volga.) Kazan is a kind of point of contact between European and Asiatic Russia. The Tartar town is across the Bulak. It is a dirty and badly drained, but a tolerably well built place, which has been often burnt. It was founded 1265 by the Tartars; and taken from them 1552 by Ivan (John) the Terrible.

CHIEF BUILDINGS.—In the high town is the Kremlin, containing the Governor's and Archbishop's Palaces, and the Church of the Virgin, with its much venerated Image. Other Churches are the Cathedral of St. Peter and St. Paul; the Annunciation, and St. Cyprian. In the lower town are the Gostinnoi Dvor, or Bazaar, with a good tower; the Theatre; and the *University*, founded by Alexander I. in 1805, for the study of Oriental languages, and attended by Persian, Mongol, Turkish, Tartar, and Armenian students. Its Observatory is one of the best in Russia; it has a museum, library, and botanic garden; and is rich in coins, Siberian quadrupeds, and birds, costumes, Chinese paintings, &c. There is a promenade near the Black Lake, a stagnant pond with a few trees, called the "Russian Switzerland." Here are important manufactures of cloth, leather tiles, soap, anchors, steel goods, &c. The May *Fair*, lasting six weeks, is remarkable for its glass ware and china. Rail, pp. 288 and 292.

Kherson or **Cherson.**—*Stat.*—Pop. (1869) 46,320.—On the Dnieper, 8 hours from Odessa, by daily steamer (Saturdays excepted).

HOTEL—NEW ODESSA (Maritcheill) best.

It does a large trade with Odessa, especially in grain, tallow, wool, &c., and supplies the Russian ports of the Black Sea with timber, brought down from the interior. It has John Howard's monument (he died here 1790), a cathedral, citadel, &c.

BRITISH VICE-CONSUL.—R. Webster, Esq.

Kief or **Kiev.**—*Stat.*—Pop. 79,773 (1869).

HOTELS: GRAND HOTEL.

This town, the Jerusalem of Russia, a small Moscow, held in great veneration. 274 m. from Kursk: founded they say by the Varangian heroes, Askold and Dyr and a rival with Novgorod, as a mother of Russian cities. It stands picturesquely on the Dnieper (ancient *Borysthenes*), and consists of three parts; the best of which, to the north, is inhabited by the governor and best families, and shaded with fine trees. Notice the Church of St. Basil, built by Vladimir the Great, on the site of a temple of Perunne, the Jupiter of the ancient Russians. Cathedral of St Sophia, built 1037, by the Grand Duke Jaroslaf; fine Byzantine mosaics of scripture subjects tomb of Jaroslaf. Other Churches—The Desyatynnaia and St. George, built 1052; monastery of Petcherskoi, the first in Russia, founded 1055. Bazaar and Jews' quarter, near the fortress. The quarter called Podole is handsome, and regularly built. The University of St. Vladimir, founded in 1833, has a library of 100,000 volumes. The *Suspension Bridge* over the Dnieper (cost £260,000) was built 1848-55, by Vignolles, and is 6755 feet long. A Viaduct for the rail is equally striking. There is another viaduct at *Kremantschug*, 150 m. down the Dnieper, 2,200 feet long, on 87 girders. A great curiosity is the *Catacombs* of St. Anthony, founder of the monastery, cut in the rock by the river; containing passage six feet high, very narrow; 80 bodies preserved in open coffins, and dresses adorned with gold and silver. Catacombs

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of St. Theodosius, smaller than those of St. Anthony. Number of pilgrims, 50,000 annually.

Moscow (in Russ., **Moskva,**)—Pop., (1879) 601,669.—HOTELS:—

HOTEL D'ANGLETERRE.

MOSCOW EXHIBITION HOTEL, Tverskoy Street, by Mr. Grovshetsky. See Advt.

HOTEL BILLO, Lubianka Street.

HOTEL DU BAZARSLAVE, a large new one.

H. DE DRESDE, Place of Tverskaia; H. LABADIE.

RESTAURANTS—Moskovsky and Novo Troitzky. Dinners, in all about 1 rble. 50 cop., *à la carte*.

VALETS DE PLACE, 8 rbls. a day.

POST-OFFICE, in Miasnitsky street, a central one.

TELEGRAM to U. Kingdom, 9½d. a word.

THEATRES.—Great Theatre for Italian and Russian operas; Little Theatre for dramas—both in Kitaigorod.

OMNIBUSES from rail to hotels. DROSKIES.—A little dearer, but better than at Petersburg, 5 to 6 roubles a-day. Get the landlord to make a bargain for you before taking a drosky any distance. Sledges in winter very cheap. The fiacre and street police regulations same as in Petersburg; and charge for cartes de séjour the same also.

Moscow, the real metropolis of the empire, though not the seat of government, is a large city, on the Moskva, where the Neglina joins it at the centre of several rails. 400 miles S.E. of St. Petersburg, in 55° N. latitude, and in 37° E. longitude. In 1812 it was all but destroyed by fire, an event memorable in history, as being connected with the invasion of Russia by the French, under Napoleon. On the 7th of September the battle of Borodino (about 60 miles W.), took place and the Russians retreated, leaving Moscow to its fate. The city was set on fire by the governor, Count Rostopchin, and was in ruins when the French entered it on the 14th of the same month. In the fire 30,000 sick and wounded soldiers perished. It destroyed more than three parts of the town; but they are now all rebuilt, and considerably improved. Mean temp. 14° (Jan.) to 67° (July.)

It has five divisions—the Kremlin, at the heart of the city, containing the ancient palace of the Czars, where Peter the Great was born: the Kitaigorod, containing the University, the printing-house, and very many valuable buildings; the Bielgorod, or White Town; the Semliangorod; and the Sloboda or suburbs. Its cotton, cloth, and other factories employ many thousand hands. Moscow, with the gilt and coloured spires of its 350 churches, and its narrow winding streets, is best seen from the Tower of Ivan Velikí in the Kremlin, from the Simonoff Monastery on the east, and from the Sparrow Hill on the south, where Napoleon first caught sight of it.

REMARKABLE BUILDINGS—The quaint and gorgeous **Kremlin,** standing on a hill, (lat. 55° 40' N., long. 37° 38' E.) Derivation of name and date of foundation uncertain. In 1339, it was surrounded by oaken walls. It forms an inclosure nearly two miles in circumference, with five gates; the principal being the Spaski Vorota, or Redeemer's Gate, having over it a picture of the Saviour of Smolensk, held in high veneration. (Take off your hat while passing under this gate.)

Entering the square you see three Cathedrals and two other churches—one, St. Basil, having 11 spires; the Great Bell: Ivan Velikí Tower, the Palace, Treasury, Arsenal, &c. Rising above all other objects is the tower of Ivan Velikí, or John the Great, 270 feet high. It contains thirty-four bells, the largest more than 50 tons weight. They are decidedly worth hearing on Sundays and festival-days. The *Great Bell*, cast in the reign of the Empress Anne, and weighing 200 tons, has been raised from the pit, in which it was sunk, and placed upon a pedestal. Though cracked and useless, it is yet a great object of veneration.

The Cathedral of the Assumption, founded in 1325, and rebuilt in 1472, is decked out with gorgeous and extravagant ornaments. In this small church the Emperors are crowned.

The Cathedral of St. Michael, close to this, contains the tombs of several early Czars, and many splendid ornaments. The Church of the Saviour, one of the most ancient in Moscow, has relics of Stephen of Perm, the first Christian martyr and missionary in Russia. The new *Palace*, built by the Emperor Nicholas (1838-49) contains handsome suites of rooms, and halls dedicated to St George (white), Vladimir (red), and St. Andrew (blue.) St. George, devoted to the military order of that name, is one of the finest. They are all 68 ft. broad, and are 208 ft., 103 ft., and 163 ft. long, respectively. The picture gallery contains paintings by Raphael, Coregio, and Guido. Notice the Banqueting Room; the Council Hall of the Patriarchs; the old Gold Court, and the Terem, now stored with antiquities; the Treasury, something like the Tower of London, containing ancient Russian and German armour, coronation chairs of different Russian czars, modern fire-arms, &c. The throne of the Czar Alexis has 1223 rubies, besides turquoises and pearls. A globe, sent to the Prince of Kief by the Greek emperors Basil and Constantine, contains diamonds, rubies, sapphires, emeralds and pearls. In the Wardrobe are the boots of Peter the Great, and a statue of Napoleon. Near this are the Arsenal, with its trophy guns, taken from the French, 1812, and the Senate House.

Other buildings in the city are—the splendid Temple of St. Saviour, near the stone bridge, begun 1812, and rich in gilt and marble; the University, founded 1755; a great Riding School, a large Foundling Hospital, where 15,000 children are taken annually; the restored Roman Hall House, near the Kremlin; the National Museum, with its paintings, library, antiquities, and life-size figures in costume of the Russian people &c.

BRITISH VICE CONSUL.—Fred. L. Shaw, Esq.

AMERICAN CONSUL.—S. P. Young, Esq.

ENGLISH CHURCH, in the Tchernichoffskoi Pereulok. Service at 11 a.m. Books provided. Rev. Walter Beck, Chaplain.

CONVEYANCES.—Railway to St Petersburg (403 miles long, mostly through forest, in 20 hrs. The carriages are fitted up with conveniences and ample time is allowed for refreshments. A bed

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may be had for 2 rubles. Also, to Nijni-Novgorod Woronesch, and to Troitsa Monastery (40 m. distant), one of the richest in Russia; an immense pile, including a cathedral, 9 churches, and a college for priests.

CONVEYANCES—Railway, see pages 286, 288, 291.

Nijni-Novgorod.—*Stat* Pop. 44,190 (1869)

HOTELS:—Indifferent.—1. Lobashieff's Hotel de Russie; 2. Nikita Egoroff, near the fair; 3. Billet's Ville de Hamburg, near the air. Rooms very dear during the Fair.

This town, 273 miles from Moscow, styled "Nijni," the Lower, was a colony of Novgorod, founded in 1222, at the confluence of the Volga and Oka, and has been several times sacked by the Tartars. The government offices are in the Kremlin, which contains the monuments of Minim and Pojarsky, who delivered their country from the Poles, 1612.

PRINCIPAL CHURCHES.—1. Cathedral of the Transfiguration, founded 1221; Minim is buried in it. 2. Cathedral of the Archangel, rebuilt 1620. 3. Church of the Nativity of the Virgin (1712); built in a peculiar style, and of a peculiar colour. The town has 59 churches. From the tower of Minim the spectator enjoys a panoramic view. The whole town is at your feet, and the Fair (if in season) looks like another town; while the rivers Volga and Oka are alive with traffic The Otkos, or terrace, was built by the Emperor Nicholas.

At the **Fair**, which lasts from July 15 (o.s.) to Aug. 25, the crowd sometimes reaches a million persons, chiefly Orientals; and the business carried on is estimated at £20,000,000. It is held in and round the Emperor Nicholas's Great Bazaar, which is composed of 50 streets of shops; where they sell tea, corn, leather, skins, fruit, madder, wine, cotton, Persian silks, turquoises, malachite, and curiosities from Bokhara, geological specimens from Siberia, iron ware of Tula, &c. Behind is a boulevard, with the cathedral, a Tartar mosque, an Armenian church, &c. The Fair quarter is surrounded by a canal, to protect it against fires; and is drained by enormous sewers. On the banks of the rivers huge towing machines are seen. The navigation of the Volga embraces a fleet of 400 steamers. Rail, p. 288.

Nicolaieff, or Nikolajew.—*Stat.*—Pop. (1874) 78,860. HOTEL—

A naval yard, in the Black Sea, about 20 m. from the Bug's mouth, near the Dnieper, 80 m. from Odessa; having building Slips, a new Floating Dock, &c. It was founded 1790. RAIL, p. 291.

BRITISH VICE-CONSUL—W. Wagstaffe, Esq.

Novgorod.—*Stat.*—Pop. 18,000.—HOTELS—Seat of a government, called "Gospodin Velikl," Great Lord, on the Volkhof, on a low hill 450 ft. above sea, near Lake Ilmen, 111 m. from St. Petersburg; a former Hanse town, and reputed the oldest of Russian cities, founded 862. By Rurik, one of three Norman brothers, sons of Rus, of the race of Verlags or Varangians. He is styled the founder of the Russian monarchy, the thousandth year of which was celebrated 1862, by the erection of a monument to him. The streets are straight and at right angles. The Governor's Palace and the Town House and Law Courts are in the Market place or Torkovaia; The Cathedral and archbishop's palace in the Kremlin or citadel. It had a population of 400,000 before 1570, when it was taken by Ivan the Terrible, with great slaughter. Rail, p. 288.

Odessa.—*Stat.*—Pop. (1869) 139,462.—HOTELS: HOTEL DE L'EUROPE, near the Exchange.

HOTEL DE LONDRES; HOTEL ST. PETERSBURG, overlooking the port; HOTEL SUISSE.

DROSCHKIS, two horses, 50 kopecks the hour.

A fortified seaport in the Black Sea, 80 miles from Nicolaieff (as above) in the government of harbour is an excellent and capacious one; in lat tude 46° 29′ N., longitude 30° 44′ E. The principal part of the town is built upon the top Kherson, founded in 1792 by Catherine II. The of a long range of cliffs, commanding a fine sea view. A public Walk, planted with flowering trees and shrubs, extends along the top, having the governor's house at one end, the Exchange at the other, and a statue of the Duc de Richelieu, who planned the town, in the centre. The former Richelieu Lyceum is now a University. The Cathedral of St. Nicholas is sumptuously decorated. Houses in the best localities built of a soft, light-coloured stone, and roofed with sheets of iron, or painted wood. Grain and wool are the chief exports, chiefly in English steamers. Imports are colonial produce, cottons, silks, coals from England, machinery, tea via the Suez Canal, &c.

H. B. M.'s CON.-GENERAL.—G. E. Stanley, Esq.

AMERICAN CONSUL.—L. E. Dyer, Esq.

FREE CHURCH OF SCOTLAND.—Rev. T. G. Clark Post street. Place of Worship, Wagner's Dom.

BIBLE SOCIETY'S AGENT.—Mr. J. Watt, Preobranzhenskaya Oulitsa.

STEAMERS.—To the different ports on the Crimean and Asiatic coast, the Danube, Constantinople, and the Mediterranean. See Alphab. List.

Odessa is the starting point for the **CRIMEA**, or Crim-Tartary, now Taurida. The steamer calls first at **Eupatoria**, near which the Allies landed from Varna, 14th-16th Sept, 1854, and marched to the **Alma** (battle 20th Sept.), which the steamer passes in view of, on her way to **Sebastopol**, (*S at*)—HOTELS: Wetzel's, Tiesk. Mean temperature 35° (January) to 77° (July).

BRITISH VICE CONSUL.—W. J. Watson, Esq.

The town and harbour are a mass of ruins since the siege (17th Oct., 1854, to Feb., 1856), but it is conveniently situated for a commercial port which it has now become. From Sebastopol there is a road up the country to **Inkermann** (5th Nov., 1854), and the fine valley of the Tchernave near the English and other grave yards (16th Aug., 1855); thence to Baktchiserai (20 m.) and the **Alma**, about half-way to Simferopol. **Baktchiserai** (Hotel Avamble, in the suburb of Asiac) is the Tartar seat of the former Khans; and has their palace and tombs, with mosques, bazaars, and the houses once occupied by Catherine II. and Nicholas. Half-an-hour's walk from this are the Convent of Monastir, cut

in the rock, and the singular new town of Tschufut Kaleh capital of the Jewish sect of the Karäites. **Simferopol**—*Stat.*—Capital of the Crimea. Hotel, Schnyder's.

Leaving Sebastopol, the steamer goes round Khersonese Light, and passes in front of **Balaklava** (charge of the Six Hundred, 5th Nov.), and the bold picturesque cliffs which follow, backed by thickly wooded mountains behind. In this wild and sheltered district, where the laurel, vine, fig, olive and other fruits grow luxuriantly, many country seats are springing up. *Aloopka*, or Alouchta, is the Gothic Castle of Prince Woronzoff. *Livadia* among woods and vineyards, is the seat of the Emperor; *Kirykhyk*, of the Empress; *Orianda*, of Grand Duke Constantine; *Gaspra*, of Grand Duke Michael. The Mazaratch Massandra, and Nikita Gardens are said to produce good wine, almost equal to French. **Yalta** is a pretty town at the bottom of a bay, in the best part of this fine country. Two Hotels; Galakoff and Grand Hotel de Russie.

From here you can visit Manjup-Kaleh, and the fine Baidar Pass or Gate; or ascend the Tschatir-Dagh (4040 feet), the highest mountain in the Crimea. The steamer touches at **Kaffa** or Feodosia; then, **Kertch**, near Sea of Azoff, interesting from its Greek remains, and as the place where Mithridates, King of Pontus, died A.D. 63. Many German watchmakers here. Notice the old Tombs, and new Great Fort. H. B M's. Consul, P. Barrow, Esq. Consul (at Taganrog) F. Wooldridge, Esq. Steamers to the Circassian coast; past Soukoum Kaleh, a small naval port, to Poti (see Tiflis, below); thence to Batoum, etc., for Constantinople. Soukoum Kaleh is the nearest point for *Mount Elbrus*, viâ Kodor Forests, and Nachar Pass in the Caucasus.

Orenburg—*Stat.*—Pop. (1867) 32,435.

The capital of a government, on the border of Europe and Asia, on the river Ural, 600 miles north east of Astrakhan. Besides the Governor's Palace, it contains two Cathedrals; a Turkish Mosque; Custom House, Exchange, and Bazaar; a Military School, Museum, &c.; and has a trade with Central Asia in silks, jewels, Chinese goods, &c. The direct Telegraph route to Pekin, *viâ* Semipatalinsk, along a good road and a fertile country, is 1400 m. shorter than round by Kiachta. From here, across the Kirghis Steppe (a desert 1,000 m. broad. by 2,000 m. long) to **Khiva**, in Turkestan, on the Oxus, is 950 m.; to **Tashkend**, on the Jaxartes, 1,100 m. Rail, p. 294.

Revel, *Stat.*—Pop. (1867) 37,325, mostly Germans.—Hotels: Goldene Löwe, Wittestrand.

The capital of Esthonia; with good views from the heights. Bathing in the Baltic in summer.

Objects of Interest:—The Gothic Cathedral (lat. 59° 26' N., long. 24° 45' E.), first built in 1329, but several times destroyed by lightning; containing some fine sculpture. At St. Nicholas' church is a copy of the Dance of Death, similar to that at Lübeck; with the preserved body of a duke, in rich lace and velvet.

British Vice-Consul—Baron de Boucanton.

Excursions.—Catharinenthal has a little palace of Peter the Great, who planted most of the trees

Fine view from Lakaberg; Convent of St. Brigida, connected by a subterranean way with the old monastery of Munchendorf.

Riga.—*Stat.*—Pop. (1869.) 98,892.—Hotels: St. Petersburg; De Londres; King's Arms.

On the Dwina, about five miles from its mouth, in a Gulf of the Baltic, called the Gulf of Riga. It is a very strong town, and is capital of the Government of Livonia. Its commercial position is next to that of St. Petersburg. Foreign merchants carry on its trade, and those connected with the English Factory there enjoy the greatest share of the commerce. Corn, hemp, flax, iron, timber, masts, leather, and tallow, with Riga balsam, form the principal articles of export. There is a large floating Bridge over the Dwina, 2,600 feet long and 40 broad: this is removed in Winter.

H. B. M.'s Consul.—J. Grignon, Esq.

American Consul.—A. Schwartz, Esq.

English Service, Chaplain, Rev. John Ellis.

Conveyances.—Railway to Dunaberg and Witebsk, p. 287, and thence to St. Petersburg, Warsaw, &c. To Roldersa, see page 286.

Samara.—*Stat.*—Pop. 34,000.—Hotel.—A wood-built town, a great market for wheat, half-way between Kazan and Saratov, 843 m. from Moscow; on some low wooded hills over the Volga, called the Thigulí Hills near the Khirgis Steppe. It has a cathedral, granaries, and 1 on works. Rail, p. 292.

Saratov.—*Stat.*—Pop. (1869) 85,220.

A flourishing city on the right bank of the Volga, divided into upper and lower towns. It has a handsome archiepiscopal Palace, several Churches, a large Bazaar, a College, etc. Rail to Moscow, &c. Steamers—Up and down the Volga.

Tiflis or **Teflis.**—*Stat.*—Pop. (1869) 70,801, chiefly Armenians.

H. B. M.'s Consul-Gen.—T. Michell, Esq.

Hotels:—Caucasus; De Paris; D'Italie.

Capital of Georgia, in the Caucasus, half-way between the Black and Caspian Seas, in the valley of the Kura, about 2,300 m. either from London or the Indus. A rail runs from here to *Kutais* (H. de France, pop. 12,000), and **Poti** (H. Jacquet and Nouveau; Br. V. Cons., T. Gardner, Esq.) on the Black Sea (p. 290); and another is projected from Tiflis to Petrovsk or Baku on the Caspian. By Omnibus, 125 m. through the Dariel Gorge (the only pass), to Mozdock on north side; thence to **Vladikavkas** at end of rail from Moscow (p. 291). In the lower town are Churches and Mosques. The upper or Russian town is well built, and contains the Government offices, a club, museum, and opera-house, with squares, barracks, and fortified walls. At a short distance is the ridge of the **Caucasus**, covered with forests and marked by snowy peaks (some volcanic) the highest of which is *M. Elbrus*, at the head of the Kur, on the Circassian border, 18,495 ft. above sea. The Kazbek is 16,545 ft. Here they hunt the Aurochs Ox of the mountains. Cotton, rice, indigo, are among the products. About 150 m. south west is **Mount Ararat** 17,112 ft. high, on the frontiers of Turkey and Persia.

Warsaw.—*Stat.*—Pop. 297,000 (1867), of whom 30,000 are Jews.—Hotels:—

HOTEL DE L'EUROPE; HOTEL D'ANGLETERRE; HOTEL VICTORIA. Mostly handsome buildings.

Capital of the Russian kingdom of Poland, on the Vistula, of which there is a fine view, from the New Arch Bridge (1,600ft. long) to Praga. Houses of brick. There are nearly 100 Churches, including the Dom Church of St. John, lately restored, containing monuments of eminent Poles; and the Cathedral Church of the Trinity. At the Zamek Palace, on a lake, are portraits of Polish kings, and the Hall of the Diet. The Old Palace, built 1325. Other buildings are the Town Hall, opposite the Governor's Palace, Custom House, and Theatre, surrounded by gardens; a fine Exchange, near the Bank; a cheerful-looking Prison: a Mint; Citadel and Military School; two Colleges, and the University for 1,500 Students. Statues of Sigismund III, Poniatowski, and Copernicus—the last at the Casimir Palace. Also, one of Sobieski at the Villa of Stanislas Augustus. Large Wool Fair, May and September. Mean temp. 23° (Jan.) to 65° (July.)

PROMENADES—Saxon Palace Gardens, where is an island, with Pump-room over a spring; the large Botanical Gardens, and Lazinski Park. Excursions by rail to the Hot Wells at Skierniewien.

H.B.M's CON. GEN.—Col. F. Maude, *V.C.*, C.B.
AMERICAN CONSUL.—J. Ravitch, Esq.
ENG. CH. SERVICE—Rev. E. Ellis, M.A. BIBLE SOCIETY DEPÔT.—497, Ulice Seantorska.
RAIL to St. Petersburg, Cracow, Berlin, &c.

Yalta, in the Crimea. See p. 622.

FINLAND.

A Russian Grand Duchy (ceded 1809) between the Gulfs of Bothnia and Finland, divided into six governments. Pop. (1875) 1,832,919, chiefly of Gothic blood (allied to Swedish), and Lutherans along shore; but Finns and Laps up the country. Area, 146,000 square miles, mostly all lake and forest in the interior, whilst the coast is a succession of granite islands covered with wood. Marble is quarried. The Climate is rainy.

RAILWAYS—Helsingfors to St. Petersburg. Hango to Hyvinge. Abo to Tammerfors. Riihimäki to Tavastehus, page 286.

FINLAND CURRENCY.—100 Pennis = 1 mark = 9½d. Paper Money is chiefly in circulation; no gold coins. Silver Coins—2 and 1 Mark and 50 and 25 Pennis = respectively, 1s. 7d., 9½d., 4½d., and 2½d. sterling. Copper Coins—1, 5, 10 Pennis = respectively, 1-10thd., ½d., 1d. sterling. Bank Notes—100, 40, 20, 12, and 3 Marks of Finland State Bank, and 100, 25, and 15 Marks of one private bank. (See "The Merchants' Handbook of Money, &c." By W. A. Browne, LL.D. London: Stanford).

STEAMER—The traveller from Stockholm to St. Petersburg has the advantage of seeing something of Finland, at Abo, Helsingfors, &c. When he pays his fare, his Foreign Office Passport is taken from him, to be returned as he nears St. Petersburg.

Abo (pronounced *Obe*).—*Stat.*—Pop. (1875) 16,289. HOTELS:—

PHŒNIX next the Greek Church; Post: Hotel Garni. The Steamers stop from 6 to 8 hours: meals are taken on board.

Abo, on the east side of the Gulf of Bothnia, consists of houses of painted wood with wide streets. View from the Observatory, in lat. 60° 29' N., long. 22° 17' E. Mean temp. 21° (Jan.) to 65° (July.)

The Cathedral, an old brick building, contains a fine organ, chapels with good iron-work gates, and frescoes illustrating Finnish history. Tea gardens, where a band plays. Castle at the entrance of the river.

BRITISH VICE CONSUL.—W. Crichton. Esq.
RAIL to St Petersburg; Steamer to Helsingfors.

Helsingfors.—*Stat.* Pop, (1870) 32,113.—HOTELS: SOCIETY'S HOUSE, on the Quay; Mr. Palmgren, the book-keeper, speaks English. Kleineh's Hotel, Wilhelmsbad; Post.

Helsingfors, the capital of Finland, is a handsome town and summer resort, on a granite foundation. The Cathedral is a new Greek Cross, in the great square, having a blue dome with stars, handsome pillars, and a fine altarpiece by Neff. Ascend by all means to the outer gallery on top of the dome, for the view of water, rock, vegetation, &c. The two sides of the square near the church are filled up with the University and the Senate House. The University has 5 Faculties and 34 Professors, a Museum, a good collection of Finnish minerals, and a Library of 80,000 vols. Botanical Gardens (free). Lat. of Observatory 60° 10' N., 24° 58' E. The steamer passes close under the strong fortress of **Sveaborg**, in view of the men-of-war in the harbour. **Kotka**, about 15 leagues east, is the chief seat of the timber trade.

BRITISH CONSUL.—W. Campbell. Esq.
AMERICAN CONSUL—R. Franckell, Esq.
RAILWAY to Hango, St. Petersburg &c., and to

Tavastehus.—Pop. ('75) 6,288.—HOTELS—Nordins; Tammerfors; a pretty little Finnish town, midst charming lake scenery. STEAMER Abo, Uleaborg, and Tornea.

Tammerfors.—*Stat.*—Pop. (1875), 6,875. HOTELS: Society's House; Tammerfors Toivo. In a charming spot, at the end of the rail from Abo; with numerous saw mills, timber works, paper, linen, and other factories.

Uleaborg.—*Stat.*—Pop ('75) 6,288.—HOTELS: Society's House. On the Gulf of Bothnia; having a trade in timber, fish, tar, &c. Steamer to Abo and Stockholm. ENG. V. CONS., O. Inberg, Esq.

Wiborg.—*Stat.*—Pop. (1870) 13,466.—HOTELS) Society's House; Bellevue. About 120 versts (80 mls) from St. Petersburg, on the Helsingfors line. *Imatra Waterfall*, 2,630 feet high, the best in Finland, is 34 versts (22 mls.) distant.

ENG. V. CONSUL.—C. Wahl, Esq.
AMERICAN C. AGENT—J. Sparrow, Esq.

SWEDEN.

Sweden or Sverige, or the East half of the Scandinavian peninsula, lying between 55°-77° North lat., and 5°-31° E long, extends 1000 m. from N. to S., and 300 from E. to W., and is in general a flat country. From Gothenburg, in the W., to Stockholm, in the E., there is scarcely an acclivity; but the Norway border line is marked by mountain ridges of crystalline and granite rocks (corresponding to our Silurian) like Norway, 7,000 to 8,000 ft. high. Its coast is broken up by many inlets or fiords.

The country is divided into three parts—Sweden Proper, Svealand; Gothia, Götaland; and Norrland; 24 provinces; and 12 stifts or bishoprics, under an Archbishop at Upsala. **Area**, 12,900 English square miles, of which ⅛ are agricultural, ⅛ forest, ¼ lakes. **Population** (1878), 4,531,865. The Laps amount to 6,711. In 1862 there were 5,086 primary schools. The secondary schools were attended by 11,145 pupils. Two Universities, one at Upsala (1,081 students), the other at Lund, (432). Education is compulsory. Sweden has produced among many eminent men—Linnæus and Berzelius in science; Tegner, Atterbom and Frederica Bremer in literature; Tessin and Härteman in architecture; Fogelberg and Sergel in sculpture; Ehrenstrahl in painting; and Jenny Lind.

Agriculture.—It grows barley, hemp, oats, hops, potatoes, and wheat. Exports are corn, cattle, timber, in planks, frames, tar, pitch, &c. The timber is mostly pine, fir, and birch. The **Mines** yield silver, copper, iron, which last is worked generally, the best at Danemora, near Upsala. Largest mines—Persberg and Yngshyttan (iron); Falun and Atvidaberg (copper). Coal was worked near Helsingborg; and is now found (an inferior sort) at Hoeganaes, 300 feet deep There is a coal bed at Ofverum, on the Linköping-Westerick Railway. **Fisheries.**—Cod, mackerel, oyster, lobster, and herrings, on the coast of Bohnslan. Good fishing in the lakes and rivers. Its Halmsta lax (salmon) are renowned. Game in the North, include grouse, partridge, hares, tetrao bonasia, &c. The elk is rare. Bears and wolves diminish; the reindeer is chiefly in Lapland. Nearly all the **Rivers** run to the Gulf of Bothnia; except the Klara, which runs to Lake Wenner. The **Lakes** are numerous, and mostly in the South, the largest being the Wenner, 2,015 square miles; Wetter, 716 square miles; Maelar, 472 square miles; all united by Canals and Railways. **Climate**—The air is cold and dry; mean temperature at Stockholm, 42°. Snow lies five or six months. There is hardly any spring.

Manufactures—Cotton, cloth, sugar, beer, and brandy. The Commercial navy numbers 4,160 vessels. Value of Exports and Imports with England, 9¼ millions sterling. Principal channels of navigation—Gota, Trollhätta, Strömshälm, Södertelje Canals. **Railroads**—West Line, Stockholm to Gothenburg, and to Charlottenburg and Christiania; South, Falkoping to Malmo; North, Stockholm to Upsala and Gefle; besides several lines opened since 1874, including Wexio towards Calmar and Karlscrona. Total (1878) 1,060 miles, of six or seven different gauges, about 2·6 to 4·7 feet; the State lines being the widest. There are 180 **Telegraph** stations, and 5,155 miles of wire. Telegram to United Kingdom 5½d. a word. A good dinner at the Stations for 25 öre, or 1s. 6d.

Army.—38,100 men, and 234 guns; besides the land vär, 97,000, and militia 189,000. The **Navy** (1878), 130 vessels, large and small (42 steamers, and 14 iron-clads), with 153 guns, and 8,000 sailors. Chief stations at Carlscrona and Stockholm.

Government.—In 1397, by the union of Kalmar, Sweden and Norway became a tributary to the Danish crown. Gustavus Vasa rescued it from this dependence, and had the sovereignty conferred upon him in 1523, and the crown made hereditary in his line. On its failure (1818) Marshal Bernadotte was elected as Charles XIV. By the Treaty of Kiel (1814) Norway was united to the Swedish crown. The present king Oscar II., a grandson of Bernadotte, was born 1829, and succeeded 1872. He is styled "King of Sweden, the Goths and Vandals, and Norway." The Crown Prince Gustaf Adolf, Duke of Vermeland, was born 1858. The Diet (Riksdag) consists of the Upper and Lower Chambers, elected by the people, meets yearly, 15th January to 15th April. **Revenue**, (1878) 4¼ millions sterling. **Debt** (1877) 10¼ million. The Established religion is the Lutheran.

Hotels.—In Sweden and Norway the tourist is often surprised at having two bills to pay on his departure from the Hotels—the one for the apartments he occupied, and the other for the restaurant.

Posting.—The charge per Swedish mile per Horse is 1 Rixdollar, or 80 öre, at the country stations, and 1½ rixdollar, or 120 öre, at the fast stations; that is, when starting from the town. It is usual to give the boy who accompanies, 5 öre.

Money.—100 öre = 1 riksdaler = 1s. 1½d. English. **Gold Coins.**—Pieces of 20 and 10 kronors = £1 2s. 2½d. & 11s. 1½d. English. **Silver Coins.**—Pieces of 4, 2, & 1 kronors = respectively 4s. 5½d. 2s. 2½d., 1s. 1¼d; and pieces of 50, 40, 25, and 10 öre = respectively 6½d., 5½d., 3½d., and 1½d. English. **Bronze Coins.**—Pieces of 5, 2, and 1 öre = respectively 3d., ½d., and 1-7th of a penny English. **Bank Notes.**—All notes are in denominations of gold crowns of 10 kronors; and amounts above two gold crowns, must be paid in gold when demanded.—From *The Merchants' Handbook of Money, Weights, and Measures*, by W. A. Brown, LL.D. London: Stanford. Postage to England 2½d for 1oz.

Measures.—The foot = 0·296 mètres, 0·974 Eng. feet. 1 Swedish mile = 6 miles, 5 fur., 40 yds., or about 7 miles English. Liquids, kubikfot = 10 pos or kanna. 1 Swedish cubic foot = 0·921 Eng. cubic foot. Weights, 1 lb. of 100 öre 1 Swed. 16 = 0·937 Eng. lb.

DESCRIPTIONS OF PLACES.

Arboga.—*Stat.*— Pop. 3,020.

A town on the **Malar Lake**, noted for its beer. This Lake extends to Stockholm, and is remarkable for the great number of Islands with which it is studded, and for the beauty of its scenery. A canal joins it to Lake Hillmar.

Steamers to Eskilstuna, Strengnäs, Westerås, Stockholm, and Orebro. Railway, see page 284.

Carlscrona.—*Stat.*—Pop. (1878) 18,284.

A seaport in the south of Sweden, and its chief naval station in the Baltic; having a deep-water harbour, arsenal, and dockyard. The town stands on 5 Islands.

BRITISH VICE-CONSUL.—A. Palander, Esq.

Steamers to Kalmar, Stockholm, Ystad, Copenhagen, Carlshamn, Malmö, Gothenburg, and Sodertelje. Rail. see p. 284.

Carlstad.—*Stat.*— Pop. 4,780.

A town at the north end of **Lake Wener**, on Tingvall Island. Here are a Cathedral, Governor's house, theatre, college, &c., and some newly discovered mineral waters, of great power. Distance to Christineham, 4½ S. miles, and about 22 from Christiania.

CONVEYANCES.—Steamers on the Wener to Christineham, and also to Stockholm, Wenersberg, and Gothenburg. Railway, see page 285.

Christineham.—Pop. 2,735. A town at the N.E. of Lake Wener. Steamer to Carlstad.

Fahlun.—*Stat.*— Pop. 5,000.

HOTELS: Fala Hotel; Dala Hotel. Furnished Rooms: at Nerstrom and Forsberg Rooms, 1 rixd. 50 oere, to 2 rixd. per day.

POST-OFFICE and TELEGRAPH.

Manufactures of paper, steam-saw, glass works.

Capital of Dalecarlia, 175 miles N.W. of Stockholm. Its streets are long and wide. Direct communication with Korsnäs and Tuna by Lake Runn.

SIGHTS.—The churches of Kopparberg and Christine, the latter built 1471. The School of Mines is very ancient, and contains a collection of minerals, and the Dalecarlian costume worn by King Gustavus III. in 1788. He was assassinated 1792. The whole district of **Dalecarlia** is full of associations with *Gustavus Vasa*. On Lake Runn (Rynkhytian), is the barn in which he thrashed corn; and at Ornäs, a Swedish mile from Fahlun, the little house and room inhabited by the great king, of which a *fac-simile* was at the Paris Exhibition of 1867. Fee to view it, 25 to 30 oere.

Fahlun is in the midst of a region of copper mines, 28 miles in length and 7 in breadth, enclosed by rocks of reddish granite, the greater part of which is composed of iron and copper pyrites. During many centuries the annual yield was eight millions of pounds of pure metal. At present only a little copper, gold, silver, lead, and sulphur, are produced. The best ore yields 20, but the poorest only 1½ per cent. Railway to Gefle, see page 285.

Gefle.—*Stat.*—Pop. (1877) 18,141. HOTEL:—RAILWAY STATION HOTEL.

A flourishing town, at the terminus of Gefle Dala Railway, on a bay of the Gulf of Bothnia, about 120 English miles north of Stockholm. Railway to Fahlun, see page 285.

BRITISH VICE-CONSUL.—E. Kökeritz, Esq.

AMERICAN CONSULAR AGENT.—G. Haid, Esq.

Gothenburg, Gottenburg, or Goeteborg.—*Stat*— Pop (1878) 74,420. HOTELS: GOTA KALLARE; BLUMS.

HOTEL GARNI, ¼ m. from Station.

CUSTOM-HOUSE near the Steamboat Pier.—Passengers' luggage is sometimes opened on its arrival by the Copenhagen steamer. The first train (Express) leaves an hour after the arrival of the Steamer from Copenhagen at 7 a.m. for Stockholm, arriving there at 9.36 p.m. (14½ hours). No public conveyances at this hour; only porters.

A large and handsome commercial town, on the left bank of the Gothaelf, near the Cattegat, 245 m. W.S.W. of Stockholm; lat. 57° 42′ N., long. 11° 57′ E. Trade in iron, steel, timber, &c. The Ship Canals through the town are spanned by good bridges. The two Churches are noble buildings In the grand square is the beautiful bronze statue of Gustavus Adolphus, the "Lion of the North," killed at Lutzen, 1632. The public-houses have been bought by the town; it is said to be a financial success, but does not stop drunkenness. At the rocks behind the town is an extensive view. Ruins of Bohus Castle in the neighbourhood.

H. B. M.'s CONSUL.—F. W. Duff, Esq.

AMERICAN CONSUL.—E. Oppenheim, Esq.

ENGLISH CHAPLAIN.—Rev. M. E. Snepp.

Gota Canal, ending at Gothenburg, is the chief line of water communication through Sweden from Stockholm, now partly superceded by railway. It was begun in the year 1810, and ended in 1839; having a length of eight Swedish miles, costing 13,713,346 rixdollars. The Canal joins the lakes Asplangen, Roxen, Boren, Motala, Wetter, Bottonsön, Wiken, and Wener. It begins properly at Soderkjoping: and the steamers to Riddarholmen, near Stockholm, reach it by Lake Malar, the gulf of Telge, the canal of Södertelje, the gulf of Trannö, and that of Slätbaken, which leads direct to the Göta Canal. There are quick steamers on this canal between Stockholm and Gothenburg; the fare is not high, and the living is both good and cheap. Objects of interest on the Canal:—Some five hours from Gothenburg are the fine *Falls of Trollhattan*; sufficient time is allowed to see these and the splendid locks. At Lake Wetter the scenery is, generally, somewhat flat, but there is good variety of lake and river, pretty islands, and bold promontories. At Roxen there is a succession of locks. Time is given to go and see the old Monastery, where many of the Swedish kings lie buried. At Motala is an engine manufactory; at Söderköping a mineral spring.

CONVEYANCE.—Railway to Stockholm, page 284.

Helsingborg.—*Stat.*—Pop. (1878) 10,990.

A town on the Swedish coast of the Sound opposite Elsinore. It is neatly built, near some mineral springs. The country behind is full of shallow lakes, with good roads, between wood fences. The Sound is frozen in Winter.

BRITISH VICE-CONSUL.—C. Westrup, Esq.

CONVEYANCE.—Railway to several places p 283.

Hernosand.—Pop. 3010. An Episcopal city

in Norrland, having a harbour, with a considerable trade; also a College, and a Press, from which mostly all the books for the Lapplanders have been produced.

BRITISH VICE-CONSUL.—H. Sundelin, Esq.

Jœnkœping or Jonkoping. — *Stat.*— Pop. (1878) 15,040.

HOTELS: Jœnkœping Hotel, near the Station, large and tolerably comfortable; Teaterkällaren; Stadshuskällaren.

A rather pretty and flourishing town, at the southern extremity of Lake Wetter, and one of the oldest places of Sweden. Here the kingdom was divided, 1357, between King Magnus Smek and his son, Eric XII.; and it was here that King Christian II. had the young Ribbings executed, 1520, when the executioner refused to do his office.

Steamers to Stockholm and Gœtheborg. POST-OFFICE in the Stora Torgee. Telegraph at Station.

CURIOSITIES.—The Church, finished 1637. Ruins of the castle of King Waldemar, rebuilt by Gustavus Adolphus, 1612. Court of Justice, with a curious Juridical Museum (1635). Good view from the park of Stora Linmgnen. Close to the town is an immense lucifer-match factory, exporting largely to England and France.

CONVEYANCE.—Railway. see page 284.

Kalmar or Calmar.—Pop. (1878) 10,470.

HOTELS: Gästgifvaregarden; Witt's Hotel.—Rooms, 1 to 2 rixd. per day. Post-Office. Telegraph at Sodra Wallgatan. Carriages on hire at Åkar Sjöberg.

A seaport on the S. E. coast of Sweden, opposite the island of Œland, or Oland, distant about 5 miles. It is enclosed by old walls.

Notice the Cathedral, with altar-piece by Ehrenstrahl, and a richly sculptured pulpit. The Castle, of uncertain date, was restored by King Oscar, with magnificent additions. It has stood 11 sieges.

Old Kalmar was burnt 1647, and the town transferred to present site. The island of **Œland**, with 45,000 inhabitants, is 16 miles long, and has many ancient churches. Old coins are found.

BRITISH VICE-CONSUL at Kalmar, Capt Soderbergh; at Borgholm (Œland), Capt. Matthieson.

CONVEYANCES.—Steamers to Carlskrona, Carlshamn, Ahus, Ystad, Malmö, Landskrona, Helsingborg, Copenhagen, Gothenburg, Borgholm (Œland) Wisby, Stockholm, and Lübeck.

Keeping.—A town on the north side of Lake Mælar, so called as being a market, corresponding to our name Chipping. Distance to Stockholm, by land, about 14 Swedish miles; to Westerös, about 4¾ Sw. miles. See Orebro.

Linkoping.—Pop. 6,860.

A town, on the Stang and Lake Roxen, on the road between Jönkoping and Norrköping. It has a Gothic Cathedral of the 12th century; with a Castle, Town-hall, and House of Assembly.

Malmœ or Malmo.—*Stat.*—Pop. (1878) 35,630. HOTELS:—

HOTEL SWEA, HOTEL GUSTAV ADOLF, both good; the Swea nearest the Landing-place, and Station. KRAMER'S, in Stortorget. Luggage from Copenhagen examined.

A fortified seaport in the south of Sweden, on the Sound, nearly opposite Copenhagen. Distance to **Lund** (pop. in 1875 12,218), 1¼ S. miles; to Ystad 6 S. miles. Lund has a University, and a good Norman Cathedral, containing tombs of E. Tegnér, the poet (died 1846) and of other bishops.

ENGLISH VICE-CONSUL, T. Flensburg, Esq.

CONVEYANCES.—Steamers daily to Copenhagen, &c. Railway to Stockholm. At **Elmhult** is a small wooden house in which Linnæus was born. On arrival of the Express Train at **Cathrineholm**, there is an excellent table d'hôte ready: abundance of every thing, and well conducted; charge 1 dollar 50 öre, 1s. 8d.; stoppage allowed 15 minutes. See page 283.

Mariestad.—Pop. 2,340. A cathedral town, on the south side of Lake Wener, about 10 Eng. miles from the entrance to the Gotha Canal.

Motala.—Pop. 2,000.

On the N.E. side of Lake Wetter, with cutlery and engine works, and shipyards.

CONVEYANCES.—Steamers to Stockholm, Gœtheborg, and Carlstad.

Norrkoping.—*Stat.*—Pop. (1878) 27,410.

A good Inn.

A bustling town, in a fertile district, on the Motala; here a large, wide rapid stream, near the Baltic, crossed by a timber bridge. Houses of wood, covered with copper. It has a handsome Town-hall, with numerous saw, and oil mills, on the islands, besides factories and shipyards. Barnes VICE C.—G. Enhörning, Esq. Rail to Stockholm.

Orebro, or Œrebro.—*Stat.*—Pop. (1878) 11,010.

A timber-built town, at the west end of Lake Hielmar, containing the small *House* from which Gustavus Vasa was called to the throne, 1523. Distance to Stockholm, by water, 27 Swed. mls.; by land, 20 Swedish miles; to Christineham, six posts, about 10 Swedish miles.

CONVEYANCES.—Railway to Stockholm, Gothenburg, Alingsäs, Borås, Skövde, Falköping, Jönköping, on the Lake Wettern, Arboga on Lake Mälar, to Nora, and to Lund and Malmö. Steamer to and from Stockholm twice-a-week.

Philipstad.—*Stat.*—About 6 Swed. mls. N.E. of Carlstad, and the same distance north of Christineham. See Carlstad.

STOCKHOLM.—*Stat.*— Pop. (1878) 169,630.

HOTELS:—GRAND HOTEL, (new 1874), East side of Grand Canal, (Nowaström), fronting the royal Castle (easterly); 400 bedrooms, dining, coffee, and reading rooms, billiards, telegraph; gas, and water in every apartment. Steam elevators. Meals à la carte, or otherwise. Dining rooms open from 8 a.m. to 12 p.m. Prices moderate. Mr. Eklof, the book-keeper of the hotel, speaks English, and will give information to visitors.

HOTEL RYDBERG.—Gustav Adolfs Torg, (or Square,) fronting the Royal Castle (northerly); 150 bed rooms, dining rooms, reading rooms, &c.

HOTEL KUNG CARL.—(Brunkebergstorg); 50 bed rooms, restaurant, &c. At the hotels it is best to order rooms beforehand by telegraph.

Besides these first class hotels, Stockholm has a great many second class lodging houses. (Rum att hyra), where you can get lodgings only, without

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beard. However, eating-houses, (kKllare) are found everywhere, though they are not recommended to strangers, as the attendants speak only Swedish, and the charges are nearly the same as in a first class Hotel.

Common dinner throughout Sweden, soup, raw herringa turnip radish, salad, gin (a decanter is placed on every table where food is present, a small glass of which is taken before dining), butter, different kinds of fish, pudding, roast and boiled beef, potatoes, and celery, in the order enumerated. Warm baths 1 rix dollar, cold baths 25 öre.

RESTAURANTS.—Rydberg; Kung Carl; Hotel Royal; Svensson's källar; Reisen's källar. South Suburb, Kahn's källar. At Djurgården, Pohlsro and Blåsporten. Near Stockholm, Lidingöbro. Hagalund, Norrbacka, Hasselbacke, near the Djurgård, one of the best.

CAFFES.—BLAUCH'S CAFE, *Kungstradgarden*, a pleasant spot, with a good military brass band playing the whole evening. In Kungsträdgarden are the statues of Charles XII., and Charles XIII.; also a beautiful Fountain by Professor Molin.

BERR'S CAFE, in the Berzeli Park; good music by a full orchestra, every night. In the Park stands the statue of Berzelius. Steamers from here to "the Park" every 15 minutes.

STRÖMPARTERREN, a lovely spot on an island in Nowström; surrounded by the water-works of Lake Malar; music; with a garden illuminated every evening. From here, small swift steamers run over to the Djurgården every five minutes.

CAB OR DROSKEY FARES.—1 riksdaler, the single course; 1 r. 25 öre, by the hour. Out of town, 50 per cent is added. The price is the same for one or two persons.

POST-OFFICE.—General office, Lilla Nygatan, No. 6. Poste Restante office, open 9 a.m. to 9 p.m; Sundays, 9 and 11, 1 to 2, and 7 to 8. Give your passport and name, and all letters to your address are delivered to you. Stamps sold at most tobacconists. Letter-boxes in most streets. Contents cleared, 9 and 11 a.m.; 1, 3, 5, and 7 p.m. Sundays, 9 a.m.; 1 and 7 p.m.

THEATRES.—*Grand Royal Theatre*, (closed July and August); Operas 5 times a week. *Royal Dramatic Theatre*, (closed July and August); performance 6 times a week. *Petit Theatre*.—Vaudeville; open all the year round. Also 5 or 6 Theatres of lesser value, some of which are open only during the summer season. A circus, (perambulatory,) is open during the summer months. The new Concert Room on Blasti-holm (island) is 194 ft. by 175 f.

TELEGRAPH.—Skepsbron, No. 2, open day and night. Telegram to U. Kingdom, 5½d. a word.

STEAMBOATS and Steam Gondolas in all directions, every five or ten minutes. Get "Fullstandig tabell öfver Kommunikationerna i ncom Stockholm och dess närmaste omgifningerna," at all libraries, price 25 oere. Most of them start from the Packhuis (Custom-House).

To Kungsholmen, every 10 minutes; fare, 5 oere. Biksitholmen (National Muse.), every 3 min 3 oere

There are fifty Steam Boats plying between different parts of the town and to the environs Four days a week steam-boats start from Stockholm to Smedjebacken (in Dalacarlia) by the Lake Mälaren, the Stromsholms Canal (with 26 locks and fine waterfalls), a number of small lakes. From Smedjebacken a railroad leads to Lake Wesaman, on which a steam-boat runs as far as Grangardet. This is one of the prettiest channels in Sweden, and the whole of the trip can be done in three and a half days; every Sunday and Wednesday a steamboat starts at 9 a.m. for the Castle of Gripsholm, where the prisons of Eric XIII., John III., and Gustavus IV. (Adolph) are shown. A great number of historical portraits are kept here. The steamboat is back in Stockholm by 8 o'clock p.m.

Stockholm, the capital, 40 miles from Upsala, 320 from Copenhagen, 800 from Tornea, standing in a situation between Lake Malar and the Sea, remarkable for its beautiful scenery, is a long and irregularly constructed city, occupying seven rocky islands, besides two peninsulas lined by good quays. Lat. of Observatory 59° 21′ N., long. 18° 4′ E. Mean temp. 25° (Jan.) 64° (July). It is one of the finest cities in Europe in position; and is often styled the Venice of the North. A crowd of picturesquely wooded islets, create a variety of beautiful views. The harbour of Stockholm is a very good one, admitting ships of the largest burden. At its extremity rise several streets, one above the other, in the form of an amphitheatre; and at the summit is the Palace—a magnificent building.

The principal objects of attraction are the Cathedral, Bank, House of the Diet, Royal Academy of Science, and Royal Academy of Arts. The Arsenal has within it an immense number of trophies and standards taken from different nations. The two principal streets are those of the Regency (Regerings gatan), issuing in the Gustav Adolph square and the Queen's street (Drottning gatan), running from the Quay north to the Observatorii place. Along the latter are many public buildings devoted to charity and science, especially the *Academy of Sciences*, founded 1739; including 175 members, divided into seven classes. This fine building contains a Portrait Gallery, a Library (35,000 vols.), open Wednesday and Saturday; a Zoological Museum and a Cabinet of Natural Philosophy; open Saturday, 12 to 2. The Technical High School is a large pile, containing a Museum of models and a laboratory.

Manufactures of glass, china, silks, woollens, &c., are carried on.

POINTS OF VIEW.—The visitor should gain the view from the tea garden at Mose Backe of the numerous islands dotting the clear sea below; the ships moving in or out; the beauty of the spires; above all, the noble Palace which towers above everything else.

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Guides may be hired from the hotel. The round takes in the following.—*Carlberg Castle*, erected by Charles XI., now a military academy. Out of its park you pass *Solna Kyrka*, an ancient structure of the 11th century (still in use). You then enter the park of the Haga, with a castle of the same name, the summer residence of the Queen Dowager, alongside the lake of *Brunnsviken*. You pass the King's horticultural gardens; and, after a few minutes further drive, you are in the park of *Ulricedale*, the favourite resort of the late Charles XV., of whom several traces are to be seen here. Close to the Church erected by him stands a curious-looking old house (also by Chas. XV.), representing a facsimile of *Ramhythan*, the original in Dalecarlia, where Gustavus Vasa, in 1521, found refuge, and where he planned and ultimately liberated his country, then oppressed by the Danes. Further on in the park you will find several orangeries, and hothouses with rare collections of tropical plants near a good inn. You pass then through the pine forests, by the way of Tivoli and Alkistan Queen Christine's way, Tiskartorpet (a hunting hut occupied formerly by Charles XI., and Charles XII., when a boy), and Charles XV.'s Ladugårdsgärdet (a place for military review), viâ Djurgardsbrunn (inn), over a bridge, and you are in the *Djurgård*n, or the *Park* proper, with its multitude of cottages and private residences. It is the haymarket of Stockholm and abounds in cafés, restaurants, concerts, etc., etc. and is the place where the people, on a fine day or Sunday afternoon, "most do congregate." In the centre of the Park stands *Rosendale*, a royal summer residence, with beautiful flower gardens, statuary, vases, etc., etc. After a few minutes more drive along the shore of *Djurgårdsviken*, you enter the city again, but from an opposite direction to that by which you left.

The *Royal Palace* stands on an eminence, commanding a delightful view of land and water. It consists of a great quadrilateral, 391½ feet by 418½. At each angle is a wing 161 feet by 51, except the S.W. one. South façade is the richest. Chapel on this side is particularly ornate, containing marble pillars, paintings, and stucco work, by Swedish artists, and a carved pulpit. Notice,—1st, the State Apartments, 2nd story (Festivitetsvåningen), with a great gallery, 169 feet long, 23 wide, much admired for its mythological and symbolical ornaments; prettiest group, Venus and Cupid, by Byström.—2nd, the King's Private Apartments (Konungen's mindre eller ersklda våning), N.W. angle. The Salle des Armes has a valuable collection, including Russian flags from the battle of Narva, gained 1700, by Charles XII.; a sword, richly incrusted with gold, &c, once the property of Gustavus Vasa.—3rd, The Queen's Apartments; note especially the Salle des Miroirs, profuse in gilding, glasses, and embroidery. Lighted up, the effect is magical. 4th, The King's Great Apartment, with views over Lake Mälar. Salle Victoria contains a present of Napoleon III. to King Oscar, a large mirror, and a wonderful Norwegian clock.—5th, Former apartment of King Oscar—the Apartment of Dowager Queen Josephine. Salon Rouge has many portraits of the royal family. Cabinet Rouge and Cabinet Jaune contain works of art by royal personages. The Oratory has many paintings of Reubens and Van Dyck. The Royal Library (north façade) deserves special attention (open 11 to 2, except Saturdays and Sundays). Its curiosities are, Codex Aureus of the four Gospels, in gold letters, on violet and white parchment, with an Anglo Saxon note, saying it was bought from Pagan pirates. Also, the Gigas Librorum, a wonderful collection of MSS. by Benedictine monks, on 300 parchments; a Latin bible (1529), with autograph notes of Luther; a Cicero de Officiis, printed by Fust, 1465 &c.

The *Cathedral*, or Ridderhus Church, of curious architecture, contains the sarcophagi and trophies of Gustavus Adolphus, several Charleses, including Charles XII., Charles XIV. (Bernadotte) also Fred. I., Adolphus Fred., Gustavus III., Oscar I., with their wives and children, and several persons of historical note, with the crests of the knights of the Seraphim Order.

Church of St. Nicholas (near the Palace), the oldest church, so named after Nich. Breakspeare, who was a missionary here, has a fine altar piece, the helmet and spurs of St. Olaf on a pillar and frescoes by Ehrenstrahl. Here the kings are crowned. Other churches are St. James, St. Clara, St. Catherine (with a good dome), on the Mose Hill, the highest point of view, from which there is a fine panorama of the city (as above-mentioned). This church is on the spot called the Blood Bath, where 97 eminent citizens were put to death by Christian II., in 1520. A handsome new Synogogus is by Scholander.

In front of the Riddarhus or House of Assembly for the Nobles, is the statue of Gustavus Vasa; near the statue of Berger Jarl, the founder of Stockholm, with part of the oldest remaining house

The *National Museum*, the finest building of Stockholm, stands on the Blasiholmen, opposite the Royal Palace, near the Grand Hotel and was planned by Stüler; it is 260 ft. by 170, and 90 high, consisting of three stories. The principal façade is adorned with statues of eminent Swedes, Linnæus, Tegner, Berzelius, &c. The vestibule on the first story has statues of northern gods, Odin, Thor, and Balder, by Fogelberg. On the ground floor are the Museum of Antiquities and the Numismatic Cabinet. First room is the Stensalen (stone-room) containing numerous relics of the Age of Stone, as whetstones and arrows of silex, stone pottery; 2nd, the Bronze and Iron Gallery (Brons och Jerngalleriet), with bronze fibulas, etc. The Pillar salen has curiosities of the Middle Ages, including clothes of Gustavus Vasa, Gustavus Adolphus, Charles XII., and a sepulchral stone with Runic characters. The Numismatic Cabinet contains 5000 Anglo-Saxon coins, and above 20,000 Arabic and Byzantine coins from Gothland, once a great seat of trade. On the first story are Sculpture and Arms, besides drawings of Raphael, Correggio, and Titian: There is a beautiful *Endymion* from Adrian's Villa, near Tivoli; also much fine Majolica porcelain. The collection of paintings in the 2nd story is not yet completed.

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The Södermalm, or south suburb, deserves a special visit on account of the house No. 24 Hornsgatan, formerly inhabited by the great necromancer Swedenborg, and because of the view from the Mosebacke.

EXCURSIONS.—To *Upsala*, as below by rail, 2 hours, by steamer, 4 hours; can return the same day. To *Gripsholm* a large and ancient Castle in Lake Mälar, the King's country seat, marked by cupola spires; having a fine collection of portraits and paintings, and a beautiful neighbourhood. A steamer leaves Riddarholm quay on Wednesdays and Sunday mornings, at 9 o'clock a.m., returning at 5 o'clock p.m., fare, 3 rixdals. To *Drottningholm* (daily, every hour), the present King's summer residence, in a beautiful park, with collections of paintings, and curious castle of imposing dimensions, containing statuary, fountains, and a swannery, etc.

ENGLISH MINISTER.—His Excellency Hon. E. Erskine. SECRETARY OF LEGATION, R. G. Watson, Esq. CONSUL.—R. D. Hay, Esq.

AMERICAN MINISTER.—His Excellency J. L. Stevens. CONSUL.—N. A. Elfving, Esq.

ENGLISH CHURCH SERVICE at SS. Peter and Sigfrid Church—Chaplain (C. C. C. Soc.), Rev. W. Combes.

CONVEYANCES.—Stockholm is reached from Hull or London in about 60 hours, viâ Gothenburg, by three weekly steamers. Copenhagen to Stockholm, by rail (after crossing the Sound) 18 hours. In 1874 the direct line, viâ Linköping, will shorten it to 15 hours. Malmo to Stockholm, 15 to 17 hours; to Gothenburg, 12 hours; Stockholm to Gothenburg, 12 hours; Stockholm to St. Petersburg (Russia), by three-weekly steamer, viâ Abo and Helsingfors, from 50 to 60 hours; at Helsingfors, by rail to St. Petersburg. Stockholm to Stettin (Germany), once-a-week, 50 hours; to Lübeck (twice-a-week), also by steamer, 14 hours. At least one steamer leaves daily for the northern part of Sweden, viâ Gefle, and along the coast of the Bothnian Gulf, touching at various seaports till you reach Lapland and the City of Haparanda, the most northern town in the Baltic; after a ride of a couple of miles you reach, on a mountainous table land, the village of Aavasaxa, from where the view of the midnight sun can be observed during two or three weeks in high summer.

N.B.—Stockholm is the cheapest place in Europe to buy furs, etc., etc.

Trollhatten, or **Trolhætta**.—Pop. 1000. A straggling place, 5 hours from Gothenburg, the people of which live in red coloured houses, carrying on a brisk trade in timber and iron. The **Waterfall**, or rather succession of rapids here, is very fine, Height 112 feet, divided into four separate falls, in a wild gorge, within a distance of 3,600 feet. The second fall, Toppöfallet, is 44 feet high.

The Göthaelf river is navigable from the sea to the Falls of Lilla Edet; from which a canal and locks lead past to Akerström and to the Falls of Trollhätten; where the navigation is continued by a canal of three miles along the river, close to sawmills belonging to a Glasgow Company.

Upsala.—*Stat.*—Pop. (1878) 14,070.—HOTELS: Stadshotellet, in the Drottning-gatan, No. 9, Hotel Upland, near the Dornbron bridge. Price of rooms about 1 rixdol. per day.

RESTAURANTS—Löf's Källare; Vestra Agatan, No. 8. Cafés—Stadshotellet, Norberg's Schweizeri.

POST-OFFICE, Ofre Slottsgatan, No. 1. Telegraph near the Station.

CARRIAGES can be hired at Stadshotellet and Drottninggatan, Nos. 6 and 10. Prices—To the mines of Dannemora and Osterby, 1 horse car 10 to 12 rix dol.; 2 horse car 20 to 25 rix dol. (30 to 36 hours). To Old Upsala and back, 2 or 3 hours, 1 horse car, 2 rix dol.; 2 horse car, 4 rix dol.

The town, built of wood, on a fine plain watered by the Sala, is an Archbishop's See, of very ancient date, and was a great centre of Pagan superstition before the conversion of Sweden. It was originally called *Aros*. Mean temp. 22° (Jan.) to 62° (July).

PRINCIPAL OBJECTS OF NOTICE.—*Governor's Palace*, containing gobelins tapestry, portraits of sovereigns, and pictures of the battle of Lund, 1676, when Charles XII defeated the Danes; Ecclesiastical Seminary. *Cathedral* or Domkyrka (the largest in the North), is of brick, 370 feet long, 141 wide, 115 high; begun 1289 by Etienne Bonneuil, a French architect; finished 1435. It has a reliquary said to contain bones of St. Eric, and a handsome pulpit. Here coronations took place. One of its numerous monuments, in marble of Gustavus I., with frescoes, represents events in his life. In the Baner mausoleum are the remains of Linnæus, Oxenstierna, Brahé, &c. On the Odins Lund Avenue is the obelisk to the memory of Gustavus Adolphus. The University of Carolina Redivivа, founded 1477, by Jacob Ulfson, stands at one end of the Drottning gatan, and contains the Library, the largest in Sweden, with 150,000 vols. and 7,000 M.S., especially the Codex Argenteus, or Gothic Gospel of Bishop Ulphilas (318-88), of silver letters on purple vellum, but nearly half lost; also the Acantica of Rudbeck, and the sacred book of the Druses, with the Edda M.S. Behind the Carolina is the Park, with a splendid building devoted to the study of chemistry and physics. The Botanical Garden has many rare plants and the bust of Linnæus. In the Gustavianum is a Museum of Art; an Observatory is attached to the University. Its 400th year, in 1877, was attended by representatives from most European Universities.

Near Upsa a (3 m.) are the vestiges of **Old Upsala**, or *Gamla Upsala*, with a curious old church, with a detached belfry, incorporating a Temple of the Æses (a mythical giant race), one of the most ancient remains in the North of Europe. There are also mounds and tumuli (one 60 feet high and 232 feet round) over the graves of Odin, Thor, and Freya. The mines of **Dannemora** also deserve to be seen, having been worked since the 13th century. The deepest, the Jungfrugruvan, is 510 feet down. One of the largest pumps is worked by a hydraulic wheel, distant 4,000 feet. The mine is on the surface, and can be descended by ladders or by the basket. Its iron is the best

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in Sweden. At a quarter of a mile is the great foundry of Osterby.

Steamers to Stockholm every day, by the Mälar Lake. Railway to Stockholm, page 285.

Wenersborg, or **Elfsborg**.—*Stat.*—Pop. 4,070.

On the S.W. extremity of Lake Wener, and reached by the steamers from Gothenburg, contains an uninteresting church. The place has a busy aspect, but there are few streets and little scenery.

Rail -See page 285.

Wener Lake is the largest in Sweden, having a length of 15 Swedish miles, and a width of 7; height above the Baltic 145 feet; depth, 359 feet; with several islands—Thorsö, Bromö, Arnö, &c. It receives 60 rivers. The steamers of the Göta Kanal pass across Lake Wener.

Westerso or **Westeras**.—*Stat*—Pop. 4,660.

HOTELS: Gästgifvaregården; Hotel Kraak. Rooms, 1 rix dollar 25 oere to 1 rix 50. Post-Office and Telegraph. Manufactures—Tobacco, pottery for stoves, &c.; and shipyards.

A town on the north side of Lake Mælar, distant from Stockholm about 13 Swedish miles.

OBJECTS OF NOTICE.—Domkyrkan, or cathedral, with tower 328 feet (date 1271). Splendid altar-piece, given to the church by Svante Sture, who is buried in its vaults, which also contain remains of King Eric XIV. Old Castle, built in the 12th century by Bishop Illanus; Town-hall, and an ancient College, with library of 11,000 vols. Near Westerås is the great **Stromsholm Canal**, begun 1777, crossing several lakes, and lined with forges and furnaces.

CONVEYANCES.—Steamers to Stockholm, Strengnäs, Arboga, and Eskilstuna.

Wetter Lake.—On the direct course from Stockholm to Gothenburg, communicating with Lake Wener and the Göta Kanal. The steamers that follow this route are noticed under **Gothenburg**, which see. Lake Wetter covers 17 square Swedish miles, and washes the banks of four provinces. Its water is very transparent and subject to furious sudden tempests. The depth is given as 420 feet, and it is 297 feet above the sea. It receives contributions from nearly 100 streams, and has several islands, especially the Jungfrun, with romantic traditions. Six towns stand on its banks, Motala, Junköping, Askersund, Wardstena, Gremna, and Hjo.

Wisby.—Pop. 6,043.

HOTELS:—Lindby's, Gothland, Wisby. Rooms, 1 rix dol. per day. Post-office and Telegraph. Carriages at Hellgren's.

MANUFACTURES.—Breweries, distilleries, shipbuilding.

Capital of the island of Gothland in the Baltic, with regular steam communication to Stockholm and Kalmar. This is a very interesting trip to the antiquary and the botanist, the flora of Gothland being very rich.

Wisby was in the middle ages one of the most important towns of the Hanseatic League. In the 13th century it had 12,000 burghers besides workmen; 18 churches, and five convents. It was robbed of much of its wealth by King Waldemar, 1361, and has never recovered itself. Part of the old wall and some of its 46 towers remain.

Notice the Cathedral, a strange mixture of the Byzantine and the Gothic styles, founded 1190; 192 feet long and 78 broad. Highest tower, 200 feet. Holy Ghost, built 1046, is two churches, one over the other. The other old churches (all small) are in a ruined state, including St. Catherine, the best, belonging to the Franciscans; St. Nicholas, with statues of the Saint and of St. Augustine; St. Drotten; St Clemens, &c. Söderby, Högklint, &c. are worth visiting.

BRITISH V. CONSUL.—

LAPLAND.

LAPLAND, belonging partly to Sweden and Norway, and mostly to Russia, extends from latitude 64° N. to the Arctic Ocean, and from the Atlantic coast to the White Sea; which latter washes the eastern shore, opposite Archangel. **Area**—Russian Lapland, 100,000 square miles; Swedish (including Lapmark and Finmark), 50,000. **Population**, 18,000. They are an undersized race, of Mongolian blood. The country is traversed by a chain of mountains, of the primary formation, giving rise to many rivers, running into the Arctic Ocean and the Gulf of Bothnia. Some of the peaks in this chain exceed 6,000 feet in height. Most of the country is covered with dense forest, broken by rivers and lakes, some of vast extent. The country abounds with game of all sorts, and in many of the forests are found bears, wolves, elk, &c.; while the rivers teem with fish. Agriculture is little practised, the Lapianders living mostly on fish and the produce of the reindeer, which is also bartered for rye, &c. They make moss bread and cakes of pine-tree bark.

The **Language** is of Asiatic origin, but Swedish is understood in Swedish Lapland, and Norsk in the N. W. part. Although the climate during the nine winter months is intensely cold, the summer is warm, and generally fine.

Money in use is that of the countries to which Lapland belongs.

Books.—Particulars of points of interest, routes, &c. are given in "Up in the North," published by Chapman & Hall. See also Captain Hutchinson's "Try Lapland."

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The principal towns are—

Hammerfest, in the Island o Qvaloe (whale island), on the Arctic Ocean, 60 Eng. miles S.W. of the **North Cape** in Norwegian Lapland; lat. 70° 40′ N., long. 23° 40′ E., is the most northerly town in Europe, and has an important fishery. The streets are watery ways, with boats for carriages. Reindeer and eider duck shooting. Arctic birds and the white bear are found. Here the midsummer sun never sets for about ten weeks, and the winter sun never rises for the same time. Communication by STEAMERS during the summer with Throndhjem and Christiania.

ENGLISH VICE-CONSUL.—C. Robertson, Esq.

Lulea, on the Gulf of Bothnia, 62 miles S.W. of Tornea, on the border of Swedish Lapland, at the mouth of the river of the same name, which has a S.E. course of 200 miles. Pop. 1800. It has a large trade in timber, tar, &c. BRITISH VICE-CONSUL.—J. Bergmann, Esq. Communication by well-appointed Steamers, running about twice a week during the summer months to Stockholm, calling at many towns on the Gulf.

Pitea, on the Gulf of Bothnia, 30 miles S.W. of Lulea. Pop. 1500. A good harbour and shipyard.

Tornea, in Russian Lapland, at the head of the Gulf of Bothnia, and at the mouth of the river of the same name; lat. 65° 50′. It has a large trade in fish, fur, iron, timber, tar, hemp, &c. Pop. 800. On the opposite side of the river is **Haparanda**, which may be considered part of the same town, although belonging to Sweden.

NORWAY.

In NORWAY the Railway is called *Jernbane* (iron rail).

Norway, affectionately called *Gamle Norge*, "Old Norway," by its people, is an independent Kingdom under the Swedish crown, on the west side of the Scandinavian Peninsula, of which it makes one-third. It is 1100 miles long, from the Naze, in lat. 57° 30′, to the North Cape, in lat. 71° 10′; its breadth varies from 7 to 280 miles. It is a compact mass of mountains, or mountain "plateaus," in lofty elevated valleys and lakes; and forms two divisions, Northern and Southern. The Eastern half of the Southern portion is covered with forests and lakes. **Area**.—About 123,300 English square miles, of which one-tenth are arable, one-fourth forest, 1-40th snow: and divided into 20 amts and 5 stifts. **Population** (1876), 1,806,900, of whom 25,000 are Fins and Laplanders. About 13,000 emigrants leave yearly. The largest towns are Christiania (pop. 75,986), and Bergen (pop. 33,384). Norway is not populous in proportion to its extent, owing to its mountainous character and northern position.

The **Mountains** bordering on Sweden are a series of Silurian table-lands, called fjelds, or fields—(the *j* sounded as *y*)—2,000 to 4,000 feet high, covered with heath and trackless forests, edged by winding valleys. On the middle one, or Dovrefjeld, dividing the country into Northern and Southern, is the Sneehætten, 7,620 feet high. In the Northern half are the Kjolen Mountains, 6,200 feet high at Sulfjelma, near the North Cape; and in the Southern is Skagastölstind, 8,670 feet high, with other peaks from 4,000 to 6,000 feet, under the names of Langfjeld, Sognefjeld, and Hardangerfjeld. Numerous islands line the broken coast, which is indented by deep narrow fiords, between vast abrupt cliffs, sometimes many thousand feet high. The coast is comparatively mild and rainy, and free from ice all the way to the North Cape. Bergen has 80 inches of rain yearly. Strong currents run in and out; one of which, at the Loffoden Islands, called the Maelström, is a whirlpool of fabulous strength—a vulgar error at which the Norway skippers only laugh, though they believe in the **Kraken**, or sea serpent.

Lakes.—About 2,000 large and small, generally narrow along the course of the rivers; some are of a Swiss-like character. The largest are Mjösen, or Miösen, 77 miles long, and Randsfiord, 30 miles long. **Rivers**.—Numerous, but short, the longest being the Glommen, 310 miles. They are generally made to furnish water-power to drive the saw-mills. Several **Falls** are to be seen, some 600 to 900 ft. high; such as Morkfos (fos or force); Rjukanfos, in Telimark district; and Vöringfos the last is 900 ft. high.

Among the **Products** are flax, hemp, hops, barley, oats, and potatoes. Grain succeeds up to lat. 70°. Rye bread is a common diet. Trout, char, venison, cloudberries and cream, may be got at the inns. Timber comprises pine, Scotch fir or deal, oak, larch, Norway spruce, birch, wild apple and cherry. Most of the houses are timber, on a brick foundation; they are dry and warm, and last for centuries. For the **Sportsman** there are the bear, wolf, lynx, golden eagle, red deer, reindeer, elk, grouse, and blackcock; with wild geese, eider duck, salmon, and seal; and no game laws, except that the elk must not be hunted from November to July.

Chief **Minerals** are iron (at Kaafiord, &c.), copper, lead, silver; of which last the richest mine is at Kongsberg.

In **Climate** it is less cold, but more moist and changeable, and generally less salubrious, than

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Sweden. Snow lies from November to March. Summer lasts for three months, and is delightful, and very warm; the air is fine and bracing on the fields, but the mosquitoes bite. Among the mountains the winter is long and severe. On the west coast the climate is milder than in the interior of the country, and the western and northern harbours are open the whole year: the weather is generally steady, being either good or bad for considerable periods. The **Fisheries**, particularly on the west coast, find employment and wealth for the natives, and supplies sailors for the Norwegian fleet. Principal fish are cod, herrings, salmon, and lobsters, employing 16,000 men and 3,000 boats. Exports are dried fish, timber, planks, cod oil, seal skins, cobalt, Prussian blue, copper, iron, and ice.

Government.—Norway was formerly governed by its own hereditary sovereigns; one of whom was the ferocious St. Olaf or St. Olave. On the death of Haakon V. in 1319, his grandson in the female line, Magnus Smek, united the kingdoms of Sweden and Norway. In 1397, Olaf V., son of the celebrated Margaret, united the kingdoms of Norway and Denmark. In 1814, Norway was ceded by Denmark to Sweden; to which, the Norwegians consented, on condition that Norway, though governed by the same King as Sweden, should be independent; preserving its constitution and laws, army, navy, customs, &c., as at present.

Norway was the original seat of the Normans, or Northmen, who settled in England, France, Sicily, &c. One of them, Rolf Ganger, or Rollo, of Aalesund who settled in Normandy, was the ancestor of William the Conqueror. The exploits of the early Vikings (Vik-ings) are related in the Sagas.

Estimated Revenue (1879), about £2,120,000; with a Debt of 5¾ millions. Value of Imports and Exports between Norway and England, 3¾ millions, out of a total of 8 millions. The Mercantile Shipping numbers 8,060 vessels, of 1¼ million tons. **Navy**—122 vessels, large and small (30 being steamers), of 290 guns, and 6,500 men. Chief port, Horten, in the Gulf of Christiania, where there is an Arsenal, with a Naval School. **Army**, about 18,000, full strength; besides volunteers. The Military School at Christiania. **Education** is universal. **Railways**—About 660 miles open (1878). **Telegraph**, 4,740 miles, with 127 stations. **Post-Offices**, 870. Postage to United Kingdom, 2½d. for ½oz. Telegram, 4d, per word. For Money Orders, see page xlvii. The Trunk Railway from Christiania was planned by R. Stephenson.

Money.—100 öre = 30 skillingen = 1 kroner = 1s. 1½d; 4 kroner = 1 specie daler = 4s. 5½d. *Gold Coins*—20 and 10 kroners, otherwise called 5 and 2½ specie-dalers. *Silver Coins*—2 and 1 kroners; 24, 15, 12, and 3 skilling pieces. *Bronze Coins*—2, 1½, 1 and ½ skillings (otherwise called 6, 5, 3, 1½, öre); and the 2 and 1 öre pieces. *Bank Notes*—100, 200, 40, 4, 2, 1 kroners, otherwise called 100, 50, 10, 1, ½, and ¼ specie-dalers. The old system was as follows:—24 skillingen = 1 s. for mark = 10½d. English. There were no gold coins. *Silver Coins*—Species-daler (divided into 120 skillings) = 4s. 5½d.; half species daler = 2s 2¾d.; and ört, half-ört, and quarter-ört pieces; and pieces of 4, 3, and 2 skillingen. *Copper Coins*—2, 1, ½ skillingen pieces = 8-9ths, 4-9ths, and 2-9ths, d. English. *Bank Notes*—The bank notes were on different coloured papers, and were 100 (red), 50 (green), 10 (yellow), 5 blue, and 1, ½, and ¼ (white) specie dalers.—From *The Merchants' Handbook of Money, Weights, and Measures*. By W. A. Brown, LL.D.

Weights.—16 skaalpund = 1 lispund, 20 lispund = 1 skippund. Butter, meat, etc., are sold by the following weights:—2 mark = 1 skaalpund; 12 skaalpund = 1 bismerpund; 3 bismerpund = 1 vog. Last=2 tons English.

Measure.—30 inches = 31 English. The most common measure is the Alen (ell):—12 inches = 1 foot: 2 feet = 1 alen. Norway mile = 7 English miles nearly.

Posting.—The charge is 24 sk. spec. per Norwegian mile per horse, at the country stations, and at the fast stations 36 sk. spec.; and 48 sk. from towns., besides about 6 sk. for the carriage, if the traveller is not provided with one himself. It is usual to give the boy who accompanies the carriage 4 sk. per Norw. mile for 1 horse; but should he have the care of more than one horse, 3 sk. per mile for each horse.

Passports are abolished. The Luggage of a traveller is very slightly examined. The Languages spoken are Danish and Norwegian, which is very similar to Danish. English Vice-Consuls at all the principal towns—Christiania, Bergen, Trondhjem Christiansand, Stavanger, &c.

Maps and Books.—Good Maps may be procured at Christiania. The traveller will find them very useful in journeying through this country. "Bennett's *Handbook*," is printed annually and sold by T. Bennett, 17, Store Strandgaden, Christiania. It contains all the posting and boating stations on all the highways, their distances and charge for posting, (regulated by law). It takes little room, being less than 100 pages. It may be bought at Christiansand, Bergen, and Throndhjem. C. Forbes's "*Norway*" is illustrated with maps and woodcuts, price 12s.

Fishing.—This country is much visited by anglers for Salmon fishing. In the north, the Tana, the Alten, and the Namsen; and, in the south, the Rauma near Molde, and the Topdals rivers are among the most noted. There are also many others well known; some but slightly; besides numbers still untried. In one or two rivers, as much as two or three thousands of pounds weight have been taken in a season with the fly, by a single rod. But, the known good rivers will be found occupied, (some few are let) and many may be tried without success; so that possibly the season will be spent, taking only two or three fish. Excellent trout fishing is to be met with in almost all parts. The lake fishing is also very good.

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A FEW HINTS FOR TRAVELLERS IN NORWAY.

The most convenient way for Englishmen going to Norway is by **Steamer** from Hull or London to Christiansand and Christiania. See Steamer List. Should you go to Christiania first, it will be advisable either to buy or hire a Carriole there. No vehicles are better suited for carrying a large quantity of luggage; portmanteaux of almost any size can be fastened upon them, and *very* small carpet bags, containing necessary articles for passing the nights from town to town; large carpet bags are awkward, but can be taken. Every traveller should procure Bennett's *Handbook*, above-mentioned; the stations alter much every year, while new steamers are put on lakes, and new roads and railways are constructed, as to make this book almost indispensable. The Officers on the Steamers speak English.

Routes.—The principal and most desirable routes for visitors to follow are those leading from Christiania to Bergen, from Christiansand to Bergen, and from Bergen to Drontheim. Three main lines of road connect **Christiania and Bergen**:—1. By Vang and Fille Fjeld, 48 Norway miles (1 N. mls.=7 Eng.); journey of 7 to 8 days. This route passes the celebrated Falls of Voringfos, among the finest in the world (noticed further on), and the Glaciers of Justedal. 2. By Lake Mjoesen or Mjösen, presenting in its upper reaches scenes reminding you of Swiss waters; 49 Norway miles; rail, steamer, and posting road; 7 to 9 days. 3. By Sundvolden and Hallingdal; 43 Norway miles; post road; 5 days. It passes by the superb Falls of Hönefos.

Four roads lead from **Christiansand to Bergen**:—1. By Arendal; 58 Norway miles. Posting road. This route passes the three splendid falls of the Nid, and the highly romantic Lake of Nisservand, 34 English miles long. 2. By Forsgrund; 63 Norway miles. Post road, steamer, and mountain path. This route passes the foot of Goustafjeld (6000 English feet high), with a magnificent view, and the Falls of Riukanfos, noticed further on as one of the finest in Europe. 3. By Stavanger, 45 Norway miles. Carriole roads, steamers on the Fjords in summer, or row boats. It passes the beautiful lakes of S redals and Vaud, and the curious ravines of the Matte Fjord. 4. The fourth road is by Saetersdalen. Horse route. Cars only go to Valh. It passes the Cascade of Helfos; but is not so remarkable as others.

From **Christiania to Drontheim (or Trondhjem,)** there are two principal routes. 1. By Röraas, 45 Norwegian miles. Rail and posting road, not much used. This road passes the copper mines of Röraas, yielding 250 tons of copper yearly; mines 1600 feet deep. It also passes the fine lake of Oresund. 2. By Lake Mjösen and Lillehammer through the valley of Gudbrandsdal, the garden of Norway; 46 Norway miles. Rail, steamer, and post road. It passes the Falls of Hunnerfos, Vlig, the birth-place of St. Olaf; and takes you to the foot of *Snechætten*, frequently ascended (7620 feet). A Railway in this direction, across the Dovrefjeld was opened 1877, from Hamer on Lake Mjösen to Tönset, Koppang, and Trondhjem. 270 miles long from Hamar.

From **Bergen to Drontheim** there are two routes, one by sea and the other by land. 1. The land route, 57 miles. Carrioles, steamers over the Fjords. Near Loervig the scenery is quite magnificent. Pass near the Justedal mountains; wild defiles, fir forests, and Fjords abound. 2. By sea, 80 Norway miles; 4 days. Price 10 species. You follow many Fjords, and between the main land and reefs. Promontory of Stadland, covered with glaciers, is the most remarkable point.

Some **Shorter Routes** are:—1. From Christiania to Molde, 42 N. miles. Rail, steamer, and post roads. This route coasts the fine lake of Lessaov. The neighbourhood of Molde has some of the best scenery in Norway. 2. Christiania to Lake Mjoesen, 6 N. miles; rail 3 hours. 3. Christiania to Kongsberg, 7 N. miles. Post road. Kongsberg has some silver mines, yielding 100,000 specie dollars per annum.

Two other **Excursions** deserve notice:—1. Drontheim to Hammerfest., Steamer, 6 days. Fare, 15 species. You pass the Polar Circle at the Troenen Isles. At **Hestmendsoen** the coast presents a fearful chaos of rocks. **Bodoe** is the first important station where the steamers stop, 58 miles from Drontheim, in 69° north latitude. The **Loffoden Islands**, near here, are the great seat of the cod fishery, the annual take being 16,000,000 fish. **Hammerfest**, the most northerly town in Europe. Much whale and seal fishing in winter. Excursion to the North Cape.—See "Lapland Section," above. 2. Drontheim to Fiskumfos by Levanger, 24 N. miles. Post road. Fiskumfos is one of the finest waterfalls in Norway. Or by land through Kongsberg, taking the opportunity of visiting the celebrated silver mines. If the traveller's time be unlimited, he might go from Throndhjem by a weekly steamer to Hammerfest (as above); thence to the North Cape, to **Vardö**, the most northern fortress in the world, and to **Vadsö**, not far from the Russian frontiers, the whole distance taking about a fortnight.

In these northern regions, viz., at Bodö, Tromsö, Hammerfest, Alten, Vardö, and Vadsö, the sun never sets for some weeks before and after midsummer. There is no Steam communication between Vadso, on the Norwegian frontiers of Russia, and Archangel.

DISCRIPTION OF TOWNS.

Bergen.—Pop. (1876) 33,985.—HOLDT'S HOTEL; HOTEL SCANDINAVIA; DU NORD. Lodging-house kept by Mr. Sontum.

A city and seaport, 480 m. from Hull, 306 miles

churches and a few houses are of stone. It contains a good Cathedral, and six other churches; a Castle, or fort (lat. 60° 24' N., long. 5° 18' E); three hospitals, a house of correction; a national Museum, of Scandinavian antiquities and Runic

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is safe and commodious, with deep water; but, owing to the rocks, is difficult of access.

BRITISH VICE-CONSUL – H. Jansen, Esq.

AMERICAN CONSUL A. Gran, Esq.

ENGLISH CHURCH SERVICE, (C. C. Ch Soc.)

STEAMERS up the Hardanger fiord, where some of the most romantic scenery is to be found; such as the **Vöringfos**, a Fall said to be 1,200 ft. high; Skyttiefos, 8 0 ft.; Oswudios, 750 ft; and Skjægedalfos near **Odde** (Inn) Also, by steamer up the noble Sogne Fjord (or by land via **Vossvangen**), past granite cliffs, some 4,000 ft. high, to **Laerdalsoeren** (Inn), under Fillefjeld, where ten glaciers meet mesmerise n; and Lysterdal under the Justedal Glaciers, and **Skagstolstind**, about 8,120 ft high. The ice fields of Snee Broen are in this quarter. Steamer to Hammerfest.

CHRISTIANIA or **Kristiania.**—*Stat.* Pop. (1876) 76,338, with environs 99,000.—HOTELS: HOTEL SCANDINAVE, situated in Carl Johan's Gate, near the Railway and Steamboat Stations; C. Smith, proprietor.

VICTORIA HOTEL. GRAND HOTEL.

DU NORD; D'ANGLETERRE; H. COPENHAGEN.

The capital of Norway, 700 m from London, 580 m. from Hull 550 m. from Leith; at the extremity of a picturesque bend of the Bay of Björviken, which forms the northern extremity of the Gulf or Fiord of Christiania, nearly 80 miles from the sea in the Skajerrack. It is divided into the City, the suburbs of Vaterland, Pepervigen, and Fierdingen. the fortress of Agershuus, or Aggerhuus, and the old town of Oslo, near Egeberg Hill. The City was rebuilt and named by Christian IV., after a plan designed by himself. Its streets, 40 feet broad, are at right angles, with cisterns at the corners. Many of the houses are of brick. The Castle of Agershuus is built on a rock on the west side of the bay, below the city. Oslö was the site of the old city, burnt in 1624; it contains the episcopal palace, and an old Church, with a Cemetery, in which lies Mr. George Bradshaw, the projector of the "Bradshaw Guides," who died here of cholera 6 Sept. 1853

The *Royal Palace* is the principal building, erected at a cost of £300,000. Here are the storthing or Parliament House, faced by statues of Harald Haarfager, and Bernadotte the government departments, court of law and the public seminaries. One of these is the Military Academy, or Cadet Institution, with an excellent library, a collection of models of mines, bridges, &c., and of minerals. The University is a handsome new building, in which is the Museum of Natural History and of Northern Antiquities, including idol gods, altars, arms, &c. The National Gallery has some paintings by Tidemann, and a library of 130,000 volumes. Norwegian and Danish Theatres. Lat. of old Observatory 59° 54' N., long. 10° 45' E.

Christiania possesses an excellent harbour, and its principal exports are iron, deals, carpenter's work ice, lobsters, and oil cake. *Oscarshald*, a beautiful château belonging to the King, 3½ Eng. m. by land, or 1½ by water, deserves a visit; it has pictures by Tidemann. At **Horten**, 32 miles S., in the Gulf, is the chief Naval Dockyard, with a School and Arsenal. Further away, via Haugsund Stat. (p. 241) are Konge-udsigt and Dronningudsight, two fine points of view; and the Kinnerige, or Ringerike, with a vast prospect, leading in Gousta fjeld.

H. B. M.'s CONSUL-GEN.—Capt H. M. Jones, *V.C.*, 28, Skipparegaden AMER. CONSUL—G. Gade, Esq.

ENGLISH CLUB ROOM At Mr. Bennett's 17, Store Strandgade; the office of the Carlisle Comp.

TOURIST CLUB—17, Theate Club.

ENGLISH CHURCH SERVICE, (C. C. C. Soc.) at the University, at 11. Rev. A. West, M.A., Chaplain.

POST OFFICE, in the Möller Gade. TELEGRAM to U. Kingdom, 4d. a word.

RAILWAYS.—To Drammen Charlottenberg, Stockholm, etc. p. 281-2. The Norwegian Trunk Rail. (p. 281) from Christiania, passes Lillestrom, to *Eidsvold* (Hotel here), at the bottom of **Lake Mjosen**, 42 m. from Christiania; where the Continuation of Norway was drawn up 1814. The Lake extends 77 m. to the north-west up to *Lillehammer*, in Gudbrandsdalen, where the main road to the northern parts of Norway may be taken. At *Gjovig* on the west side the road for Sogne Fjord and Bergen parts off. At *Hamar* (which has a ruined Cathedral) on the east side, the Trunk Rail (opened 1877) is continued to Drontheim. It pass a *Eidsvoll* on the Glommen (where the Stockholm line makes a junction); and up the Glommen valley to **Koppang**; Tonset, under the Trönfjeld; Röros (p. 2000) or Röros, near some copper works; Hoitolen, at the samm level; and thence down to *Stören*, on the Gula, where the Dovrefjeld road comes in; to Drontheim, 390 m from Christiania on the Stockholm line. Baggage is examined at Charlottenberg on the Swedish side, going to Stockholm; and at Kongsvinger, on the Norwegian side, on the return journey.

STEAMERS.—Offices of the Hull Steamer, at Brunn's Gaard, in Store Strand Gade. Steamers on Mjösen Lake during Summer, in connexion with the Trains. An interesting journey of 133 English miles can thus be made in one day.

Christiansand or **Kristiansand**.—Pop. (1870) 11,765.

A port, and trading town, capital of a province of the same name, which is famous for iron mines; 550 m. from London, 360 from Hull, 210 from Christiania. It is situated on the Skager Rack, facing Denmark, 37 miles E.N.E. of the **Naze**, or Lindesnaes (lat. 57° 58' N., long. 7° 3' E.); and has a good fortified harbour, and a quarantine station, with a college, and museum.

BRITISH V. CONSUL.—F. Reinhardt, Esq.

AMERICAN CONSUL AGENT.—O. Reinhardt, Esq. (and for Christiansund).

Christiansund.—Pop. 7000.

A port on the Atlantic coast, in the district Romsdal, built on 3 islands, with a commodious harbour and wharf. Trade in timber, salmon, &c. It is 252 sea miles N.E. of Bergen, and 90 from Drontheim. Steamer to Hull.

BRITISH V. CONSUL.—J. Allen, Esq.

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Drammen.—*Stat.*—Pop. (1876) 18,610.

A great port for the timber trade, on the Drammen fiord, in the Bay of Christiania, about 20 miles S.W. of Christiania, consisting of two parts joined by a bridge. A fire, 11th-12th July 1866, swept the town from end to end, nearly two miles, burning most of its log houses, factories and public buildings. Rail, p. 281.

BRITISH CONSUL.—W. Melhuus, Esq.

Drontheim or Throndtjem.—*Stat.*—Pop. (1876) 22,170. HOTELS:—

BRITANNIA: D'ANGLETERRE; BELLEVUE.

There are plenty of good Lodging houses.

This former residence of the Norwegian kings, standing on a beautiful winding fiord, was founded in 997 by Olaf Tryggvesen, on the site of an ancient city, Nidaros, which had a temple dedicated to Thor and Odin. Being of wood, it has been burnt several times; but since the last great fire in 1841, all the new buildings are of brick and stone. The half ruined Norman and Gothic *Cathedral*, (lat. 63° 26' N., long. 10° 25' E.), was founded 1182: only the choir and transept used. It is of greenish stone, with some fine interlaced arches, and stands in a large graveyard. A copy of Thorwaldsen's grand work Our Saviour and the twelve Apostles is on the altar. Coronation House of timber where the kings are crowned. Custom House on the site of the Orething where the kings were elected. The Museum has a library, and many remains relating to ancient Scandinavia, such as armour, &c.; besides Norwegian minerals, birds, &c. Here are the Bank of Norway; also, a College, a Royal Academy of Sciences, and a seminary for the Lapa. Many ships are built at Drontheim; it exports fish, copper, and timber.

The environs are very beautiful, including the *Lerfossen*, or falls of the river Nid, about three miles south of the town; 70 to 80 ft. high, 120 ft. broad. Good salmon fishing.

BRITISH VICE CONSUL.—A. Kjeldaberg, Esq. AMERICAN C. AGENT.—M. Lundgreen, Esq. POST AND TELEGRAPH OFFICES. ENG. CHURCH SERVICE at the Chapter House (in Summer), supplied by the Col. and Conr. Ch. Soc. RAILWAY, see p. 281.

Frederikstad.—Pop. 2700.

Situated at the entrance to the Christiania Fiord, close to the remains of the strong fort of Frederickshald, on the Swedish frontier. Here the warlike Charles XII. was killed in the siege of 1718. Excursionists can visit the *Falls of the Glommen*, (Sarpfos) about a Norwegian mile distant.

BRITISH VICE CONSUL.—T. Sandberg, Esq.

CONVEYANCE.—Steamers to Frederikshald, Moss Drøbak, and Christiania (9 hours).

Hammerfest.—See "Lapland Section."

Lillehammer.—*Stat.*—Pop. 1700.

At the north end of Lake Mjösen on the high road to Throndhjem, 33½ Nor. m. distant. Its Cathedral was founded by the Englishman, Pope Adrian. Hunnerfos or *Hunner Fall* is at Fossegaarden. The high road ascends the Gudbrands valley for nearly 170 m. up to the Dovre Fjeld, (O. Rödsheim's Inn) a good point for ascending the **Galdhoppigen**, the highest peak in Norway, 8380 ft above sea, and not difficult. Further to the S. W. is the fine scenery at the head of Sogne Fjord.] After Rommundgaard on the main road, you come to Dombaas, under the Dovre Fjeld, where the road parts off—one way through the fine **Romsdal** to Ask (a good centre) and Molde; the other way to Stören on the Drontheim rail., past Jerkinn and Kongsvold, from which *Snechætten* the highest point of the **Dovre Fjeld** (7620 ft.) may be reached. Its top is a vast crater with a frozen lake inside.

Molde.—Pop. 1800. On the Atlantic side, among fine coast scenery in the Römsdal's mouth, 5½ Nor. m. from Christiansund, from which the Dovre Fjeld can be reached via the **Romsdal**, and thence on to Mjösen Lake and Christiania, 320 m. About 6½ Nor. m. down the coast is **Aalesund**, at the mouth of the Stoer Fjord, whence Rolf Ganger or *Rollo*, ancestor of William the Conqueror, started to conquer Normandy, 905.

CONVEYANCES.—Steamers to Bergen, Christiansand, and Hammerfest.

Riukanfos Fall.—This noted waterfall is in the Telemark district, near the road from Christiania to Bergen, 3 0 m. distant, by rail, post road, mountain path, and steamer. Rail (p. 281) to **Kongsberg** (Inn; pop. 4 00; with its rifle factory, mint, and silver mines;) thence by carriole to **Hitterdal** and its old Church, (a picturesque timber pagoda-like structure, 84 feet by 57 feet), where the road to the Falls turns off. It passes by **Tinöset**, on the splendid lake of Tind or Tindsjö, surrounded with wooded mountains. Ascend Westfjorden valley to Goustafjeld (6000 feet), from which there is a grand view. At 12 miles from Fjostrand are the *Falls*, formed by the Maan, a tributary of Lake Mjoesvand (34 miles long), and falling 520 feet.

From Hitterdal the main route passes Virje, Botten, and Odde, which takes the traveller over the snow fields of Gutefjeld (5300 feet). **Odde** stands on Soer Fjord, a branch of Hardanger Fjord, from which an excursion can be made to the glaciers of Folge Fonden, 5600 feet, commanding a splendid view. Hence to Bergen.

Stavanger.—Pop. 20,370.

A port on the Bukke-fiord, out of the North Sea, on the west coast, 18½ Nor. miles S. of Bergen; and about 30 m. S. of **Hangesund**, at the mouth of Hardangerfiord. It has a timber and fishing trade, and a good Cathedral, near which is the grave of King Harald Haarfager, (or fair hair), who defeated the petty Vikings here in 872. The site is marked by a national *Pillar*, unveiled July, 1872, by Prince Oscar at the 1000th anniversary of this event. His descendant, called Harald Harfager, who ravaged the Yorkshire coast, was defeated at Stamford Bridge by Harold, King of England, 1066.

BRITISH VICE CONSUL.—W. S. Hansen, Esq.; and at Hangesund L. E. Eide, Esq.

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DENMARK.

A little Monarchy, (formerly much more extensive,) between the North Sea and the Baltic, divided into two parts, Continental and Insular. The Continental part consists of the N. half of the peninsula of Jutland (ancient *Cimbrian Chersonese*), projecting out of Germany, to which the S. half, or Schleswig-Holstein now belongs. The Insular part comprises a number of Islands,—Seeland, Funen, Laaland, &c., lying across the mouth of the Baltic, towards Sweden, and threaded by the Sound, the Great Belt, Little Belt, and other passages.

Area.—14,800 sq. miles, of which 9800 are in Jutland; with a coast indented by shallow fords, and a surface almost uniformly level; but green and picturesque pasture is common. The highest parts are only 400 to 500 ft. above sea. **Population.**—(1878,) 1,940,000 estimated; mostly Lutheran, and very English-looking; as might be inferred from the common ancestry of the two people; for from hereabouts came the first Danes and Anglo-Saxons who invaded England. About 7000 emigrants to America leave every year. **Area of Colonies**—(Iceland, Greenland, Faroe Islands, St. Thomas, &c.,) 44,300 sq. miles; Population, 130,400. The Guinea and East Indian possessions have been ceded to England.

Climate—mild and wet on the whole. The Channels of the Baltic are frozen in winter, which lasts for several months. **Products**—are chiefly agricultural,—rye, oats, barley, hemp, hops, potatoes, &c. Exports to England, (value 2½ millions sterling) are grain, cattle, horses, sheep, oil cake, tallow, bones, cherry-brandy, &c. Fish and game are abundant. Black bread is a common food. The rivers are not worth notice. A little coal is found in Bornholm.

Sovereign.—The King, Christian IX., was born 1818, and succeeded 1863. Prince Frederic, his heir apparent, was born 1843. His eldest daughter, Alexandra, is our excellent Princess of Wales. Another daughter, Dagmar, is wife to the Czarevitch of Russia. Denmark is an ancient Monarchy, at one time (1397) including Norway by inheritance, and Sweden by conquest, under Queen Margaret. Norway was ceded to Sweden 1814. Schleswig-Holstein was ceded to Prussia, after the war of 1864; along with the Kiel Canal, a work 15 miles long, from Rendsburg to the Baltic, begun 1777, and finished at a cost of £500,000. Under the constitution of 1866, the government consists of a Rixdag, or Diet, composed of a Landsthing or Senate, (66 members); and a Folksthing or Commons, (1 for every 16,000).

Revenue (1878), nearly 2½ millions; with a Debt of 9½ millions. **Army**—42,000 on the peace footing. **Navy**—66 vessels (35 being steamers), with 284 guns. Mercantile shipping,—3368, of 258,300 tons. Imports and Exports from and to England (1876) 2½ millions and 4½ millions respectively.

Railways run from Fredericia to Aarhuus, Aarborg, Viborg, &c: and from Fredericia across the Islands to Copenhagen; made 1864-6, by Peto and Brassey. Later lines connect Copenhagen with the Islands of Falster and Laaland. Total (1878) 850 miles. **Telegraph** Lines, about 1800 miles. Telegram to United Kingdom, 4d. per word.

Education.—There are 4000 Schools, with several Colleges, under a University at Copenhagen. Education is compulsory for every one between 7 and 14. In modern times, Denmark has produced the great sculptor, Thorwaldsen, and authors such as Oehlenschläger, Bodtcher (died 1874), and Andersen (died 1875), besides Holberg, the founder of the national theatre. Shakespeare is popular here.

Money—100 Öres = 1 Kroner = 1s 1½d. GOLD COINS—20 and 10 Kronors = £1 2s 2½d. and 11s. 1½d, English. SILVER COINS—4, 2, and 1 Kronors, and 50, 20, and 10 Öres. BRONZE COINS—5, 2, and 1 öre = respectively 2-3rd, 2-7th, and 1-7th, English. The Kronor is above one-half of the old *Rigsdaler*, which was divided into 96 Skillings, and were equal to 2s 2d. 7-20th, English. From the *Merchants' Handbook of Money, Weights, and Measures*, by W. A. BROWNE, LL.D. **Postage** to U. Kingdom, 2½d. for ½oz. Cards, 1d. Money orders, see page xlvii.

DESCRIPTIONS OF PLACES.

Aarhus or Aarhuus.—*Stat*—Pop 11,000 p 278. Steamer to Copenhagen. Rail continued to **Aalborg**, on the Limfiord, which is crossed by a viaduct-navir, a moveable bridge for vessels and which runs up island to the west side of Jutland. Thence to **Frederickshaven**; for the Steamer to Gothenburg in Sweden.

HOTEL:—Stadt Hamburg. A port on the Baltic side, 60 m. from Fredericia; having a good church, Church, and a Museum. Rail.

Assens.—Pop. 3610.

A town in Funen, on the sea coast. A constant communication is maintained between this and the Schleswig coast across the Lille (Little) Belt. See Nyborg and Odensee.

COPENHAGEN, or Kjobenhavn.—*Stat*—Pop. (1878) 233,000, including Frederiksborg (pop. 21,000.) HOTELS:

HOTEL KONGEN OF DENMARK.—First-class hotel, beautifully situated on the Place Royale; deservedly recommended for its comfort, and good table d'hôte. First-class Coffee House (Saur Berlin style) newly opened.

THE PHŒNIX HOTEL—opposite the British Embassy. HOTEL D'ANGLETERRE. Kongens Nytorv.

RAILWAY STATION, immediately outside the Fortification, and close to the Tivoli Gardens, distant from the principal Hotels (King of Denmark, Phœnix and Angleterre) and the Steamboat Quay ¾ of a mile or a mile. *Droskey* at the Station.

This city is situated in a flat opening in on the east coast of Zealand, or Seeland, in the Sound, (opposite Malmö in Sweden,) where broadest and where the small isle of Armack forms a superb Harbour, capable of holding 5000 ships. It is a well built city, with houses in flats, laid out in regular, though narrow, streets, paved with granite, and adorned with very fine buildings. Oster Gade is the best street. The shops are on the ground and first floors,—the latter reached by steps. Much rebuilding is going on in the old parts of the city. It is defended by a citadel, said to be impregnable; and also by several strongly defended forts, mounted with 1680 cannon. In the vicinity are very many beautiful and picturesque sights. The city itself is entered by four arched gateways having drawbridges across the moat.

The Gother Strasse, in the Alt Stadt, is 4000 paces long. The town has 16 squares, especially the Kongens Nytorv, from which 13 streets branch off. The *Exchange* is a beautiful Gothic building, built of brick, and stone quoins, after a design by Inigo Jones. It is also surmounted by a singular spire, representing in its formation four dragons, with their twisted tails tapering upwards, after the fashion of a corkscrew, with their heads turned to the four points of the compass, and it has recently undergone thorough repair; the colouring in the large room is very chaste. The *Church of the Trinity* has a very fine Tower 200 feet high, and on its top there is an observatory. The Saviour's Church has a very curious winding staircase, and is surmounted with a Tower 288 feet high. The Churches of the Holy Ghost, and Notre Dame, are very fine buildings. The interior of the latter has beautifully wrought marble statues of the twelve Apostles, Christ, and a kneeling Angel, by Thorwaldsen.

The prospect from any of these churches takes in the city and harbour, surrounded by their bastions and windmills, the citadel, line-of-battle ships, frigates and corvettes, dockyards, arsenals, warehouses, palaces, parks, gardens, beech woods, squares, streets, canals, and market-places. A long wide plain, interspersed with forests and lakes, is seen to the westward; whilst towards the east appears the blue sea, covered with craft of all description, with the coast of Sweden in the background.

A great many Bathing places are to be found at Copenhagen. The water of the Baltic is half salt and half fresh.

Another object of attraction is the Royal *Palace (Slot) of Christiansborg*, on the S. of the town, in a deer park, with fine trees, on the straits of Kallebö strand it has been rebuilt twice. It includes the Houses of Parliament, the Library and Picture Gallery, with Thorwaldsen's Museum adjoining. The present edifice, erected 1830, is of a rather ordinary style of architecture, with many windows; but its principal façade, N.E., is redeemed by some statues of Thorwaldsen. In the antechamber to the Riddersaal is the celebrated *Frieze* of the great Danish sculptor, representing the entrance of Alexander into Babylon, including 300 figures, and extending 390 feet. The chapel is simple but elegant, with bas-reliefs planned by Thorwaldsen. The royal *Library* (open every day 11 to 1), contains 450,000 printed books, and many archives and manuscripts. The *Picture Gallery* contains 565 paintings, especially the Adoration of the Magi by Raphael, the Marriage of Cana by Tintoretto, Gamblers by Caravaggio, St. John and the Madonna by Annibale Carracci, the Apostles at Emmaus by Rembrandt, and other pieces by Rubens Salvator Rosa, Van Dyck, Dow, &c.

The eye will be taken by the four colossal statues ornamenting its stupendous façade. Coloured silk damask and silver ornament its empanelled walls. The Ball Room should be particularly noticed; its walls and arched ceiling representing a pure white marble and gold. A colonnade is formed by the Corinthian columns on either side; chandeliers, with cut glass pendants and spangles, suspended from the ceiling and adorning it; the whole being reflected by the plate glass at either side. The floors are of oak, maple, and ebony, diamonded. The Stables should also be visited: they contain stalls for 200 horses.

The *Palace of the Princes* situated near that of Christiansborg, contains especially the *Museum of Northern Antiquities*, (open Monday 5 to 7, Thursday 11 to 1), one of the most remarkable of the kind that exists. It is on the first story, and is admirably classified in 12,000 numbers. In the first rooms nothing is seen but implements of the Age of Stone, arrow heads, chisels, &c; next come the bronze arms and instruments, such as swords, shields, vases, &c.; 3rdly, you reach the Age of Iron, extending from A.D. 500 to 1000. The Ethnological Museum (open Wednesdays 5 to 7 p.m., and Saturdays 12 to 2) is on the third story, and embraces 35 salles, including Greenlandish, Chinese, Japanese, and other curiosities, admirably classified. There are other collections; that of Natural History is in the next street. Sunday, Tuesday, and Thursday, 11 to 1 p.m.

Amalienborg Palace deserves to be visited on account of two beautiful statues of Thorwaldsen, Terpsichore and Euterpe, in one of the salles. Near the palace is the statue of the great Danish poet Oehlenschläger, erected 1861.

The *Chateau of Rosenberg*, built by Inigo Jones 1604, in the Kongens Have, contains, among numerous relics, the sword of Charles XII., tapestries, old furniture gold tables, orders, jewels, and a throne of massive silver at the end of the Riddersaal. In the beautiful schwool is a statue of Hans Andersen, erected 1875, on his 70th birthday; he died the same year in his pretty villa of Rolighed.

The *University*, founded 1478, an old looking quadrangle, attended by about 1050 students, mostly theological, and contains an Anatomical museum and a Botanical museum, a Botanical graden (entrance, Thursday 8 to 2 p.m., and 4 to 7), a library of 30,000 vols., and an observatory.

Near Christiansborg Palace is *Thorwaldsen's Museum*, open twice a week, 11 o'clock till 2, at which the visitor will be able to spend hours in contemplating the beauty of the sculptor's work. The Museum itself is a hollow square, the outer

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walls are coloured in yellow ochre, with the reception of the sculptor and his works from Rome depicted on them. It contains an immense collection of works, all being the creation and bequest of one man, who is thus spoken of in a work, entitled, *A Trip to Denmark*:—

"Albert Thorwaldsen, the son of a poor shipcarpenter from Iceland, was born in Copenhagen 1770. His genius, at an early age, impelled him to Rome, where he arrived almost penniless; but, having soon afterwards obtained employment in Canova's studio, his talent very quickly developed itself in the beauty and genius of his designs. Ultimately, he took a studio of his own, and modelled his famed statue of Jason, but, as he obtained no order for it, he, in despair, determined to quit Rome, and return to Denmark. All his arrangements were made for that purpose, when Mr. Hope, of London, seeing the cast of Jason, was so much struck with its beauty, that he immediately ordered it in marble.

"This turned the tide of Thorwaldsen's fortune, from that time his fame was established and commissions poured in upon him. He then fixed his residence in Rome making occasional visits to Denmark, and finally settled in Copenhagen in the year 1838. He had apartments allotted to him in the Palace, where he died, 1844."

SIGHTS.—The visitor should ascertain immediately on his arrival the days and hours the various exhibitions are open. At present the Scandinavian Museum and the Thorwaldsen collection are open twice a week. The woods at Charlottenlund are very fine. Open carriages start frequently on Saturday and Sunday afternoons from near the citadel. The Academy of Arts in Fred. V.'s old Castle of Charlottenborg (which is to come down), will find a place in the Botanical Gardens. The *Karlsberg Institute* was founded by Jacobsen, owner of the great Karlsberg Brewery, near the city, founded 1845.

H.B.M.'s MINISTER.—His Excellency Sir C. L. Wyke, G.C.M.G. SECRETARY OF LEGATION—E. D. V. Fane, Esq. CONSUL—
CHAPLAIN—Rev. R. S. Ellis.

AMERICAN MINISTER.—His Excellency Dr. M. J. Cramer. CONSUL—H. Ryder, Esq.

DROSKIES, 4 marks per hour, and 2 marks the course. 1 mark = 4½d. Tram cars to all parts.

ENGLISH CHURCH SERVICE is held in a room near the Museum, by the Chaplain.

THEATRE—National, rebuilt since the fire of 1874; facing statues of Holberg & Oehlenschlager.

LUGGAGE is charged for at the small rate of 6 schillings for a carpet bag, 12 schillings for a portmanteau, and 4 schillings for a hat-box.

PRIVATE CARRIAGES per day, 15 to 20 marks; coachman's fee 1 to 2 marks.

TOLLS in the vicinity of the town, 1 mark; to the Deer-park, 4 schillings; to Charlottenborg, 4 schillings. BOAT HIRE.—To board a ship in the harbour, 1 mark. BOAT PORTERS 1 mark. RAILWAY PORTERS 1 mark.

TELEGRAM to U Kingdom, 4d. per word.

PERMISSION CARDS to view Rosenborg Castle, 3 Rix Dollars, the guide, 2 marks. The Cathedral door opener, 3 marks. Thorswalden Museum *free* twice a week: a gift of 1 thaler to the guide gains admittance any day. Christianborg, Palace of the King, 3 dollars, 2 marks fee to the guide. *Tivoli Gardens*, near the station, and the Alhambra *Gardens*, 1 mark to each; frequented by all classes.

EXCURSIONS to **Frederiksberg** (1¼m.) with its Palace and garden, by rail or tram; also by rail to Charlottenlund Park, Bernstorff and its lime Avenue, **Klampenborg** (9m.) a bathing place near Dyrehave deer-park, on the Sound

STEAMERS to Malmö (30 m.), Land krona, Lübeck, Stralsund, Gothenburg, and Christiania.

Railways, see pp. 278-80. See also under Kiel.

Elsinore, or Helsingoer.—*Stat.* — Pop. 8,000. HOTELS:—NORDEN; ORESUND.

A town of some commercial importance, 40 m. from Copenhagen, and of historical interest, from its connection with Shakspeare's Hamlet. Elsinore commands the narrow entrance of the **Sound**, and is opposite the Swedish town of Helsingborg (1¼ mile, in a direct line). The toll for passing the Sound was done away with in 1857. It is completely frozen in winter. In summer the view from the Lighthouse is animated by scores of passing vessels. The Cathedral has some remarkable monuments: but the most interesting spot is the Gothic *Castle of Kronborg*, built 1574 and 1584, by Frederic II., but much modernised—with a chapel, picture gallery, and light-house, with fine view over land and sea. The ghost scene in Hamlet is placed on the battlements of the castle. George Third's unfortunate sister, Queen Matilde, was confined here for some years. Half an hour north-west of Kronborg is the royal castle of Marienborg, where some stones, described as "Hamlet's Tomb" and "Ophelia's Brook," are duly pointed out to the anxious inquirer. Mariandal, at Convent and bathing place, and Hellebaek, are close by.

Steamers and Rail to Copenhagen. See page 280.
To Helsingborg daily; in ½ hour. Fare, 48 & 40 skgs.
H.B.M.'s VICE-CONSUL.—W. Larkham, Esq.
AMERICAN CONSUL AGENT—

Hillerod.—*Stat* - On the Elsinore Line, 26 m. from Copenhagen; near the *Summer Palace of Frederiksborg*, a great brick and stone pile (rebuilt anew 1859) with three tall spires, in a lake among bee hwoods. Pictures by C. Bloch, etc. *Fredensborg Palace* among the beeches on Esrom Lake, is 5 m. distant; near that station (p. 280.)

Kolding.—Pop. 4,000.

A walled town on a foird or inlet the Little Belt, in North Jutland. The ruins of the Castle are worth visiting.

Korsoer or **Corsoer.**—*Stat* —Pop. 3,000.—HOTEL.—"Store Belt." It adjoins the booking-office.

A seaport in Sjaelland, or Seeland, on the Great Belt, opposite Nyborg. RAIL to Copenhagen, and Roeskilde. See page 280.

Moen.—An island, called the "Switzerland" of Denmark, between Zeeland and Falster; having a Lighthouse at the S. E. corner, with a limestone Cliff, called *Mönskliet*, 500ft. high at one point. Population about 12,000. It can be reached from Wordingborg in Seeland. The steamers from Co-

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passages to Kiel call at Werdingborg, and at the islands of Moen and Falster.

Nyborg.—*Stat.*—Pop. 3,800.

A fortified sea-port on the east coast of Funen, on the Great Belt, having a citadel and docks.

BRITISH VICE-CONSUL, J. Krünse, Esq.

RAIL to Odense and thence to Middelfart or Assens, on the Little Belt. Ferry across the Great Belt to Korsor, for the rail to Copenhagen.

Nykjobing, or Nyekioping.—*Stat.*—Pop. 3,240.

A pretty little town in Falster. The island of Moen can be visited from hence, *viâ* Grönsund, in Falster, and thence by ferry. Rail to Copenhagen.

Odense.—*Stat.*—Pop. 7,000.

The capital of Funen, 28 m. from Nyborg on the Odense Fiord; containing a Gothic Cathedral, (mon. to Canute IV.) College, and two libraries. Hans Andersoen was born here, a shoemaker's son. Rail, p. 279.

BRITISH VICE-CONSUL, E. Muus, Esq.

Roeskilde.—*Stat.*—Pop. 4,650.

A town in Seeland, on the Ise-fiord, the ancient capital of Denmark, 21 m. from Copenhagen, in a good corn country; containing a Castle, and St. Lucius's Gothic Cathedral, (founded in Canute's time), marked by three slender spires. Tombs of Queen Margaret and other Sovereigns. Rail to Korsoer, Copenhagen, Kallundborg, Vordingborg. Rail. p. 279-80.

Svendborg.—Pop. 5,540.

A town with shipyards, distilleries, &c., in the island of Funen, well worthy of a visit. Ferry to the island of Thorseng, about half a mile.

SCHLESWIG-HOLSTEIN.

A province of Prussia, in the south part of the Cimbrian Chersonese, north of the Elbe, between the North and Baltic Seas; composed of Schleswig (*or* Slesvig) mostly Danish-speaking, and Holstein mostly German; the two being divided by the Eyder. Pop. (1875) 1,074,812. Area 6,809 square miles, including the island of Alsen in the Little Belt and the Frisian islands in the North Sea. Surface flat and well cultivated, producing cattle, horses, grain, butter, &c., much of which is exported to England. It was a Duchy belonging to Denmark previous to 1864, when, after the capture of the Dannewerke (or line of defence), Düppel, &c., it was over-run by the Austro-Prussian forces, and was finally annexed to Prussia, 1866, along with the little duchy of Lauenburg.

Altona.—*Stat.*—Pop. (1871) 74,102.

The old capital of Holstein, seated on the north bank of the river Elbe, contiguous to Hamburg, which it was intended to rival, and is built on the side of a hill. It is the terminus of the Schleswig-Holstein Railway, and is connected by it with Kiel, on the Baltic.

CONVEYANCE.—Railway to Kiel in 3½ hours, p. 168; *viâ* Hamburg to Berlin, see page 164.

Flensburg.—*Stat.*—Pop. (1875) 26,745.—HOTELS:

Rasch's Hotel, much frequented by English.

Stadt Hamburg, a very well-conducted commercial house.

The seat of government, and chief town of the duchy of Schleswig; situated on the Flensburg Fiord, an arm of the Baltic, with a fine deep harbour. It has a considerable trade with the Baltic ports, Sweden, England, and West Indies; and contains 19 oil mills, 2 corn mills, breweries, distilleries, sugar-refineries, iron-foundries, rope-works. The introduction of the railway, steam-ships, and gas-works, has given it new life. (Lat. 54° 48′ N., long. 9° 28′ E.) Several who fell in the Danish-German war are buried here. Glücksburg Castle is 3 m. s.

RAIL to Hamburg, Rendsburg, Copenhagen.

Hadersleben.—*Stat.*—Pop. 9,000.

HOTELS:—"Höppners," clean, moderate, and obliging. Over it is this quaint inscription:—

"Straft Gott die Stadt mit gluth und Brand
Und stürzt in Zorn die Häuser nieder
So baüet seine Segen's Hand
Und Friederich's Huld die Schöner wieder.
1760."

A clean flourishing town, one of the most ancient in Schleswig; containing iron, bone-manure, and flax manufactories. Its church is ancient.

Husum.—Pop. 5,000.

A well-built town, in an extensive cattle-feeding and agricultural district, in Schleswig, on the North Sea.

BRITISH VICE-CONSUL—C. Christiansen.

RAILWAY to Rendsburg, Flensburg, & Tonning.

Steamers in summer to the Frisian bathing place of **Wyk** or **Wyck** (Thomas's Hotel), 2hrs., in the island of Föhr, having a good beach facing the Sandwall Hotels, Music Hall, etc. **Sylt**, on the Westerland, is 2 to 3 hrs. further.

Kiel, in Holstein.—See Prussian section.

Rendsburg.—*Stat.*—Pop. 12,000.—HOTELS: BERGMANN'S HOTEL; Stadt Hamburg and Lübeck, comfortable and good.

A fortified town of great importance during the late war, situated on the Eyder river, which forms the boundary between the duchies of Schleswig and Holstein. Here the Kiel Canal, connecting the North Sea through Eyder and Baltic Sea, begins. It has St. Mary's Church, an Arsenal, &c., and a good trade for small craft. Railway to Kiel, Hamburg, Tonning, Husum, and Flensburg.

Schleswig—See Prussian section.

Tonning.—*Stat.*—Pop. 4,600.—HOTELS:—JENSEN'S HOTEL, comfortable, moderate.

A port on the Eyder, 11 miles from the North Sea, in Holstein, having a large shipping trade with England, in cattle, sheep, grain, oil cake, bones, &c. The export of horned beasts has, during the last few years, amounted to about 20,000 head per annum by the steam-ships of the General Steam Navigation company.

BRITISH VICE-CONSUL—C. Becker, Esq.

Railway to Husum, Flensburg, and Rendsburg; and Steamers from Flensburg to Copenhagen in correspondence. See Alphabetical list.

TURKEY.

Routes from London.—There are several routes to Constantinople, which offer peculiar attractions to the general traveller, particularly that *viâ* Paris and Vienna, and thence either by boat down the Danube to Rustchuk Giurgevo, or by rail to the same place via Pesth, Temesvar, Orsova, and Bucharest; from Rustchuk to Varna by rail, thence by boat to Constantinople. The Austrian Lloyds' Steamers leave Vienna for Rustchuk Giurgevo every Tuesday and Friday at 7.0 a.m., arriving at Rustchuk Giurgevo on Friday and Monday, from Rustchuk to Varna daily at 11.0 a.m., from Varna by steamer, arriving in Constantinople on Thursday and Sunday evenings. Fares from Vienna to Constantinople—1st Class, £12 10s. 10d; 2nd Class £8 17s 1d; Mixed, £11 13s. 8d See Advt For route to Giurgevo from Vienna by rail, see pp. 214. 296 A new route has been opened by **Odessa.** The Russian Steam Navigation Company's steamers leave Constantinople every Monday and Thursday at 2 p.m.; returning Tuesday and Saturday. The time occupied by this route is, from Constantinople, 6 days to London; 6 days to Paris; 5 days to Berlin; 4½ days to Moscow; 5 days to St. Petersburgh; 4 days to Vienna. The Company's Offices in Constantinople are at Moumhane; Baron Steigar, Local Director.

Passengers by the Danube in summer should be prepared with mosquito-curtains. The route up the Danube against stream is in summer tedious. The routes via Vienna and Trieste, and thence by the Austrian Lloyds' Steamers to Constantinople; or by the Rhine, Switzerland, Italy, and Malta, are very pleasant; but too fatiguing and circuitous. The mere amateur tourist will find the **Paris and Marseilles route** agreeable and cheap.

Passengers by this route should time their arrival at Marseilles so as to catch one of the direct steamers plying between that port and Constantinople. Those steamers leave Marseilles every Saturday at 5 p.m., calling only at Messina and Piræus (Athens), and make the passage in about eight days; so that a traveller need not be longer than ten days on the road.

The various routes from London to Paris and Marseilles being fully specified elsewhere, we have only to add that the journey from London to Marseilles (890 miles) can now be accomplished in 30 hours Passengers may stop at Dover and Calais (or Folkestone and Boulogne), Paris and Lyons.

London to Constantinople, including railway to Marseilles. *viâ* South Eastern Railway, 1st Class *viâ* Calais, £20 11s.; *viâ* Boulogne, £20 5s.; 2nd Class *viâ* Calais, £14 18s.; 2nd Class *viâ* Boulogne, £14 13s.

By way of Cologne, Magdeburg, Leipsic, Prague, Vienna, and Trieste the expenses will be, 1st class, about £20; 2nd class, £13 10s.

An excellent line of steamers from **London for Constantinople**, fortnightly, calls at Malta, Smyrna, and occasionally as Syra. Fares:—First cabin, £15; second, £10. Agents in London, A. Carnegie, Westcott, and Lawrence, at Constantinople, Keay and Donald, opposite Galata Custom House.

Steam from Liverpool.—Messrs. Burns & MacIver despatch steamers every ten days, calling at Malta, Syra, and occasionally at Gibraltar. Fares, about £20. Passengers can take a ticket for the voyage out and home for £40, paying in addition, 5s. per day while staying at the different ports where the steamer calls, in case the passengers prefer living on board. This is of great advantage to invalids. The average passage to Constantinople and home, including stoppages at intermediate ports, is under six weeks. These steamers carry stewardesses. Agents at Constantinople, Messrs. C. & E Grace 5, Rue Bikir Perchembé Bazar; Galata.

Messrs. Papayanni Brothers' steamers run from Liverpool to Constantinople every ten days Agents in Constantinople, Daniel Pappa & Co., 4, Halil Pacha Khan, Galata

Messrs. Leyland & Co.'s steamers, from Liverpool to Constantinople, fortnightly. Agent at Constantinople, Edward Lafontaine, Manouk-Oglou Khan, Kara Kieu.

All the steamers from England call at Malta. Some of the London steamers call, before coming to Constantinople, at Smyrna. The average passage out is 17 days.

In addition to the regular Marseilles weekly mail steamers to Constantinople, the Russian Trade and Steam Navigation Co. have a steamer fortnightly. The steamers of the Fraissinet Company to and from Marseilles weekly (see advt).

A fortnightly line of steamers from **Havre**, agent, Thomas Russell, near Galata Custom House. These steamers go to Odessa.

Messrs. Davids monthly steamers from **Antwerp**; agents, C. and E. Grace. A line of steamers from **Norway** and **Sweden**, agent, C. J. Reppen and Co., near Galata Custom House.

Austrian Lloyd's Steamers.—From Trieste every Saturday at 2.0 p.m., arriving in Constantinople on the following Thursday at 7.0 p.m. From Constantinople every Friday at 5.0 p.m. arriving in Trieste at 9.0 p.m. on Wednesday. The steamers of this line leave Constantinople regularly for all the ports of the Black Sea, the Dardanelles, the Archipelago, the Coast of Syria, and Egypt. From Constantinople to Cyprus the route is via Smyrna, every alternate Thursday, at 4.0 p.m., arriving in Cyprus on the following Wednesday. See Alphabetical List.

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Messageries Maritimes Steamers.—From Marseilles every Saturday, at 5.0 p.m., arriving in Constantinople on the following Saturday. Constantinople for Kusterdje, Sulina, and Galatz, every Monday at 12.0 noon; for Odessa, every Tuesday at 4.0 p.m; for Samsoun and Trebizonde, every Monday at 2.0 p.m. Also regular departures for all the Syrian Ports and Alexandria, and the Archipelago. See Alphabetical List and Advertisement. There are two lines of steamers from **Marseilles to Malta.** One of these is a direct line; the other touches at Genoa, Civita Vecchia, Naples, and Messina; and both are so arranged as to correspond at Malta with the packet proceeding indirectly to Constantinople. The departures take place weekly, and are very regular.

Egyptian (Khedive) Steam Navigation Co.'s Mail Steamers from Constantinople for Alexandria, calling at Gallipoli, Dardanelles, and Smyrna, every Wednesday at 4 p.m. English Steamers and Engineers.

The Russian Trade and Navigation Co.'s Steamers. — Leave Constantinople for Odessa every Monday and Thursday, at 2 p.m.; Taganrog, Kertch, and Caffa—leaving Constantinople on Mondays, at 2 p.m., from April to November. Sebastopol passengers proceed from Constantinople by the Odessa steamer, on Tuesday. Passengers for Salonica, Volo, Monte Santo—leave Constantinople fortnightly, on Thursdays, at 2 p.m. For Batoum and Poti—every Sunday morning. For Smyrna, Caramania, Cyprus, the ports of Syria and Alexandria—leaving Constantinople fortnightly, on Saturdays, at 4.0 p.m. For Marseilles—fortnightly, no fixed day. Mr. Henry Lamb despatches English steamers fortnightly, to Odessa.

Trinacria, or Italian line, carrying Mails for Italy, leave for Messina and Italian ports every Saturday, arriving at Constantinople on Sundays.

From **Hull** and **Antwerp,** there is a fortnightly service of Steamers from Brownlow Lumsden and Co., in connection with lines to Dunkirk, Hamburg, Rotterdam, Gothenburg, Dundee, Leith, Aberdeen and Newcastle. Agents: Theodoridi and Co., Rue Moumhane, Galata.

Steamers from the north of England and **Glasgow:** agents Keald, Mathwin and Co, Rue Quarantine. Dawson and Co., Swan Brothers, Keay and Donald.

Fevaid-i-Osmanie Steam Co. (Turkish).—This Company has a weekly service between Constantinople and Trebizond, Varna, Salonica, the ports of the Sea of Marmora. The departures are being constantly changed. English steamers and engineers.

"A duty of 8 % is charged upon goods brought coastwise from one part in Turkey to another. It therefore the traveller buys carpets, &c., at Smyrna, and intends to go to Beyrout, he should despatch them by steamer to England from Smyrna; not take them with him to Beyrout, and there despatch them. There does not seem to be any system of landing goods. An export duty of 1 % is charged, unless one produces a paper from the seller, shewing that the duty if the article comes from another country, as in the case of Persian carpets,) has been paid. Baksheesh will often get over all difficulties, however."—G.H. (October, 1871.)

Travelling—Travellers careful of their health should recollect that the climate in summer changes from one extreme to another, and that the same day, even the same hour, may be intensely hot and cold. They should wear cotton shirts and flannel; their outer dress should be of light make and colour, as for India, but they should have some very warm and portable outer clothing, to provide against a sudden change of temperature. On coming here they should not adopt the fez, which exposes novices to a *coup de soleil*, but they should wear white hats or caps, of such a make as to shelter the head and keep it cool. It should be recollected that the climate of Constantinople, with its thin, pure, and exciting air, is salubrious, but also very dangerous, and that persons of a full habit, or those that are intemperate, are liable to acute diseases of an alarming character. Catching cold very frequently leads to bronchitis and pneumonia; intemperance produces dysentery.

Money.—40 paras = 1 piastre = 2½d.; 100 piastres = 1 lira Turca = 18s. English; a purse is 500 piastres. SILVER COINS—30 paras, 1 and 2 piastres,—Turkish shilling and silver Mejidieh, (1 Turkish lira = 20 piastres. GOLD COINS—Turkish lira, ½ and ¼ do. = respectively 18s.; 9s.; 4s. 6d. Gold and silver coins of other countries are current in Turkey. The English Sovereign at 112 to 113 piastres; the French Napoleon 90 to 105 piastres; the Russian Imperial 93 to 105 piastres; the Spanish dollar 24 to 31 piastres; and the English half crown at 12 to 15 piastres. COPPER COINS—1, ½ ¼ piastre pieces, and worth respectively 2½d.; 1d.; ½d.; and the 5 and 1 para pieces worth about 27 10s and ¼ of a farthing English. The Ottoman Bank issues paper money of £5 piastres and upwards, which can be got in London. The traveller should avoid bargaining in English money or francs; but bargain in Turkish currency, which will generally save him 10 per cent. Throughout Turkey there are in circulation worn silver debased coins. One of these, the *beshlic*, is estimated at 5 piastres but its intrinsic value is far less; and there are ½, ¼, 1-10, and 1-20 beshlic pieces. See the *Handbook of Money, Weights, and Measures*, by W. A. BROWNE LL.D.

Postal Regulations.—The Foreign post offices of the British, French, Austrian, Russian, Egyptian, and Greek governments are, since March, 1876, placed under Turkish management; the head-office being in Stamboul. Among the Branch Offices are the following. 2. The former British post

office at Galata, which despatches a weekly mail every Wednesday, *via* Marseilles for England, British Colonies, China, the United States, South America, Spain and Portugal. The rate of postage the United Kingdom is 2½d. for ½ oz.; letters can be registered on payment of an additional 4d. Ne papers are charged 1d. per 4 oz. Books and printed matter 1d. per 2 oz. The postage of ½ oz. lette newspapers and books to the United States is at the same rate. The receiving box is closed at 5 p. A Money Order department is attached to the British post-office, and orders are issued on the Uni Kingdom, Alexandria, Malta, and Gibraltar. The rates to and from the United Kingdom are £2 and under, 9d.; not exceeding £5, 1s., 6d.; £5 and not exceeding £7, 2s. 3d.; £10, 3s.; no sing order for more than £10 issued. Patterns of merchandise at the same rate as books. The Post Pera, despatches mails to France, the French Colonies, Italy, Belgium, North Europe, and the Engli mail, *via* Marseilles is due at Constantinople on Saturdays.—3. The former French post office, near t French Embassy and Missirie's Hotel, every Wednesday, *via* Marseilles. Postage to France, and t East of Europe the same as in England. Receiving box closed at 4 p.m.; but letters can be posted board the steamer, (England included) up to the time of sailing.—4. The former Austrian post-office posite the French office; mails are despatched for all parts of Europe, including the United Kingdom, Trieste every Saturday morning, at 10 a.m. The receiving box closes at 8 a.m.; but letters can be post on board the steamer up to the hour of departure. During the season, from March to Novemb mails are despatched for all parts of Europe, including England, by the Varna route every Saturda Monday, and Thursday; Postage, 2½d per half ounce; may be posted up to four o'clock p.m., the English, Austrian, and North German post-offices arriving in Constantinople Sunda Tuesday, and Thursday. Greek mails despatched by French mail steamers. 5. An Austri overland post is despatched every Wednesday, at 6 p.m., and for Gallipoli, Dardanelles, Myt line, Smyrna, Scio, the Syrian ports, and Alexandria, on Wednesday, at 4 p.m., returning to Co stantinople on Mondays. A French mail is despatched for the same ports, except Alexandria, the 3rd, 13th, and 23rd of each month. postage 40 centimes per ½ oz., arriving in Constantinop on the 1st, 10th, and 20th.—6. The former Russian post-office, in the Consulate. Grand Rue de Per mails are despatched by all the Russian steamers, except those proceeding to Marseilles and Londo —7. The former Greek post-office is at Moomhaneh, Kapoo; mails are despatched from this office by t Greek Company's steamers.—8. The former North German post-office, Rue Tschoukour Djouma.— The former Italian post-office behind the French. The French Messageries and Austrian Lloyd steam ers convey mails to all the ports they visit, and also for Jerusalem, *via* Jaffa. The Turkey in Europ posts are despatched from the Imperial post office, every Monday evening at sunset; the Asiatic po on Wednesdays. Letters must be prepaid. Registered letters charged double. Remittances specie are transmitted by the different posts, an the amount insured at the Central Office. T Turkey in Europe posts are due at Stamboul on Sundays, and the Asiatic ones on Tuesdays. local post has been established to the villages on the Bosphorus, the islands, and the vicinity of t capital; Postage, one piastre per half ounce. A Turkish steamer with a mail for Brousa, is despatche for Moodamah and Ghemlick, on Tuesdays and Fridays; returning on alternate days. The Ismi Steamer every morning at 8 a.m; arriving in Constantinople in the afternoon.

Railways.—In Europe—Stamboul to Adrianople, Philippopolis, and Bellova; Tirnova Jamboli; Adrianople to Dedeagh; Salonica to Uskub and Mitrowica. In Asia—Haider Pacha Gueb eh; Haider Pacha to Phanar Baghdje; Smyrna to Menemen, Magnesia, Cassaba, Sahk and Alascheir; Smyrna to Ephesus and Aidin. About 770 miles open (1878); with 16,000 miles *Telegraph.*

Telegraph Service.—Telegrams to the United Kingdom—the lowest rates, per word, are follow:; Turkey in Europe, from seaports (Constantinople, etc.) 8d.; Inland, 8d. Turkey Asia, seaports (Smyrna etc.) 10½d.; Inland, 1s 1½d. Turkish Islands—Candia or Crete, 1s. 1½d. Cyprus 1s. 0½d; Myte ene, Rhodes, Samos, Scio (Chio or Chio) 1s.

TELEGRAPH AGENCIES.—Reuter's, No. 11, Rue Tom-Tom. Bordearlo's, Rue du Journal. Pangalo 19, Rue dendek, Pera.

Dardanelles.—With the exception of one or two stoppages at the entrance of the Straits, the is very little to interest the tourist in the scenery through the Dardanelles. The shores are a succession of low hills, bare and monotonous, presenting no novelty to excite attention until the steamer reach the now important town of Gallipoli, situated on the European side of the strait. A short distan beyond this the Dardanelles gradually enlarge until the steamer enters the Sea of Marmora, when t tourist will obtain his distant but first sight of Constantinople. On the right are the Prince's Island

Bosphorus.—As the steamer dashes on apparently with increased speed at the sight of the Quee of the East, the white buildings and minarets glittering in the sun are seen more distinctly, until th traveller distinguishes the celebrated mosque of Santa Sophia, the Sultan's palace, the entrance to t Bosphorus, and then the steamer suddenly turns a jutting point of land called the Seraglio Point, an glides at half speed into the Golden Horn, or splendid harbour of Constantinople. At this moment, if th weather be fine and clear, the gorgeous panorama that opens to the view of the voyager is one of th most extraordinary it is possible to conceive or to describe. Accustomed as English travellers are t sea-views, the *coup d'œil* of the Golden Horn will elicit unqualified admiration. It is a bay or ampl

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theatre, surrounded by hills which are covered with buildings, domes, minarets, and fairy-palaces: down to the water's edge; those on the summits being intermingled with the foliage of cypress groves, and those on the shores appearing through the floating panorama of a thousand vessels in the harbour, ships, steamers, feluccas, and myriads of caiques, skimming in all directions. The landing takes place in the Turkish Wapping, from which the handsome Frank quarter of Pera is reached.

On arriving in the Bosphorus the best mode of landing is in one of the large boats, not a caique; the latter are exceedingly difficult to enter, particularly for ladies. Passengers' luggage has to be landed at the Galata custom-house. Passengers by the Marseilles steamers land at the French custom-house, attached to the offices of the Messageries Maritimes. Commissionaires from the different hotels are always on board the steamers on their arrival. The stranger should determine on the hotel he intends to stop at previous to landing, and inquire for the commissionaire of the hotel; who will render him what assistance he may require in landing his luggage, passing through the custom house, and engaging hamals to carry it. The Galata custom house is troublesome, but with a little civility and abstention from bullying, the passenger gets through with mere tumbling of his luggage. No stranger should try to land without a commissionaire to look to the customs and his luggage. A great improvement has taken place of late in the management of the hotels in Constantinople. The traveller will now find every attention paid to his comfort. The system is to charge so much per day for room, breakfast, and dinner; the price ranges from 12 to 17 francs; in addition there are in general, some extras which the traveller ought to ascertain on arrival. His merely saying the word is quite enough.

Persons residing in lodgings will find it best to take their meals at a *restaurant*, of which Pera has several; the prices charged are reasonable, and the *cuisine* in the greater number is good

Reigning Sultan —Abdul Hamed II., born 1842; succeeded 1876, on the deposition of Murad V., who reigned only a few weeks after the deposition of his uncle Abdul Aziz. **Population** (subject to the territorial changes made by the Berlin Treaty of July 13, 1878), 46 millions to about 960 000 square miles—viz., in European Turkey (of whom 4½ are Christian); 17½ in Asiatic Turkey; 20½ in Egypt, Tunis and Tripoli in Africa. **Army**, about 160,000 in peace; 600,000 in war time. **Navy**, 170 vessels, of which 115 are Steamers and 23 Ironclads, with 2,090 guns. **Estimated Revenue** (1879) about 14 millions sterling; against an Expenditure of about 17 millions. **Debt** (1877), 240 millions. Imports and Exports from and to England (1878), and 4½ and 2½ millions respectively.

Constantinople.—Pop 600,000 to 1,000,000 (?) including the suburbs of Galata Pera, Top hana, and Scutari—the last on the Asian side, 1½ mile distant, past Leander's Tower.

(*Map in Special Edition.*)

The immense increase which has taken place in the number of visitors to this capital, renders the present hotel accommodation totally inadequate.

HOTELS.—HOTEL D'ANGLETERRE, under the direction of M. J. Misseri under whose skilful management the tariff's have been carefully readjusted, and the comfort and convenience of the various classes of travellers carefully attended to; travellers are advised to telegraph for rooms. HOTEL ROYAL, First-class family hotel. See Advt. HOTEL DE BYZANCE, Rue de Pera, comfortable and excellent. HOTEL DE FRANCE PETITS CHAMPS, Pera, a quiet respectable house. HOTEL DE PARIS, Grand Rue, Pera. HOTEL DE L'EUROPE, Rue Dervich, and at Buyukdéré. HOTEL DES ETRANGERS, Grand Rue de Pera. HOTEL DE PARIS, Rue Feni Tehersi. HOTEL D'AMERIQUE, Grand Rue de Pera. HOTEL LUXEMBOURG, Grand Rue, Pera. HOTEL ROYAL-Legotheti's. HOTEL D'ANGLETERRE, at Therapia, by Petala. Lodgings are numerous, and cheaper than hotels. Stone houses preferable, because safer in fires.

RESTAURANTS—Luxembourg, déjeûner, 3fr. 50c.; dinner, 4 fr. 50 c. Boarn's, Hotel des Etrangers: Amerique; St. Petersburg; opposite Russian Embassy; Omnibus station; Tobias, (German), Rue Voivode; Babylon, near Custom House; Phœnix, Main Street.

CAFES.—PERA—Valauri's; Lebas; Couronne de Fer; Luxembourg; Louvre.

CAFE CHANTANTS, PERA.—Concordia Gardens; Palais de Cristal; Flaunns; Croissant; Teke Gardens. At the Municipal Gardens, Taxim there is a Musical Promenade during the summer season.

GERMAN BEER HOUSES, PERA.—The Den, and Orto's, Rue de Postes.

THEATRES.—Theatre Francais: comedies and vaudevilles four times a-week. Armenian Theatre: representations in Turkish and Armenian. There is at present no Italian opera in Pera, the theatre having been destroyed in the great fire of 1871. A new building is about to be erected.

POSTAGE.—See p. 641.

DRAGOMANS OR CICERONI.—Paid 7 francs a-day; mostly very ignorant, but necessary. Visitors should employ only those attached to the hotels, In making purchases, be on your guard.

CAIQUES—By water in the Caiques is the most delightful and easy way. The Caiques or the steamers will take you almost anywhere. They are the Bosphorus gondolas, elegant light skiffs, unsteady as a wager boat. Follow the directions of the caiquedji, and sit quiet at the bottom of the boat. The caiquedjis are a manly, hardy race of boatmen. Charges vary. Top-Hanè, Tophaneh, or Tophana to Scutari, if several are in one party, 2 piastres. If alone, 10 piastres, and 4 or 5 for a

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Tramways.—On both sides of the Golden Horn there are now well arranged lines of Tramways, opened in 1872. On the Stamboul side the lines run from the Karakieu bridge, passing a considerable distance to Ak-Serai and Ou-Capou. On the Galata side, from the second bridge in the Inner Horn, Asap-Capou, running along the main street of Galata, Tophana, Cabatash, passing beside the Sultan's palace at Dolma Bakteh, through the village of Bechiktash to Ortakieu, a distance of about 4 miles; the fare for the entire distance 3 piastres.

Railways. A short line open from Pera to Galata. The Adrianople station is in Stamboul, near the Karakieu bridge. Scutari and Ismidt, on the Asiatic side at Scutari, whence there is a steam ferry conveying passengers, carriages, horses, &c. Omnibuses and carriages at Scutari. See page 397.

Omnibuses.—Well appointed Omnibuses belonging to the Tramway Company now run on both sides of the Golden Horn. In Stamboul from Karakieu bridge, to the beautiful Turkish suburb of Eyoub. In Galata, every five minutes from the Rue Voivode, in the immediate vicinity of the main street of Galata, running a distance of three miles, passing by the Petit Champs of Pera, the Grand Rue, Pera, the Taxim, Pancaldi, by the Protestant and Catholic Cemeteries, and Tchill; the fare is 2 piastres.

Carriages.—The Tramway Company has further supplied the wants of the public with a large number of well appointed Carriages for hire, which leave nothing to desire. Fares—a course, either in Stamboul or the Galata side of the Golden Horn, a quarter of a medjideh, (about 11 pence), and half a medjideh per hour.

The introduction of these very great improvements has been attended with the most extraordinary success. The traffic for the Tramways, Omnibuses, and the Carriages has far exceeded the expectations of the parties who have carried out the affair. The circulation of all classes of the Turkish population is immense, and the Company, although it has now been working but a short time, finds great difficulty in providing an adequate supply of vehicles, notwithstanding the large additions they are receiving from Vienna. The Tramway Company has been the greatest financial success of any undertaking ever brought out in Constantinople, and to those who have had any experience of the great inconvenience the population was subjected to before, from the difficulty of getting about, except on foot and horseback, and this not always easy even for persons who could manage to use such means of locomotion, it will be easily understood what a marvellous change there is for the better. Travellers will no longer have to complain that carriages are uncomfortable and expensive, and we may look forward to all other needful improvements following as a matter of course.

Steamers.—From the Golden Horn for Scutari, every half hour, 15 min., 1 piastre. There are 16 departures from the bridge daily, mounting the Bosphorus on the European side, in addition to 12 to the shorter station of Arnoutkeiu, and 8 on the Asiatic side. The descents from Buyukdé (Europe), and Beicos (Asia), being the same num Travellers are recommended to take the steame going either side, and return by the other. Mor ing by the European side, after clearing t crowded shipping of the Golden Horn, the steam passes the Imperial Gun Factory of Tophane, a soon after the magnificent *Palace of Dolma Batch* within a short distance comes the recently erect Palace of Teherigan. At the landing place Ortakiere, is a very beautiful mosque, the pr portions of which are very striking. The steam keeping close in shore, next passes the columna the celebrated Barbarossa. Leaving the next sto ping place Arnoutkieu, the extraordinary force the current, running here at the rate of 5 knots, w be noticed. Next comes the picturesque Bay Bebek, the residence of a number of English a other European families. Immediately afterwar is reached as a conspicuous object the splendid placed *American College*, on the heights Roumelie-Hissar. This admirable institution, found ed by a philanthropical American, Mr. Robert, New York, has been now opened for a few yea under the presidency of the Rev. Dr. Hamlin, a sisted by an able body of professors from the Unite States; and a sound general education is given. Th greater proportion of the students, of whom the are about 150, are chiefly Bulgarians; and the colle has already exercised, and is likely to continue to have a remarkable influence over this communit

The kiosks and residences of the Pashas, th retreats of opulence, line these favoured shore and these dwellings succeed each other quite numerously as the houses on the road from Hyd Park corner to Hammersmith, and at places suc as Therapia and Buyukdéré, they are dense enough to form large villages, provided with hotels, shop cafés, and lodging-houses. The waters abound fish, and droves of porpoises and dolphins dispo in myriads on the surface of the Bosphorus, splash ing and playing about in the plenitude of the strength and security, till a sword fish takes a di at them, and sets them off curvetting and snortin like sea-horses. The shores of the Bosphorus ar enlivened by the innumerable wicked-looking felucca-rigged craft, darting by in all direction and manned by wild, swarthy looking men, re minding one of Greek pirates, &c.

The prettiest spot to land at is a little village o the Asiatic side of the stream, above Therapia an Buyukdéré, at the bend of the Bosphorus. Fro the summit of the hill above this village there is fine view of the opposite or European shores of th Bosphorus, and even of the Black Sea, whence

"'Tis a grand sight, from off the Giant's Grave,
To watch the progress of those rolling seas
Between the Bosphorus, as they lash and lave
Europe and Asia."—Byron.

The return to Constantinople down the Bosphoru is delightful, going with the stream, and keepi close to the Asiatic side—glowing with all the pu ple glories of an Eastern sunset—the prospect i most enchanting the whole distance to the angle the Golden Horn, and the landing place of Tophan

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EXCURSION TO THE BOSPHORUS.—Every visitor from England who does not object to the great fatigue, will, no doubt, enjoy a sail up this celebrated strait, in one of the pretty little caïques, rowed by a couple of stout Turks. These men row very well and the trip is exceedingly pleasant. Or the excursion may be performed by the steamer. No voyager or artist has yet done justice to the beautiful scenery of the Bosphorus. The rounded outlines of the hills, the light rich green of the vegetation, the luxuriance of tree and flower and herbage, resemble the banks of Killarney or Windermere. For thirteen miles, the waters escaping from the Black Sea, now compressed by swelling hillocks to a breadth of little more than a mile, then expanding into sheets of four times that space across from shore to shore, rush along in a flood of dark blue, like the Rhone as it issues from the lake of Geneva, till they mingle with the sea of Marmora; passing in their course by a succession of wood and dale, ravine and hill side covered with the most profuse carpeting of leaf and blade, while kiosk and pleasure grounds bastions and loopholed curtains, gay gardens, villas, mosques, and noble mansions, stud the banks in unbroken lines, from the very foot of the forts which command the entrance up to the crowning glory of the scene, where the Imperial city of Constantine, rises in many coloured terraces from the verge of the Golden Horn.

The hills strike abruptly upwards to a height varying from 200 to 600 feet, and are bounded at the foot by a line of quays, which run along the European side from Pera to Buyukdéré, about five miles from the Black Sea almost uninterruptedly. These quays are very numerous on the Asiatic side also. The villages by the water side are so close together, that Pera may be said to extend from Tophana to the forts beyond Buyukdéré. All along the water's edge there are a succession of villas and palaces, and small kiosks, which remind the traveller of an Italian lake—Como or Orta. There are several palaces belonging to the Sultan, situated on such eminences as one sees on the Rhine or the Moselle, wherever a beautiful view is to be commanded. In the absence of all artistic impressions, the Turks are great admirers of nature. Fields and forests, blue water and skies, sunny airs and bright flower gardens, are the great sources of their happiness. The state of listless dreaming into which the contemplation of these objects throws them they call *kef*. These little kiosks, dedicated to the idlest inactivity of mind and body, are perched about the hills of the Bosphorus, and there the Turk dreams away his leisure time, drinking in the bright and lovely prospect around him, with only the bubbling of the narghilli to assist rather than intrude upon his contemplation.

Roumelie-Hissar is the narrowest part of the Bosphorus, and the submarine cable from Europe to Asia is laid here. The old Turkish fortifications are worth noticing. Shortly after the truly princely residence of the Khédive of Egypt, at Ebrehim, is reached; among extensive and exquisitely laid out gardens, which are unequalled on the Bosphorus. The steamer next touches at Yenikieu, and then at **Therapia**, the summer residence of a number of leading families; with a good public garden. The English Embassy, situated close to the water side, is a very unsightly structure. Beside the English Embassy is the quieter looking residence of the French Ambassador. At Therapia there are two Hotels—Hotel d'Angleterre, kept by Mrs. Petalla, an Englishwoman; and the Hotel des Ambassadeurs. The scenery about Therapia is very lovely. The steamer in a few minutes crosses the bay to **Buyukdere**, a large and populous village, in every respect a most enjoyable summer residence, so far as purity of air, good walks, fine scenery, and all that can make life agreeable are to be had. The traveller is recommended to spend a night, or, if possible, a little more time here. There are three Hotels at Buyukdéré: Belle Vue or Bella Vista (kept by Sasselli), at a fine point of view; Lafleases, surrounded by an extensive garden, baths, &c; and Hotel de l'Europe, near the landing-stage. There are many objects of interest about the place.

At the end of the bay is the celebrated plain where the Crusaders encamped under Godfrey de Bouillon. The immense plantain trees on the plain are very remarkable. Belgrade forest, celebrated by Lady Mary Wortley Montagu in her *Letters*, is near Buyukdéré, and there is an excellent macadamised road to it, which passes the viaduct that conveys the very insufficient water supply to Pera from the heads at Belgrade. At Buyukdéré there is a very fine promenade along the water side, on which is situated the Russian Summer Embassy, and the handsome residences of the wealthy bankers and government functionaries of the capital. A band plays on the promenade during the evening; there is also a public garden. From Buyukdéré agreeable excursions may be made to the Giant's Mount on the opposite side, commanding a splendid view, and to the Black Sea, a few miles distant.

Leaving Buyukdéré travellers can cross by steamer to **Beicos**, and descend the Bosphorus by the Asiatic side. In the immediate vicinity of Beicos will be noticed the celebrated valley of Uuklar-Iskelessi, and the charming kiosk, built of marble, presented by Mehemet Ali, Viceroy of Egypt, to the late Sultan. The view from the kiosk is one of the best on the Bosphorus. The steamer keeps close in shore, affording an opportunity of a close view of the beautiful gardens and residences built close on the water. Passing Pashabaktche and Candifa, where the Yalis (summer residences) of some of the principal Pashas are situate, we arrive at Anatolie-Hissar, opposite to Roumelie-Hissar, where there are also the remains of old Turkish fortifications. After this is noticed a handsome white marble imperial kiosk at the head of the valley of the sweet waters of Asia—a favourite promenade of the Turkish ladies on Fridays (the Turkish Sunday). The next calling place is Candili the residence of the numerous Hitheon family, the English bankers, and other English families. Coasting along by Vanikieu, Tchenghelkein, the Sultan's palace of

Beylerbey is reached. The palace and grounds form a *tout ensemble* which must be seen to be able to form any conception of their beauty. The last calling place is at Couscoundjouk; the steamer then passing Scutari crosses to the Golden Horn, where the journey terminates at Karakieu Bridge. The time occupied in either mounting or descending the Bosphorus may be calculated, including stoppages, at 2 hours; fares either way, 5 piastres.

Horses to be had in all parts of Pera, Galata, Stamboul, and at all the villages on the Bosphorus.

Firman for the Mosques, Serai, &c.—The best way is to apply direct to the Turkish Home Office in Stamboul. It costs 23 fr. for one person, and about 36 fr. for four. Some of the Mosques may be seen without firmans. Only take off your shoes on entering.

Dancing Dervishes to be seen Sundays, at their convent of Kassem Pacha. Shouting Dervishes, Thursdays, at Scutari. Great assembly of Mussulmans at the Eaux Douces (Kiahat-Hanè), Friday afternoons, spring and summer.

News-rooms.—The British Literary & Scientific Institution, Pera, has an excellent Library and News-room, which is supplied with English and local newspapers and periodicals; lectures are delivered weekly during the winter. A chess-club is held in the Institution. The rooms are open from 9 a.m., to 10 p.m.; strangers are admitted during their stay on the introduction of a member.

Newspapers.—*The Levant Herald*, an English Newspaper, published every day in English and French, with a Special English Edition, for transmission to Europe on Wednesdays. Office, 468, Grand Rue Pera, next door to Hotel d'Angleterre. *The Levant Times and Shipping Gazette*, is published daily at Ipsick Khan Perchembé Bazar Galata, and has a large circulation. *La Turquie*, the official paper, is published in French every evening. There are nearly 20 others in French, 16 Turkish, 12 Armenian, 12 Greek, 4 Bulgarian, 2 Judæo-Spanish, 1 German, 1 Arabic, 1 Persian.

Places of Worship.—The English Embassy Chapel; the Rev. G. Washington chaplain. Service, on Sunday at 11 a.m. and 3 p.m. *Christ Church*, (Memorial Church, Pera), a handsome edifice behind the Hotel d'Angleterre; open for divine service every Sunday: in English, at 11 a.m. & 7.30 p.m.; in French, at 3 p.m. Weekly communion; celebration on first and third Sundays of every month, 8.30 a.m., on the other Sundays, 12. Daily prayers, 10 a.m. The fittings of the church are still incomplete, and help is urgently required. Chaplain of Christ Church, and agent for the Society for the Propagation of the Gospel in Foreign Parts, Rev. Charles G. Curtis, M.A. Protestant services also held in the chapels attached to the Prussian, Dutch, and Swedish Legations; Rev. A. Millengen, M.A., in the chapel of the Dutch embassy. At Haskene, suburb, English Episcopal service is celebrated in English every Sunday, at 3 p.m. There is a Church of England at Orbakeuie, a village on the Bosphorus; and during the summer there is Episcopal service at Therapia every Sunday. Chaplain at Kadikoui, below Scutari, Rev. F. Elliot, M.A.

At Bebek on the Bosphorus, the American Missionaries have service every Sunday in the Chapel attached to their Educational Establishment. There are numerous Roman Catholic Churches in Constantinople and its environs; the principal ones are St. Peter's and George, Galata; and Saints Anthony, Mary, and Louis, Pera. The Jews have several Synagogues in different quarters, and there are many Greek and Armenian churches.

At Haskene, there is service every Sunday forenoon at 11, in the Lecture Hall in the British Literary Institution, according to the Established Church of Scotland; Minister, the Rev. W. Brown. This is a suburb on the E. side of the Golden Horn, where several hundred English and Scotch artisans are employed in the dock-yard.

Near this is the Ministry of Marine, where the Conference of 1876-7 was held.

H. B. M.'s Ambassador.—His Excellency Rt. Hon. Sir Austen H. Layard, G.C.B.

Sec. of Legation.—F. R. St. John, Esq.

Oriental Second Sec., Sir A. Sandison.

Consul-General and Judge of Supreme Consular Court of the Levant.—F. H. Fawcett, Esq.; Consul W. Wrench Esq.; Asst. Judge & Vice-Consul W. P. Burrell.

American Minister.—His Excy. H. Maynard. Secretary of Legation.—Con.-General.—J. H. Goodenow, Esq.

Passports and *visées* for Europe and Greece, and Firmans for the interior of Turkey can be obtained at the Legations or Consulates.

Bankers.—The Imperial Ottoman Bank, Rue de la Banque, Pershembé Bazar. C. L. Hanson & Co., Persh embé Bazar.

Medical.—Doctors Sarell, Dickson, Werry, John Patterson, M.D., Surgeon-Superintendent, British Seamens' Hospital, Galata.

English Dentist.—Dr. H. K. Burton, 2, Rue Galvany, Pera.

Barristers.—Messrs Knight, Abbott, Peace.

Solicitors.—Messrs. G. H. Clifton, Ed. Allen Harvey and Co.

Booksellers.—In Grande Rue, Pera.

Bible Society's Agent.—Rev. Dr. Thomson, Bible House.

Store.—Garnani, at Galata.

Outfitter.—Baker, in Grand Rue at Galata.

Constantinople or Stamboul, the city of the Grand Sigtior, stands on the Western shore of the Thracian Bosphorus, and its situation is equally remarkable for beauty and security. A gently declining promontory, secured by narrow seas, stands S. E. corner of Europe, stretches out to meet the continent of Asia, from which it is separated by a narrow a strait that in a quarter of an hour can row from one continent to the other. This channel, which is called the Bosphorus, running about 20 miles from the Black Sea, looks like a stately river, until it sweeps by the angle of Constantinople, and enters the Sea of Marmora. But just before it is lost in that sea it makes a deep cut between the triangle of Constantinople proper and its foreign suburbs of Galata and Pera, forming the port the Golden Horn. At this

owner of Thrace, the Magarian leader, Byzas, planted the City of *Byzantium*, about 660-70 B.C. It was taken by the Romans A.D 73; and here Constantine fixed the Eastern Seat of the Roman Empire in 328 30, calling it *Constantinopolis*, the City of Constantine, of which the Orientals make Stamboul, from the Greek *es tan polin*, or "the City." "Room" or Rome is also a popular name for it to this day; and the province in which it stands is *Roumeli*. Godfrey de Bouillon was here, in the first Crusade, 1096-7, in the reign of Alexius Comnenus. It was taken 1204, by the Venetians and Franks, led by "Blind Old Dandolo," and held till 1261; during which the Greek Emperors reigned at Nice and Trebisond. Their line terminated with its capture by the Turks, 1453, under Mahomet II., after 53 days' siege.

Stamboul like its prototype, is said to be built on Seven Hills, which appear to rise above one another in beautiful succession; and is about 13 miles round. There are many decaying and neglected remains of Roman and mediæval times. The ridge of the first hill is occupied by the Seraglio, behind which, a little on the reverse of the hill, the dome of Santa Sophia can be seen. This was the site of the first city of *Byzantium*, near the ferry over from Asia. The second hill is crowned by the mosque of the Osmanieh, whose dome is strikingly bold and lofty. The still grander mosque of Soliman the Magnificent, towers on the third hill; whilst an ancient Aqueduct, the Aqueduct of Valens, crosses the valley between the third and fourth hills. All these, intermingled with painted houses, gilded domes, and slender minarets crowned by the shining Crescent, impress the beholder with a high idea of the city at the first view. Much of Stamboul was burnt in 1865; now laid out with wide roads and streets.

WALLS AND TOWERS.—The city proper, occupying the triangle between the Golden Horn and the Sea of Marmora, is surrounded by the remains of decaying Walls, in which are 28 half-ruined Gates (including 3 or 4 now closed up), viz. 12 on the side of the Golden Horn, 7 on the side of the Marmora Sea, and 7 on the land side to the west. The Walls have almost disappeared on the two sides next the water. Those on the land side, which are in better condition, form a triple line, first begun by Theodosius II., and are marked by 188 turrets (once 190), with a dry ditch 30 ft. broad beyond. On this side, where the cemeteries lie, and which is 4 m. long from Sea of Marmora to Golden Horn, there are seven Gates narrow and beaked, viz., Yedi Koulé, or Gate of Seven Towers next the Sea of Marmora; Kapalu Kapou ("Kapou" or "Kapousé," is a gate), near Ismail Pasha's garden; Silivri Kapousi or Selymbrian Gate; Mevlanah Yeni Kapousi; Top Kapousi, where the last Greek Emperor, Constantine Palæologus was killed, 1453, by a cannon shot ("Top," a shot); Edrene Kapousi, or Adrianople Gate; Egri Kapousi, or Crooked Gate, near the Golden Horn, by which the Emperor Justinian entered. The 7th or Golden Gate is walled up. Near the Egri Gate, where there was an embankment down to the sea are remains of the Hebdomon Palace, including the two storey Hall of Constantine or Belisarius, now called Tekfyrseral.

Galata on the North side of the Golden Horn, (where, in addition to the bridge and pontoon bridges, an iron Bridge has been built, but never opened), is the chief business quarter for European merchants, who are confounded under the general name of Franks. A steep street leads up to Pera, which stretches for more than two miles along the summit of a lofty hill. Pera has long been appropriated for the residence of the *Corps Diplomatiques* from the different nations of Europe, who have each of them a palace here. It is also the residence of the most wealthy merchants, and is only poorly built and lighted with gas. In June, 1871, a tremendous conflagration destroyed the greatest part of Pera, upwards of 6000 houses were burned down, including the British Embassy. A fire brigade has been organised by Count Czechany. Stone and brick dwellings are now taking the place of the former easily-ignited wooden shops and houses; but no attempt has been made to lay out the streets in an improved manner. The greater part of the Grande Rue is so wretchedly narrow that two carriages can only pass with difficulty, and at only a walking pace, while the foot passengers scramble on by the wall as best they can—hustled by loaded porters and strings of pack-horses and donkeys. The Turkish suburb of SCUTARI is on the Asiatic side.

SHOPS.—Pera is well supplied with shops where the traveller can procure anything he may require. Among those which can be recommended are George Laurie, Tailor to H.R.H. the Prince of Wales, in the Grande Rue, Pera. At the English shops of Hayden and Streeter, G. Bakers, Hadley and R. Williams all descriptions of drapery goods can be had at reasonable prices. Mesdames Costello and Dalton have a well-supplied millinery establishment next the Derviches, in the Téké. At Galata, H. Arnold, A. Stampo, N. Carnano have well-stocked stores of British comestibles and drinkables. Minassian's American store, in the same quarter, has a large variety of articles from the United States. There are several booksellers; and a first-rate Photographic establishment in Pera, is that of Abdullah Frères.

SIGHTS.—The first thing will be to hire a *valet-de-place*, interpreter, or dragoman. As the Seraglio, the principal mosques and bazaars, are in the city, the traveller must descend from Pera, and thence over the bridge of boats to Stamboul.

On one day, visit the Bazaars and Hippodrome, and ascend the Tower of the Seraskier, or ride on horseback round the Walls. Good horses can be obtained in Pera, or at the extremities of the bridges. Ride to the Mosque of Eyoub, and visit its fine tombs; taking care not to attempt to enter the Mosque, which is closed against Christians. Observe the view of the Golden Horn from the Hill above Eyoub. Near the Seven Towers is the Greek Church of Buyukliee.

On another day a visit may be made to the old Seraglio, the Mint, &c.; to be done by Firman. A party is made up at the hotels once a-week. On visiting St. Sophia, and other places of

similar description, the visitor must take off his outer boots and walk in slippers, which he ought to bring with him, or the dragoman will charge him two francs; no Turkish gentleman or decent person enters any house with dirty boots, or without taking off his galoshes or outer shoes. The Firman admits to the Seraglio and the Imperial Mosques.

The *Bosphorus* or *Bosporus*—so called when fo swam over in the shape of an heifer—is best seen in an excursion up it in a steamer or caique; a good caique with three pair of oars will hold four persons comfortably, and will row to Buyukdéré in two and a half to three hours. In a larger boat, such as an Island caique, a party of travellers may go into the Black Sea as far as the Cyanian Rocks. Returning, they may land at the Sultan's Valley, (Unkiar Skelessi, which gives name to the Russian Treaty of 1833), on the Asiatic shore, drive up in a carriage, ride on horseback, or make a foot excursion to the summit of the Giant's Mountain, whence there is a splendid view of the Black Sea and Bosphorus. At Therapia and Buyukdéré there are excellent Hotels. At the first named the Hotel d'Angleterre; and at the latter, Laplerre's, where the traveller is recommended to pass a night, returning by steamer (leaving every hour) in the morning.

After an early breakfast, travellers may cross over to **Soutari**, in a steamer from the bridge, or take a caique with two pair of oars at Tophanah. At the wharf where they land they will find Arabas (carriages) and horses for an excursion through a part of the great Turkish Cemetery to the summit of Bulgarlu, whence is a magnificent view of Constantinople. At one o'clock the Ruffayee (Howling) Dervishes hold a service in their convent, which is very desirable to see. A walk to the Great Barracks of the Sultan Selim affords a view of its vicinity. These Barracks are interesting from their connection with the name of Florence Nightingale, who superintended the Hospital, to which purpose the building was appropriated during the Crimean War. Immediately adjoining the Barracks the English Military Cemetery is situated, where upwards of 8000 of our countrymen are interred. Baron Marochetti's memorial column looks like a great chimney.

On Friday, the Sultan, as Caliph of the Mussulman world, attends Mosque at noonday. Information respecting the Mosque which his Majesty designs visiting, can be procured in the morning of a policeman, or at the hotel. After witnessing the passage of the *cortège* which accompanies the Sultan, a visit may be made to the neighbourhood of the Heavenly Waters (*Geuk Soo*) of Asia, where, generally from 1st July to 30th October, there is a large concourse of Mussulman visitors of both sexes.

The Traveller can go by a steamer in the evening to the **Prince's Islands**, in the Sea of Marmora, delightful spots, frequented in summer by the *ton* of Pera society. At Halki the best Hotel is the Hotel d'Orient; and at the neighbouring island, Prinkipo, Gleacomis is good although dear. The college at Halki, and the grave of Sir E. Barton, the first English Ambassador, adjacent to it, are both entire. The Monasteries at Prinkipo are also interesting.

SERAGLIO.—On the eastern promontory stands (what remains of the palace, which was destroyed by fire in 1865) the palace and gardens of the Seraglio, which cover one of the seven hills. The Imperial palace was enclosed with lofty walls, and the whole space covered with suites of apartments, mosques, baths, gardens, and cypress groves. So many glittering domes, rearing their lofty heads above the verdant foliage and painted terraces, produce at a distance a very beautiful effect. The principal entrance, at a part which escaped the fire, is on the west, through the Babi-hoomyoon, or *Sublime Porte*, which is built of marble, and gives the Turkish Government its official designation. Within is the first court, which contains the Mint and the Vizier's divan; opposite is the Babi-i-Salem, or Gate of Health, which leads to the second court, where is the Audience Chamber, in which Foreign Ambassadors were received by the Sultan in person. In this chamber is the Throne, which resembles a large four-post bed. The gate which terminates the second court is called Babi-i-Saadet, or the Gate of Happiness.

THE MOSQUES, — There are fourteen Imperial Mosques; sixty ordinary mosques, varying in size and beauty; and two hundred and more inferior mosques and mesjids; which latter are only distinguished as being places of worship, by having little minarets or towers contiguous to them. Of the mosques, the first place, both for magnificence and elegance of architecture, is due to the *Church of Santa Sophia*, situated near the principal gate of the Seraglio. It was dedicated, A.D. 360, to "Holy Wisdom," (or Santa Sophia), by Constantius II the son of Constantine the Great; and was rebuilt 532-7, by Justinian. Among the numerous pillars which adorn this mosque, are six of green jasper which once supported the famous Temple of Diana at Ephesus; and eight of porphyry, that had been placed by Aurelian in the Temple of the Sun at Rome, but were removed hither by Constantine. The visitor should ascend the stairs and go up to the gallery, whence the view is exceedingly fine. The immense size of the building,—the stupendous concave of the Dome which is adorned with mosaic work—the magnificence of the columns and varieties of marble—the singular manner in which it is illuminated with globes of crystal and lamps of coloured glass, and ornamented with ostrich eggs, &c., produce a striking effect. You observe the congregation of believers at prayers, with their faces towards Mecca. The *Dar el Fanoom* (where the Chambers meet) is near St. Sophia.

The most interesting mosques after St. Sophia are—the Ahmedieh, the Mohammedieh, the Sulemanieh, the Bayezidieh, the Osmanieh, and the turbé of Sultan Soliman, and the tomb of Ahmed.

1. The Ahmedieh, on the At Meidan (built 16[illegible] by Achmet or Ahmed I.), has six elegant minarets. Dome supported by four enormous pillars.

2. Mohammedieh is an immense mosque. Has a vast dome, four half cupolas, and two minarets. Interior has three naves, very simple, but grand. Contains a hospital and other establishments.

3. Suleimanieh—near the Old Serai, on the third hill—has four minarets, a great dome, and a number of little domes. Interior has three naves, and two enormous columns of Egyptian granite. Cupola 17 feet higher than that of St. Sophia. The Mihrab and pulpit are beautifully worked. Tomb of Sultan Soliman, splendidly adorned with lustres, porcelain, &c. Schools, libraries, and charitable institutions within the enclosure.

4. Bayezidieh, on the great square of Bajazet. Two minarets. Great gate is of marble, cut like stalactites. One great nave; two side naves.

5. Osmanieh, on the second hill, has two minarets, and contains a large red porphyry sarcophagus, considered the tomb of Constantine.

Every mosque has, in general, a large area in front, surrounded by a lofty colonnade of marble, with gates of wrought brass, and in the centre a fountain of polished marble. Adjoining each is the sepulchral chapel of its founder, where his remains are deposited. Some of these *Tombs*, in which the sultans, viziers, and great personages repose, are exceedingly good. In looking through the grated windows of these, the coffins, surmounted by shawls and turbans, and slightly elevated from the floor, with little lamps continually burning, and immense wax torches lighted on particular occasions, strike the eye with peculiar effect. The *Tomb of Sultan Mahmoud* is a beautiful building, entirely composed of white marble, and only recently erected. The room is like a large saloon, well fitted up and carpeted; in the middle is the coffin or catafalque, surrounded by railings of mother-of-pearl, and covered with red velvet richly embroidered in gold. Crowds of women with their yashmacs, and men in various costumes are to be seen at prayers. This is the most handsome tomb in the city.

The *Minarets* form one of the most pleasing and striking features in the architecture of Constantinople. Near the summit of these slender towers there is a little gallery, from which, at the five appointed times in the four-and-twenty hours, the Muezzin calls the Mahometans to prayer. Some of the grand mosques have two, others four, and one has even six of these minarets.

Fountains.—After the mosques, the public fountains are among the chief ornaments of this remarkable city. Some of these, indeed, with their marble fronts, elaborate Arabesque ornaments, and Chinese-like roofs, are most beautiful objects. Their number exceeds 120. They stand by every mosque—for before a Turk prostrates himself in prayer he must perform his ablutions. The supply is brought from artificial lakes near the forest of Belgrade, about twelve miles from the city; by means of subterranean aqueducts, and souterazi, or hydraulic pyramids, which latter are placed at regular distances, and ingeniously contrived to overcome the inequalities of surface presented by the country.

The Bazaars, or Bezestens, where all the business of Constantinople is transacted, are extensive and numerous, and essentially Oriental. They consist of lofty cloisters or corridors built of stone, and lighted by domes, which are admirably adapted for the climate, and in summer afford a pleasant retreat. Every trade has its particular quarter: and each dealer has a small shop in front, with a room behind for his wares. In one street nothing is to be seen but arms of different kinds; another is filled with jewels, diamonds and precious stones; some are lined with India stuffs, cashmeres, with brocade of silver and gold, &c; while numbers of streets are occupied by shoe makers, furriers, pipe makers, cooks, or confectioners, each being confined to a distinct district. The different trades are also appropriated to different nations, and each has the proper costume of his respective country; as the Turks, with their immense rolled turbans; the Persians with their high sheep-skin conical caps. No spot in the world can boast of such an accumulation of valuable merchandise as the great Bazaars of Constantinople. They are perfect thoroughfares for horses, as well as for foot passengers. Not the least singular attraction are the Turkish women in their ferijee, or folding mantles, peeping through their yashmac, or veil.

Dancing Dervishes.—The Mevlevee (or Dancing Dervishes,) have service in their Convent near the Top-kapu Gate every Wednesday, and at Cassim Pasha every Sunday at 2 o'clock. There are about twenty performers, with high, round, felt caps, and brown mantles. At a given signal they all fall flat on their faces, and rise and walk slowly round and round with their arms folded, bowing and turning slowly several times. They then cast off their mantles and appear in a species of long, full, bell-shaped petticoats, and jackets; their feet bare, and one after the other begin to spin; revolving, dancing or turning, for fifteen minutes with extraordinary velocity.

A Han or Khan is a square surrounded by buildings with galleries all round, a tree or two in the middle, and a fountain or coffee-house in the corner. There are nearly two hundred of these places in Constantinople for the accommodation of merchants arriving by caravans. No charge is made for their use; but the rooms are entirely unfurnished, so that the occupier must bring his mattress, his little carpet, and such humble articles of cookery as he may require.

Roman and other Antiquities.—1 Several are in the Hippodrome or Horse-square, called by the Turks, *At Meidan*; which faces the Mosque of Sultan Achmet, (not far from that of Sta. Sophia), and is a space about 300 yards by 150 ft., gradually raised 15 ft. above its former level. It contains an *Obelisk* from Thebes, of rose coloured granite, 110 ft. high, transported hither by Theodosius the Great, A.D. 390-5, and showing traces of bas-reliefs of that date and of Egyptian hieroglyphs 30 centuries old. Here also are the broken *Pyramid* of Constantine Porphyrogenitus; and the *Brass Pillar* (a poor looking thing) only 7ft. high, of what was the tripod at the Temple of Delphi, made of metal taken from the Persians at the Battle of Platæa. This tripod consisted of three twisted serpents, till the top was cut down by Mahomet II., at the taking of the city. Opposite the Mosque is an old Plane Tree, on which Sultan Mahmoud hung the Janissaries.

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2. The Porphyry Pillar of Constantine the Great, called "Djemberli Tasch," or the Hooped (not the Burnt) Stone, 70 ft. high, 33 ft round.

3. Column of Arcadius and Eudoxia, of which only the pedestal is left.

4. Column of Marcian, called the "Kiss Tasch," or Maiden Stone; placed here by the Empress Pulcheria, the Maiden wife of Marcian.

5. *Aqueduct of Valens*, or "Bosdoghan Kemeri," a fine Roman work, on arches built about A.D. 370, across the hollow between the third & fourth hills.

6 Boucolean Palace of Theodosius, II.,—some remains only.

7. Cisterns of Philoxene, called "Bin Birdirek" or "1001 columns," a subterranean work near the Hippodrome, supported on about 424 marble pillars. People have met with accidents in exploring it. Another Cistern rests on 336 pillars. The Palace of Belisarius is near the Mosque of Sultan Osman.

Broussa, or **Prusa**. — Population about 60,000 — HOTELS:—

HOTEL D'OLYMPE, well situated and comfortable.

STORKS, clean, comfortable, and moderate.

Broussa,—the ancient *Prusa ad Olympum*, in Bithynia, Asia Minor, and the seat of the Turkish Sovereigns before they took Adrianople, — is brought into easy reach of all travellers to the East, by the establishment of a line of steamers from Stamboul, which make the trip in about six hours to **Moudania**, (its port,) where horses and arabas are always to be had, with which they arrive here the same evening; and Ghemlek in eight hours: from the latter a good road has been constructed to Broussa. It is as celebrated for the beauty of its position, at the foot of Mount Olympus, as it has always been famous for its hot sulphur and chalybeate Baths, which are much resorted to by the natives and residents at Stamboul, but have not yet attracted sufficient attention in England. The invalid will here find three Hotels where every comfort may be had, and especially in that lately erected close to the baths, in a most picturesque locality. The bazaars of Broussa are worth notice. The place is celebrated for its silk; beautiful tissues of this material can be procured at reasonable prices in the bazaar. The traveller is recommended to ascend Mount Olympus, 8 miles distant, the view from the summit being exceedingly beautiful, and amply repaying the fatigue of the journey up. Homer's Olympus is in Thessaly.

Broussa has a post to and from Constantinople twice weekly; it is also connected with the capital by telegraph. Travellers are recommended not to visit the city during the hot season. The wine cellars—natural caves under Mount Olympus—of Mr. Falkheisen (a Swiss) are worth a visit. The delicious flavour of Broussa wine is well known.

The traveller should bring sovereigns with him, as the coin most in repute.

H. B. M.'s VICE-CONSUL—W. Gilbertson, Esq.

Scutari.—It is a mile and a half across the Bosphorus from Galata to Scutari, which is situated on a sloping ground, and has a very picturesque appearance, from the mixture of trees, houses, mosques, and minarets, and is the most Oriental part of Constantinople. It usually serves as a rendezvous and an emporium to the caravans of Asia. The barracks used as the English military hospital during the Crimean war, the scene of Miss Nightingale's memorable labours, in ministering to our sick and wounded soldiers, is situated at Scutari and is well deserving of a visit. Steamers cross the Bosphorus every hour to Scutari and Kadi-Kiou. Scutari contains very extensive burying grounds, which are the handsomest in Turkey. These cemeteries extend for miles on the East and South of the town, towards the sea. Above these is the hill of Bulgariu, from which there is the finest panorama of Constantinople, and over the ridge of hills rolls the Black Sea; Therapia and Buyukdéré on the Bosphorus: the castles of Europe and Asia, the Golden Horn. It is the ancient *Chrysopolis*, where Constantine defeated his rival, Licinius, A.D. 325.

H. B. M.'s CONSUL.—W. Green, Esq.

Besika Bay, at Eski Stamboul, 20 m. from the mouth of the Dardanelles, 160 m. from Constantinople; near Tenedos, and 8 m. from Bernabashi, the site of **Troy**, where Dr. Schliemann is making excavations. *Mount Ida* is seen, 5760 feet high.

THE LEVANT.

(Chiefly in Asia Minor, belonging to Turkey.)

Smyrna.—*Stat.*—Pop. about 150,000.

HOTELS:—

HOTAL DES DEUX ARGUSTES (MILLE); HERBERT; HOTEL MULLER; HOTEL DE FRANCE.

RESTAURANT.—A good one, opposite Café Paolo.

There are European and Greek CASINOS with Reading, Billiard, and Ball-rooms. Opera-house for Italian opera and comedy; Armenian and some small theatres for occasional Italian and Greek comedy. Café Chantant, on the English Quay.

LIBRARY.—Librarie Internationale.

The second city, in Turkey, and the great port of Asia Minor, with a population including 60,000 Turks, 90,000 Greeks, 10,000 Jews, 8000 Armenians, 10,000 Levantines and Europeans, &c. The Byzantine Castle is on the site of the Acropolis, and has in it many remains; the corner nearest the city is Cyclopean, and the further walls were built by Lysander. The antiquities remaining in Smyrna except the "burnt columns," are scattered. The Frank, Greek, and Armenian quarters are well built. The Turkish and Jewish towns and bazaars are extensive and picturesque; and the city, with its strings of camels and various populations, presents constant scenes of interest. There are English college for boys; Deaconesses Institution for English and other girls; Colleges for the various denominations; English and other hospitals.

English and other Masonic lodges; English Jockey Club, with Spring and Autumn races; Turkish baths. There are many warehouses for Turkey carpets and other local manufactures. Smyrna opium is grown at Kara Hissar, Amasia and Angora up the country. Turkey rhubarb really comes from China, the country of its growth.

Smyrna claims to be the birth-place of Homer. Here Polycarp was martyred A.D. 169. Patmos, where St. John wrote the *Revelation*, lies in the direction of Rhodes. The district is very rich in archaic remains. Among rock-cut monuments of Assyrian character are the Pseudo-Sesostris, the Niobe, mentioned below, and a colossal head outside the Caravan Bridge. Smyrna is a place for numismatists and coin forgers. The traveller must be on his guard against the latter. There are but few valuable collections; those of Messrs. James Whittall and Alfred J. Lawson being the most interesting.

Smyrna is a steam and telegraph centre for the whole Levant; and, on account of the fruit crops, has numerous steamers to Liverpool and London. (See Alphabetical List and Advertisements.) For the interior, there are two stations, one at the northern extremity of the town for the Aidin Railway; and the other built on the site of the old calico printing establishment, called by the Turks Basmakbané, near the centre of the town, for the Smyrna and Cassaba Railway. From Smyrna, one of the **Seven Churches**, five others are accessible by rail (as below); the seventh, Laodicea, now called Eske Hissar, is about 50 miles from Philadelphia.

Excursions can be made to the Baths of Diana; the Lake of Tantalus; the Cyclopean cities of Sipylus and Nymphæum; the rock-cut Niobe, near **Magnesia**; Pseudo Sesostris, near Ninfi or Nymphi (carved figures supposed to be Hittite; the cave and Chair of Homer; the Baths of Agamemnon, (sulphureous); the Sepulchres and remains at Boornabat, Boojah, and Karatash (a bathing-place on the bay). In the summer, the wealthy retire to Boudja, Bournabat, Narlikoi Hadjelar, Bournarbachi, Cordelio, Boldjah, and Sevdikoi, to all of which the railway affords easy access. M. Cousenery's silk filature is a large work.

N.B.—The environs are unsafe for walking, unless *armed or with a party*.

H.B.M.'s Consul—G. Dennis, Esq.

American Consul.—E. Smithers, Esq.

Consular Chaplain—Rev. J. Dombrain, M.A., who is also incumbent of St. Mary Magdalene, Boornabat, and minister of the British School Chapel in Smyrna.

Religious Services—in English, French, German, etc., at the respective churches and chapels. Smyrna is a principal station of the Church and Jewish missionaries.

Hospital—J. McGraith, Esq., R.N., M.D., F.R.C.S., Consular Surgeon and Surgeon to the English hospital. Drs. Echstoff, Chassand, and Matthias

English Chemists—Mr. Craiths & Mr. F. Pertuis.

Newspapers—In French Greek and Armenian.

Booksellers.—Castelan (Guide books, Maps, & c.) and Werth, German bookseller.

Bankers—Imperial Bank; Mr. R. Van Lennep, (circular notes).

Collector of Antiquities—Mr. F. W. Spiegelthal, Swedish and Norwegian Consulate.

Solicitors—Mr. Roussi, Mr. Correr.

Tailors—Watkins, and Costi Mirale.

Photographers.—Abdullah Frères.

Post Office.—Postmaster,————. Postage to U. Kingdom, 2½d. for ½ oz. Cards 1d. Money Orders, See p. 64.

Telegram to United Kingdom, 10½d. a word.

Conveyances—Boats, carriages, horses, and donkeys, can be hired. Conveyances run to the railway stations of Boornabat and Boudjah, or Boojah, and to the town stations.

Steamers to London, Liverpool, Marseilles, Trieste, Athens, Constantinople, Alexandria, Cyprus, and to most parts of the Mediterranean, Levant, Archipelago, and Black Sea.

Railways—The Ottoman Line (see p. 292) conveys passengers to Boudja, Seidekeuy, Develekeuy (for the Island of Samos), Turbali (with omnibus to Bainder, and post to Endemish), Jelad Caliveh (with post over Saladin to Aidin), Ayasoulouk, for the ruins of Ephesus, Axizieh, and Aidin. The Smyrna and Cassaba Line (see page 293) to Boornabat Cordelio, Menemen (for the ancient cities of Fogia, Pergamos, Avealy, and Edremid), Magnesia (for Thyatira), Cassaba, Sardis, and Alascheir, for Philadelphia.

Aidin.—*Stat.*—Pop. 50,000, mostly Turks. No hotel.—There is a new Locanda or Inn, kept by a Greek,—very dear. Travellers can get good accommodation by applying to the Railway Agency. There are Turkish khans.

This bustling and picturesque city, 81 miles from Smyrna, near the Mæander, abounds with fine fragments of the ancient city of Tralles, particularly the Uch Gueux, or Three Eyes, on the hill near the house of Dr. La Chapelle. The Austrian Consul and Greek apothecary have small collections of antiques. It is a great cotton centre. An extension of the rail is projected up the Mæander to Seraikeui.

English Con. Agent.—J. Eumorfopulo, Esq.

Conveyances.—Post-horses to Sultan Hissar, Nasli, Demislu, and the interior.

Bainder.—Pop. 15,000.—No hotel.—For accommodation apply to the Railway Agency.

A large Turkish town, 83 miles from Smyrna, reached by railway to Toorbalu, and post-horses.

Boudja, or Boojah.—*Stat.*—Pop. 4000.—Hotels:—

Manoly's and Alexander's.

A summer town, 5 miles from Smyrna, with a few English residences, English, Catholic, and Greek churches, English lady's school. It is reached by railway, *viâ* Paradise, omnibus, hired carriages, or donkey. It is cool in summer time, and free from mosquitoes. On the plain are fine drives, and the Grand Stand and course of the Smyrna Jockey club, where the Spring and Autumn races are run. The Sultan's Plate is run for in Autumn. There are good pic-nic places, particularly at Homer's Cave on the Meles, near Great Paradise. There is a branch line from Paradise to Seidikeuy.

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CHURCH SERVICE.—Rev. J. T. Wolters

Boornabat.—*Stat.*—Pop. 13,000.—The small hotel of Petraki, and likewise another.

This is a cool summer retreat, on the Cassaba branch railway, 5 miles from Smyrna, with many good English residences, including the Villas of Mr. Whittall, visited by the late Sultan in 1863, a handsome English church, built by Mr. Whittall, and the English college of Mr. Turrell. There are ancient remains in the mosque and cemeteries. A good turnpike road from Smyrna is planted with trees; and omnibuses, carriages, and donkeys, can be hired.

Cassaba.—*Stat.*—Pop. 12,000.

A large town on the Smyrna and Alascheir railway, carrying on a considerable trade. It is followed by the Station for Sardis and Philadelphia, two of the SEVEN CHURCHES, 25 miles and 47 miles distant; a third, Laodicea, is 50 miles from Philadelphia.

Cordelio.—*Stat.*

A pleasure village and bathing place, six miles from Smyrna, said to derive its name from Richard Cœur de Lion.

ENGLISH CON. AGENT.—J. Montesanto.

Endemish, or **Odemish.**—Pop. 10,000—No hotel. Apply to the Railway Agent.

A Turkish town at the foot of Mount Tmolus, 10 miles from Smyrna, reached by post-horses from Turbali Station, having a few remains of antiquity. The ruins of Hypæpa on the pass to Sardis, are near.

Ephesus, or **Ayasoulouk.**—*Stat.*—Pop. 500.

Refreshment Room at the Station, kept by an Englishman; comfortable accommodation; horses can be hired. The ruins are ¼ mile to 1 mile distant.

Special Trains from Smyrna may be hired.

This is the ancient metropolis of Ionia, the birthplace of Diana, the sacred city of Pagans and Christians, and a capital of the Saracenic Sultans. Mr. Falkener's fine work on Ephesus, Mr. Hyde Clarke's guide and plan, the views of Mr. Svoboda and the Admiralty's plan, may be had of Smyrna. The *Ruins* are spread over a wide district, in which are pointed out the Cyclopean city of the Amazons, the refuge of Latona, and birthplace of Apollo and Diana; the place of metamorphosis of Syrinx into a reed; the lurking place of Pan, the asylum of Apollo on Mount Solmissus, the deathplace of Orion at Ortygia, the Panionium under mount Mycale: the *Temple of Diana* "of the Ephesians," one of the Seven Wonders of the world, built in Alexander's time, remains of which discovered by Mr. J. Wood, are now in the British museum; the theatres; the so-called prison of St. Paul and other sites connected with the apostle; the tombs of St. John, the Virgin Mary, St. Timothy, and Mary Magdalen; the school of Tyrannus, the baptistery of St. John; the portico of the Agora, where Justin Martyr disputed with Tryphon the Jew; the Cave of the 7 Sleepers; the so-called Mosque of sultan Selim.

The Gymnasia are among the most remarkable remains. The great Mosque is a fine example of Saracenic architecture. Among names connected with Ephesus, not already mentioned, are Bacchus, Homer (by some writers reputed to be born here), Crœsus, Artemisia, queen of Caria, Alcibi Apelles the painter (born here), St. Onesipho St Priscilla, St. Tychicus, St. Trophimus, Ju the Emperor. Tamerlane, and Sultan Soliman. council of Ephesus was held here. The Sultan visited it in 1863 and inaugurated new railway works. Some of the Columns of great Temple of Diana are now in the Mosque St. Sophia, Constantinople. Mr. Wood, in 1 found the remains to correspond with Pli account; the dimensions being 418 ft. by 24 with 100 columns, 56 ft. high. There are a stalactite caves in the hills. About 30 m. d was **Miletus,** where Mr. R. Pullan found main of a Theatre 324 ft. diameter: and per the Temple of Apollo Branchidæ, 360 ft. by 17 which had a Via Sacra to it, 3 m. long.

CONVEYANCES.—By post to Aidin, Sokia, and Samos).

Kooklootjah.—A summer residence. 5 m from Smyrna, by a carriage road, having so clean coffee houses. The view from the cliff ab (1000 feet high) is very fine.

Magnesia.—*Stat.*—Pop. 60,000.

There is a small Inn.

A town 41 miles from Smyrna, founded a Hellenic tribe of Magnetes, who established the selves at the foot of Mount Sipylus, on their ret from the war of Troy. Hence its full name w *Magnesia ad Sipylum.* It became the capital the Byzantine empire in the thirteenth centur and in 1389, it fell into possession of the Turk Sultan Mourad III. gave the town in 1591 sever useful public edifices that still exist.

Magnesia, seen from the plain, offers the appea ance in every respect of a large city: the rugg and picturesque mountain, towering above forms a back-ground of uncommon beauty. T great plain is watered by the Hermus. It is th best Station for **Thyatira,** one of the Seve Churches. Seven miles from Magnesia is to b seen the celebrated *Statue of Niobe,* chiselled the rock; the figure is from six to seven yar high, and the ascent to it easy.

CONVEYANCE by post-horses.

ENGLISH CON. AGENT.—C. Palamidha.

Menemen.—*Stat.*—Pop 6,000.

An agricultural town 20 miles from Smyrna, th resort of the Armenian population. It produce barley and melons in great perfection. It is th Station for **Pergamos,** as below, one of the Seve Churches.

Mitylene.—A Turkish Island accessible Austrian steamers from Smyrna, in 7 hour No inns.

Nasli.—Pop. 5,000.

A town 30 miles from Aidin, and 110 fr Smyrna, with many remains of antiquity. commodation at the railway agency.

CONVEYANCE.—By post-horses from Eph station, or Aidin.

Ninfi.

The ancient *Nymphæum,* about 20 miles Smyrna, beyond Boornabat. Here are the rem of a Cyclopean citadel, a romantic glen

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springs rising, and a dripping cave. Some distance beyond is the monument of the Pseudo-Sesostris.

CONVEYANCE by post-horses.

Patmos, a famous island in the Turkish Archipelago, south of Samos, on the way to Rhodes.

ENGLISH C. AGENT.—M. Caligs.

Pergamos, now *Bergama*.—Pop.—

One of the Seven Churches, 20 miles from Menemen Station. In the centre of the city is the ruined Palace of a Roman emperor; the site of the Theatre commands a view of the plain and chain of mountains; and amongst the mosques is one that from its style, is doubtless a church of the early Christians. The Amphitheatre is a fine ruin and has a river running through it. From the Castle the sea is visible.

Philadelphia or **Alascheir.**—*Stat.*—Pop. about 12,000.

One of the Seven Churches now called ALLAH SHEHR, or "city of God", 47 miles from Cassaba, beautifully situated at the foot of Mount Imolous. Its old name signifies "Love of brethren." It contains about 3000 houses, with several mosques, bazaars, baths, and khans; a liquorice and a cotton ginning factory; and some hot mineral springs in the neighbourhood. The walls of the ancient city are still standing, as well as some immense ruins of primitive Christian churches. It is the residence of a Greek bishop. The Smyrna railway ends near this interesting city. From here it is 50 miles to **Laodicea**, one of the Seven Churches, now called *Eske Hissar*.

Samos.—Pop.—Small tavern.

An island on the Coast of Asia Minor, — hours, by Steamer. It can also be reached in 7 to 10 hours, by way of Deveilkeuy Station (18 miles); thence by horse to Giagorkeui, and so by boat to Vathi; or by railway to Ephesus station (48 miles) thence by post-horses to Scala Nuova, and so by boat either to Vathi or Tigani. Vathi is a good sized town, but the chief objects of interest are at Tigani, where is the Acropolis of Samos, and near it the Temple and birthplace of Juno. Mount Kerki is 4725 feet high.

H.B.M.'s CONSUL.—G. Marc, Esq.

Sardis or **Sart.**—*Stat.*—Pop.—

One of the Seven Churches, on the Smyrna railway, 25 miles from Cassaba, formerly the capital of Lydia, the residence of Crœsus, on the gold-bearing Pactolus, the seat of a bishop, and the meeting place of many General Councils. The remains of the theatre, stadium, acropolis, temples, and necropolis (called by the Turks, Bin bir Tepe, or "1001" tombs) attest its former grandeur. The House of Crœsus is in singular preservation; two Ionic columns of the colossal Temple of Cybele are standing; and the ruins of others are near. On the defeat of Crœsus by Cyrus, 545 B.C., it passed to the Persian dynasty; after the battle of Granicus it surrendered to Alexander the Great; in the 11th century it fell into the hands of the Turks; and has since gradually fallen to decay. The Cygœan Lake and tumuli of the kings and people of Lydia are near: that of Alliyattes, the father of Crœsus, remains, as described by Herodotus 2000 years ago.

Sevdikoi.—Pop.—2,000.

Coffee-houses and a small tavern.

It is a summer residence, 10 miles from Smyrna with some English residences. It is reached by railway, horses, and donkeys.

Scala Nuova.—Pop.—10,000.

Only small taverns.

A port opposite Samos, 60 miles from Smyrna, and reached from Ephesus station by post-horses.

ENGLISH C. AGENT.—X. Alexachi.

Sokia.—Pop.—8000.

A town 65 miles from Smyrna, reached by post horses from Ephesus station, near the liquorice factories of Messrs. Clarke and Messrs. Forbes.

Scio or **Chio.**—Pop.—Only poor inns.

An Island in the Archipelago, reached by Austrian and other steamers from Smyrna weekly.

ENGLISH V. CONSUL.—D. Anamissaki.

Thyatira.

One the Seven Churches, now called AKHISSAR, 30 miles from Magnesia, and full of ancient relics, though no site can be traced. The mouths of the wells are formed by the capitals of Corinthian columns. The country is rich, cultivated, and picturesque.

Turbali or **Toorbalu.**—*Stat.*—

A fair tavern.

A small village, railway and posting station, 29 miles from Smyrna; much frequented by sporting parties, and also by travellers to Bainder, Eudemish Sardis, and Philadelphia. An extension of the rail is projected across the Kasyteer to Thyra or Tiech, under Mount Tmolus. Near are the ruins of *Metropolis*, an ancient city so called.

GREECE.

ACCESS.—1. The easiest way for English travellers, is through Paris and Marseilles. The steamers of the Messageries Maritimes start from Marseilles on Saturday at 5 p.m. The passage lasts five days. They put in at Naples, and 40 hours after, reach Cape Matapan; and thence, coasting the Morea to Athens, passing Egina and Salamis. The Boats of Fraissinet & Co. (p. 712), run from Marseilles to Piræus, touching at Naples. 2. From Brindisi, the Austrian Lloyd and the Italian boats run to Corfu (see Steamer List). Thence to Piræus; either round the Morea; or by Greek Steamers, (cheaper and more expeditious) up the Gulf of Lepanto, and over the Isthmus of Corinth. They are tolerably clean and good; and touch at Cephalonia, Zante, Patras. The drive across the Isthmus is charming; the road is guarded by soldiers. As no baggage is allowed in the cabin, the traveller on a flying visit (2 days) should take a handbag. 3. Through Germany or Switzerland to Trieste; thence by the Austrian Lloyd's, in 2 days to Corfu (page 451): Zante, and Patras, to Syra and to the Piræus, reaching it 4 days after. Passports are necessary.

Travelling.—November and December are cold and rainy. A correspondent (Major M.)

writing in 1875, says that he met two quiet Englishmen who had walked everywhere. Their rep was, that "Travellers all over the interior of Greece may, with a slight *knowledge of modern Gr* be as happy as possible. They will meet with great hospitality and kindness from the people." T will require one or two letters of introduction, to be obtained either in England or Athens. A st should be carried as a protection against dogs; and a pocket revolver (if carefully concealed) mi be useful against a solitary tramp; though, of course, it would be useless against brigands. Respe ing these, the government has lately issued a warning to Travellers. The traveller must rely u the honour of the people. There are few good roads; only one-seventh of the acreage is un cultivation: agriculture and manufactures are neglected. Corn is imported.

Reigning Sovereign —styled King of the Hellenes — Geo. ., born 1845; elected 1863. T son, the Duke of Sparta, was born 1868. *Population* (1879) 1,680,000; to an *Area* of 19400 sq. *Revenue* (1879), 1½ million (doubtful); *Debt*, 17½ millions. *Army* (1878), 24,000; *Navy* (1876), vessels, with 650 men. *Commercial Marine* (1876). 5440 vessels of 26,000 tons. *Imports* and *Expo* from and to England, 1½ million and 1½ millions. *Railway*, 7 m.; *Telegraph* (1874), 1800 miles. T revenue and expenditure are both doubtful; the deficit is ½ million yearly. About one-twel of the population look to government for employ.

Piræus, or Porto Leone—*Stat.*- Pop. (1879) 22,000. Hotels: Europe; and Allied Powers.

BOAT to land, 1 drachma, (about a franc). Italian is a useful language here

CONVEYANCES.—Railway from Athens, see page 295, 1 drachms. By Caleche, 5 to 6 drachmas. STEAMERS—Greek boats, leave for Corfu, Nauplia, Syra, Kalamaki. Italian for Corfu, etc., for Constantinople (Wed.); Genoa and Marseilles, (Frid.). Egyptian, for Alexandria, every fortnight. Austrian Lloyd, to Constantinople, etc. For Syra, Corfu, and Frai sinet, for Vols. See Alph. List.

H. B. M.'s CONSUL.—C. L. Merlin, Esq.

GUIDE and INTERPRETER.—Militiades Vidis.

The Piræus is a pretty town with regular streets; and a small, but good port, with 10½ fathom water, muddy bottom. Lat. of lazaretto 37° 57' E., long. 23° 38' E. Principal antiquities:—Between Piræus and Mynichia, (10 min.) a ruined Temple, sepulchral cavern, remains of a theatre. Tomb of Themistocles, 45 min. from Mynichia. Vestiges of the walls of Themistocles, joining Athens and Piræus. At 45 mins. east is the "rocky brow" where Xerxes sat at the battle of Salamis (B.C. 480).

Athens.—*Stat.*—7 miles by rail. Dusty road. Leave to the right the temple of Theseus.

HOTELS.—One of the following may be selected:—NEW YORK, in Æolus st., (English Proprietress); HOTEL DES ETRANGERS; HOTEL D'ANGLETERRE; HOTEL DE BYZANCE; HOTEL DE GRAND BRETAGNE; all good, and all in Place de la Constitution top of Hermes Street, near the Palace. Expenses 10 to 12 fr. a day.

CAFES.—Solon's, Place de la Concorde Café of The East (ἡ Ἀνατολή), close to HOTEL D'ANGLETERRE. Coffee is good.

PENSION.-Mrs. Chrysicopoulos speaks English), House of "Epeedes," close to the Gendarmerie, (χωραγνλακείου), and near the English Church. —Comfortable; 6 to 7 francs a day, all included.

MONEY —Silver drachma=1 franc=100 leptas.

POST-OFFICE.—Stadium street. Postage to England, 2½ for ½ oz.

TELEGRAM to United Kingdom, 6½d. per word (via Zante).

CAB STAND.—Place de la Constitution, 2 drachs. per hour, for a two horse carriage.

SHOPS, in Eolus street and Hermes street.—Fine gold and silver embroidery can be got here. Make your own purchases for everything; if done through a guide, you will pay 25 per ce extra. Consult your friends as to dictionaries,

BATHS.—Turkish &c., *not* recommended.

OPERA.—Stall, 1½ fr.

H. B. M.'s MINISTER.—His Excy. E. Corbett, E SEC. OF LEGATION, A. H. Mounsey, Esq.

AMERICAN MINISTER.—His Ex. General Rea

ENGLISH CHURCH.—A Gothic edifice, near Palace.—Chaplain, Rev. J. B. D'Arcy, M.A.

BIBLE SOCIETY'S DEPÔT.—Odos Ermou.

Population (18.9) 74,000. Two long stre cross each other, and are called Hermes a Eolus street. The bazaar is on the site of Turkish town, in the merchants' quarter. N polis is the new town, containing the Univ sity, the Legations, and the Palace. For ord to see the Palace send a card in the morning

CHURCHES.—A new Cathedral in the Byz tine style, but with eccentric details. The cathedral, a small Byzantine building, erect with the remains of Pagan temples, conta the body of the Patriarch Gregorius Kapni ria, in Hermes street; is of the 11th centu and has some curious paintings. St. Theod is the best preserved church. The Russ church is in the Byzantine style.

The King's *Palace* between Mount Lycab tus, and the Acropolis, is a vast squ plastered building, in a heavy style architecture. Most of the government offi and houses are newly erected buildings. T University, built in 1837 by Mr. Hansen, a D ish architect, is a fine edifice; with a libr of 80,000 vols., and 5000 medals. There two hospitals; an observatory on the hill of Nymphs; several schools; and a plain Theat in which the dramas of Sophocles, &c., given in the original Greek. The Bazaar i small street in front of the Market or Agor Notice, also, the English and Russian Le tions; the Royal Gardens; and the avenue pepper trees from Palace Square to the Ac polis. At the Polytechnic are collections of ce from the antique. Dr. Schliemann's marble ho is near the Palace. The country is dusty and a

ANTIQUITIES.—All these are on or cl round the *Acropolis*, a rocky platform 570 high, steep on all sides, 965 ft. long, and 49 wide. Here are Pelasgic walls, the w of Themistocles, Corun, and Valerian. T staircase of the Propylæum, of 76 feet;

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staircase and grotto of Pan. The Propylœa in Pentelican marble, consists of walls, a portico and a vestibule. The Pinacotheca is thought to have been a picture gallery. Temple of Victory Apteryx, (i.e., without wings). Above all, the *Parthenon*, built by Pericles B.C. 444–436, much destroyed by an explosion, 1687.

The celebrated bas-reliefs of its Cella are mostly in the British Museum. East front has almost disappeared; the west side remains. Six columns are still standing entire at the Posticum. The Cella has 8 columns on the front, and 17 on the sides.

The Erechtheum, finished under Alcibiades, 407 B.C., is a long rectangle of 66 feet by 36 feet, with an Ionic portico.

II. DISTRICT SOUTH OF THE ACROPOLIS.—The Theatre of Bacchus. East of and under the Acropolis; reconstructed by the Emperor Adrian. Orchestra and Proscenium well preserved. Adrian's triumphal Arch is of white Pentelican marble, and of the Corinthian order. This was in the part of Athens renewed by Adrian, and containing the temple of Olympian Jupiter, begun by Pisistratus: 16 of its 120 cols. remain.

The Panathenaic Stadium is on the other side of the Ilissus. Length 764 feet; width 133 to 270 feet. Here the revived Olympic Games were held 1875.

III. DISTRICT N.W. OF THE ACROPOLIS—contains Tower of the Winds, anciently a kind of observatory; and has still a sundial. West of it, in the place called Πλατεια Πρυτανειου, are remains of what was probably the Prytaneum. W. of Tower of the Winds are the Temple of Minerva Archegetis, the Stoa or Porch of Adrian, and the Ὁδος Πτολεμαιων. Going E., you reach the Temple of Theseus, built 469, with 6 columns on each front, 13 on each flank, all of Pentelican marble. It is 105 ft. by 42 ft.

Areopagus, or Mars' Hill, is a steep rock between the Hill of the Nymphs and the Acropolis. Pnyx is the hill following the Areopagus S.W. Here were held the popular meetings of the Athenians; and here St. Paul preached his famous sermon.

Among other remains at Athens are: the Museum Hill, with ruined walls, cisterns, &c.; and the well-preserved tomb of Philopapos.

WALKS AND EXCURSIONS NEAR ATHENS.—These are especially the following:—1. Pentelicus; 2. Hymettus; 3. Marathon; 4. Eleusis; besides many others, including Cape Sunium.

Pentelicus, 6 or 7 hrs. It can be reached on horseback; or by carriage within 1½ hr. of the top; and is 3610 ft. high, with a noble panorama over Attica, Salamis, Ægina, Mount Parnes, Eubœa, as far as Delphi and the Archipelago.

2. Hymettus.—Six hours up, and back; and less interesting than Pentelicus. Fine view of Attica and the Gulf of Ægina. It is covered with aromatic plants, and is noted for honey.

3. Marathon.—7 hrs. (21¾ m.). By sending on a change of horses to Cephissia you can go there and back in a day. The best road is by Vrana, and past Cephissia or Kiphissia, 9½ m. The plain is 6 mls. by 3. About the middle of it, near the sea, is a tumulus (called Sono), said to be the grave of the 192 Athenians, who fell in battle 490 years B.C.

4. Eleusis, through Daphni, or Daphne, along the Sacred Way—By carriage or horse, 4 hrs. Monastery of Daphni in a charming position, near ruins of a temple of Apollo. Remains of Pelasgic walls, propylæa, &c.

ITINERARIES FROM ATHENS.—These are to Corinth, Delphi, Olympus, Patras, Sparta, Thebes, Syra, and Corfu; though none can be undertaken at present, unless you come to terms with the *banditti* and their employers (but see top of page 654.) The only safe trip is from

ATHENS TO CORFU, (by water).—A steamer leaves the Piræus every Sunday early, for Kalamaki, in the Gulf of Egina, on the E. side of the Isthmus of Corinth, at the mouth of the old canal. Here carriages meet the boat, and drive passengers across the Isthmus in 1 hour. The road is guarded all the way by soldiers.

At *New Corinth*, on the W. side of the Isthmus is a small Hotel. It takes 1½ hour to ascend the famous "tower-capped Acropolis," on which are ruins of a Temple of Venus, and of Frank, Venetian, and Turkish buildings. The panorama embraces both gulfs, Delphi, Helicon, Parnassus, &c.

> "Stranger, wilt thou follow now,
> And sit with me on Acro-Corinth's brow?"—*Byron.*

Here Bellerophon caught his winged horse, Pegasus, drinking at the Peirene fountain. Pegasus is seen on all old coins of this decayed city. By Greek boat down the Gulf of Corinth, reaching Patras about midnight; and calling at Zante and Cephalonia. It reaches Corfu, Monday night or Tuesday morning; and makes the return trip from Corfu on Tuesday. See p. 653. For **Corfu**, see p. 660.

ATHENS TO CORINTH (by land,) past Megara and Kalamaki, in 8 to 10 hours, supposing the road safe. **Megara**, 4 hrs., has Pelasgic remains, and ruins of walls, columns, &c. From Corinth to Mycenæ, about half a day's journey of five hours; through Nemea, with ruins of a celebrated temple. **Mycenæ** has unique remains of the heroic ages, including the tomb of Agamemnon, discovered by Dr. Schliemann, 1876. The Gate of the Lions, and the Treasury of Atrides, stand in the great plain of Argos.

Continue through Kharvati (6 hrs. from Corinth), with ruins of the temple of Argive Juno; 1½ hour from which is *Tiryns*, the birth-place of Hercules, with its Cyclopean walls of enormous blocks, and other remains. **Nauplia**, in the Gulf of Nauplia, 3 hrs. 20 mins. from Kharvati, has an hotel, with table d'hôte. Carriages may be hired. The steamer which calls from the Piræus, goes all round the Morea. After Athens and Patras, Nauplia is the prettiest town of Greece. No monuments. Capo d'Istria was assassinated in the church of St. Spiridion. Splendid view of the Gulf of Argos or Nauplia.

Two hours from Nauplia is **Argos**, with 500 inhabitants. Bad khans or inns; travellers lodge

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in private houses. The Acropolis has a theatre cut in the rock (449 feet in diameter). From Argos you can reach, in 9 hours, **Mantinea**, with ruins of a theatre, and interesting as the scene of the last victory, and the death, of Epaminondas. His real tomb was on Mount Scopé, which commands a fine view of the plain of Tripolitza. *Tripolitza* is 2 hrs. 25 mins. from Mantinea, and has several good khans or inns; stands 2163 feet above the sea, and is chiefly a mass of ruins, though new streets are being planned. Leaving Tripolitza, you pass Tegea, with many remains of columns, temples; and, crossing the River Saranda, you come in 3¼ hours to Krya Vrysis, with other ruins; and, at the distance of 8 hrs. 30 mins. from Tripolitza, you reach Kravata. About an hour further, on a hill, with a magnificent panorama of the valley of Eurotas and the plain of Sparta is the khani of Vourlia. From hence the road, passing through a picturesque gorge, crosses the Eurotas by a bridge of one arch, and reaches **Sparta** (3 hrs. from Kravata), under Mount Taygetus (7900 f.). It has a broad street and fair houses; with ruins of the tomb of Leonidas, the theatre, 450 ft. in diameter, a circus, and the bridge Balyx.

You can reach Patras from Sparta, through Messene, Navarino, &c., 9 to 10 days. It can also be reached by the Austrian Lloyd boats.

Patras (in Italian *Patrasso*, in Greek Πατραί). —Two hotels near the port; Hotel Britannique has a table d'hôte. It is the best town of the Morea, with good streets and houses; but is unhealthy from fever in summer. Pop. (1871) 19,645) Trade in valonia, oil, and currants, of which 50,000 tons are sent yearly to England from this and other ports. Lat. of Castle 38° 14′ N., long. 21° 47′ E.

ENGLISH CHURCH SERVICE, (S.P.G.)—Rev. Neville Lawrence, M.A.; at the English Church of St. Andrew, built on the ruins of the temple of Ceres.

H. B. M.'s CONSUL.—T. Wood, Esq.

AMERICAN CON. AGENT—E Hancock, Esq.

Opposite is **Missolonghi**, where Byron died, April, 1824; in the War of Independence.

PATRAS OR CORINTH TO OLYMPIA.—Great discoveries are now in progress on the site of **Olympia** on the River Alpheus; where the famous *Olympic Games* were held in the splendid TEMPLE OF JUPITER. There is a local Museum. The valleys of the Cladeus and Erymanthus are very picturesque. Ægina has a fine khan; remains of temple; and a good modern port. Eight hours from Patras is the convent of Megaspilion, nothing but a vast cavern. In its church is a picture of the Virgin, attributed to St. Luke. Megaspilion is 14 hrs. from Olympia. On the road pass Kalavryta (7½ hrs. from Megaspilion), where you can sleep at the house of the paredros.

Chaplain at **Zante**, (a great market for currants, facing the mainland), Rev. L. Burne, B.A.

ATHENS TO DELPHI, by Thebes.—Passing Eleusis, you proceed, 6 hours, by rocky mountains, to Mount Œhaeron, with a view of Bœotia. In 3 hrs. you reach **Thebes** now an insignificant town, with few remains. In 2 hours you reach **Platæa** noted for the defeat of the Persians under Mardonius, and showing many vestiges of antiquity Pass Leuctra, (a tumulus where Epaminondas beat the Lacedemonians B.C. 371 (1 hour) Thespiæ (1¼ hour); to **Coronea** (4 hrs.), noted for the victory of Agesilaus over the Thebans, B.C. 394; and having ruins a theatre and a temple of Juno. Two hrs. from Coronæa is Livadia, near a gorge of *Mt. Helicon* and sulphureous springs, with a grotto, supposed to be the sanctuary of the oracle of Trophonius. In 2 hrs. you reach **Chæronea**, with remains of the famous marble Lion, placed on the tombs of the Thebans who fell here fighting Philip of Macedon. Other remains, a theatre cut in the rock, and an aqueduct.

Advancing to Parnassus by the valley of Cephisus, in 2 hrs. you reach Davlia, and, passing (4 hrs.) the spot where Œdipus is said to have killed Laius, you come, in 5 hrs., to **Delphi** (now Kastri), 9 hrs. from Chæronea, with fair accommodation. Remains of the temple of Apollo, bas-reliefs, &c. Visit the fountain of Castalia; ascend **Parnassus** (10 hours). It is 8,070 feet high, and commands a view over almost the whole of Greece. On the way back to Athens, the traveller may make an excursion to Thermopylæ.

PIRÆUS TO SYRA, by sea,—10 to 12 hours past Cape Sunium, Eubœa, Andros, and Tinos.

Syra, the chief Island of the Cyclades, at the centre where the different routes in the Archipelago converge, 90 hours from Trieste. See list of Steamers, for Austrian Lloyd, and French Messageries Boats. Greek steamers run between the different islands

TELEGRAM to United Kingdom, for 20 words 13s. (Submarine); 22s. (Eastern).

Syra, on the isle of Syros, built in an amphitheatre, is the second town of Greece of importance and growing daily. Pop. (1871 21,000; now about 31,000 One drachma, to land. Near the port, are the steam office, lazaretto, and principal Café, ἡ Ἑλλας. Hotel d'Angleterre; a room, 2 drachmas. If the quarantine be long, the proprietor of the hotel must be asked to send food and a bed to the lazaretto. The modern town called Hermopolis, has two principal streets, of the Merchants and of Kolus; also a theatre, casinos, market-place, the square of Otho, a new Greek cathedral, hospital, and several factories. Syra has a fine view of the Cyclades. **Ceos** or **Zea**, to the north-west is Fenelon's Island of his "Télémaque."

H. B. M.'s CONSUL.—W. P. Birney, Esq.

AMERICAN CONSULAR Agent—W. Psaroda, Esq.

ENGLISH CHUACH SERVICE.—Rev. F. Hildner.

SYRA TO CANDIA.—There is a steamer of the Austrian Lloyd's every Sunday at 8 p.m. alternately calling at Canea, Rettimo, and Candia, and going direct to Candia. (BRITISH CONSUL, in Crete, Sandwith, Esq.) The steamer returns to Syra on the Tuesday night or Wednesday morning. One can land and spend an hour or so at these ports which are very picturesque and Eastern.

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THE HOLY LAND.

DIRECT THROUGH BY STEAM FROM BRINDISI.

Travel is rail communication across the Continent, either through France or Germany, to Brindisi, see page 513; and steamers run direct from Brindisi to Alexandria in 75 hours. This is the shortest sea-passage to Egypt. The Continental routes join at Bologna; from which to

Brindisi, the distance, is 456 miles. Time 20 h. 25 m.

At Imola is the junction for Ravenna. Other remarkable places *en route* are: Faenza, Rimini, Ancona, Loretto, and Bari.

Steamers.—The boats of the Peninsular and Oriental Company, carrying the Indian Mails, start regularly every Monday, for Alexandria. The Company's boats from Venice and Ancona are timed to meet the Mail boats here.

Alexandria, Cairo, &c.—See following Section,—"Egypt and Overland Routes." Should the traveller for the Holy Land get on from here to Cairo, he need not return hither, but may take the rail to Suez; thence by the Suez canal to Ismailia, and Port Said and so to Jaffa &c., as described in the next Section, (Cairo to Palestine, page 669.) If he is at Alexandria, the usual means of communication between Egypt and Syria by Austrian, French, and Russian steamers, which go on to Constantinople. The land route by Gaza is seldom followed.

Information on the Holy Land.

How to Visit Palestine.—Time of starting—December, January, and February, are the rainy months, and, as a rule, travelling at that season is attended by too many contingences to be agreeable. Consuls, Missionaries, and others, being resident in Palestine, prefer March and April to any other season. The early rains usually are over by the 10th of March. The "latter rains" are in April. Travellers, therefore, who are here between those wet periods, will usually find delightful weather. They will be free from mosquitoes, bugs, and other nuisances, which appear in swarms later in the season. Nor will they suffer from intense heat. The springs will be full of fresh water, the earth dry for camping, the nights calm and serene. Clean and agreeable weather may be relied upon almost to a certainty.

Most travellers to the East go up the Nile in December or January; and the trip instead of occupying, as formerly, from 60 to 90 days of dull useless life on a muddy river, with a crowd of dirty Arabs for society, has been reduced to twenty days by steamers, and will be still further reduced to ten or twelve days, on the completion of the railroad to Thebes.

From Egypt the traveller to the Holy Land usually embarks with the intention of landing at Jaffa, but if the wind blows from the west or south, he will be carried to Beyrout.

Jaffa has no port, but merely a roadstead, where, if the weather is calm, a landing may be effected; but some seasons not half the steamers are able to land their passengers. The writer met a man who had been carried past three times, and who assured him he was well acquainted with the sea between Alexandria and Beyrout.

Those who wish to go through the country, visiting Nazareth, Galilee, and Samaria, will find Beyrout a better place to start from than Jerusalem. Many of the Dragomans live there; an outfit is more easily obtained there, and at much cheaper rates. All requisites for tent life—all provisions come by sea to Palestine, and Beyrout is the principal port at the head of the Mediterranean; while all supplies purchased at Jerusalem are transported from Jaffa. The mules and horses are chiefly owned in Beyrout. A saving of from 20 to 30 per cent may be made by taking a dragoman at Beyrout instead of making the contract at Alexandria, Jaffa, or Jerusalem. More than this, the interest which travellers take in visiting Bible lands increase as you go south. Starting from Beyrout, you have Tyre and Sidon, the land of the Phœnicians,—older even than Egypt; Tyre was the coloniser of nations—the mother of Rome and Carthage. Nazareth was the childhood home of Jesus. The next point is the Sea of Galilee and surrounding country, where he accomplished most of his life's work. Then you come to a region full of historic interest, where you may trace the great military movements of generals whose campaigns are recorded in the Bible; where the hosts of Babylon, Nineveh, Egypt, Damascus and Israel have met in battle array. Every day's journey brings one to old historic scenes, the interest deepening all the way to Jerusalem, and culminating at Olivet and Gethsemane.

Those travellers who do not intend to journey through the country, will of course land at Jaffa. It must be borne in mind that there are no carriage roads in Palestine, but only rocky ways; travelling is still of a very primitive kind, and much as Abraham travelled 3,800 years ago with horses and donkeys. One gentleman at Jaffa owns a light two-wheeled carriage and a cart, and he can drive out some four or five miles over the plain of Sharon; but apart from these there is not another wheeled vehicle in the country, not even a wheelbarrow. There is a prejudice against the use of vehicles.

When the late Sultan was at Paris during the Exposition of 1867, it is reported that Louis Napoleon said to him, "Why don't you have roads in your country?" adding—"The Empress wishes much to visit Jerusalem."

"There shall be a road in one year from this time, from Jaffa to Jerusalem," was the reply of the Sultan; which at least is the popular account

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of what was said: at any rate there came an order from the Sublime Porte to construct this road. The people of the country were summoned, and a tolerably wide and smooth road was completed by forced labour 1868. It is probable that those who desire to make a pilgrimage to Jerusalem may do so in a few years, without fatigue, and at small expense. They may even now occasionally reach it in a diligence, find board in the hotel, obtain horses for about four shillings a day, and thus easily visit all the places of interest within a day of the city To go to the Jordan, a tent for one night is needed. If Hebron be visited, a bed, and provisions for supper and breakfast, is all that is needful. There is a government building, just outside the town, where shelter can be found. If visitors do not intend to go throughout the country, they may visit Jerusalem at any season of the year, and will find good accomodation.

Pleasant excursions can be made to Bethlehem, Mizpah, Bethel, and the cave of Adullam, returning at night. A visit to the Jordan and Dead Sea will involve only one night of tent life and can be made at any season.

Before making a contract to go through the country, travellers should think over what they can bear of fatigue, of long days in the saddle, and of two or three weeks of continuous hardships. Ladies especially who intend making this tour would do well to practice beforehand; riding up and down the steepest hills and rockiest declivities in their neighbourhood; though it is less the steepness of hills or the rocks on the road, than the continuous wear and tear of seven to nine hours a-day in the saddle. Robust constitutions and habituated riders can bear it; but a majority of people would have to summon all their power of endurance to go through it without breaking down.

DRAGOMAN.—A dragoman is a contractor who provides an outfit, tents, horses, food, protection, servants, &c., at a specified rate per day, and for a specified number of days. They swarm at Alexandria and Cairo. They lie in wait for travellers at Jaffa and Beyrout, but are most plentiful in Egypt. They are exceedingly anxious to make contracts in Egypt to commence the expedition at Jaffa. The traveller is informed that horses and mules cannot be obtained at Jerusalem or Beyrout, that dragomen in these places will charge twice or thrice as much, as they—assuming that travellers are ignorant of all things relating to such matters; as of the time required, of the cost. They will gravely inform him that the journey cannot possibly be made short of thirty five to forty days, and at a rate not less than from thirty to forty shillings a-day for each person, if the party number six persons.

If a traveller cares at all for his comfort, his convenience and his purse, let him make no contract except at Jerusalem or Beyrout. It is best to make a contract for fifteen or twenty days, with a clause which will enable you to extend the time to any number of days that may be desired.

Dragomans reap their harvest during the travellers' season, and some of them obtain great prices for their services and outfits. One of the best dragoman in Syria conducted a party of eight through the country this year, at a guinea a-day each person; another dragoman obtained two guineas each person for a party of five.

It may seem a great price to pay, the sum of one guinea a-day; but you have hotel fare: dragomen, with as much variety as is to be obtained there. Again, it requires a small army to take charge of some half-dozen people—at least seven men and twenty-two horses and mules. In making a contract with the dragoman, it will not be amiss to insert a specification, that the outfit, horses, saddles, &c., shall be perfectly satisfactory, and then, before starting on a journey, test the animals provided.

The Alexandria steamers call first at Jaffa, the ancient Joppa, situated on a conically shaped promontory, washed on three sides by the sea, and rising 150 feet above it.

BRITISH CONSULAR AGENT—H. Amzalak, Esq.
AMERICAN CONSULAR AGENT—E. Hardeck, Esq.

The port is small, and, even if cleared, could only hold 20 vessels of 300 tons. In winter or early spring you cannot count on being able to land or embark here because of the surf. At present ships anchor for the most part in the roadstead, a league distant and insecure. Jaffa, seen at some remoteness, presents a picturesque appearance with its domes, its minarets, and its palms, rising like an amphitheatre from the sea. Nothing can be finer, especially than the luxuriant growth of its gardens, its orange trees, bearing immense golden fruit, and its hedges of nopals. The town, unusual in the East, is an assemblage of clean houses, poor bazaars, and dirty tortuous lanes. It lives, in a great measure, on the passage of pilgrims to Jerusalem. The Latin convent is a vast structure of bizarre architecture, answering the purpose of a vast hostelry, to accommodate the pilgrims and their steeds. Fine view of the town and bay from the convent terrace.

Jaffa has not much to attract, but its historical associations are of high interest. It is said to have been built by a son of Noah; the ark is reported to have been constructed here; Jonas embarked from this port on his memorable journey; the cedars of Lebanon, sent to Solomon for the temple, by Hiram, king of Tyre, were landed here; and St. Peter, who lodged here with one Simon the Tanner, raised to life the widow Tabitha, and taught the faith to Cornelius the centurion.

Jaffa also witnessed much fighting in the time of the Crusades. It was taken by Richard Cœur de Lion, and again by St. Louis; and, in its hospitals, Bonaparte is said to have poisoned the plague-stricken whom he could not take with him. (A story denied by Thiers.)

From Jaffa up to Jerusalem, passing by Ramleh and Abou Gosh, is commonly travelled on horseback, as there is no road; but a railway is in progress. To Ramleh, three hours, over the plain of Sharon, once so renowned for fertility and now a wilderness; for Isaiah said:

"Shafon has become as a desert." All of a sudden from Ramleh is the Tower of the Forty Martyrs

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an edifice of doubtful origin, supposed to be a church erected by the Empress Helena.

Ramleh is, for the most part, a heap of ruins, having been taken and sacked several times by Crusaders and Mussulmans; yet Edrisi calls it, with Jerusalem, one of the most important towns of Palestine. Here again the words of Isaiah apply: "your land is desert, your cities are consumed by fire, strangers eat up your country before your face." Tradition represents Ramleh as the ancient Arimathea. This has been denied, but not disproved, by Dr. Robinson. In the midst of its heap of ruins, rises the vast palatial Latin Convent, which has not enjoyed so high a reputation for hospitality as many in the Holy Land.

Leaving Ramleh you reach some mountain passes, and pass a ruined village, Latroun, said to be the birthplace of the good thief of Calvary. Still continuing among rock ravines, you arrive at Kuryet et Enab, a village called by the Christians, Jeremiah, said to be on the site of Anathoth, where the prophet Jeremiah was born. The only interesting object which it has to shew is a fine ruined Church of Minorites, of the date of the Crusades. The prophecies of Jeremiah have been verified in the case of this place, if it be Anathoth; for it has been lately the headquarters of Aban Goah, the greatest robber-chief of Palestine, who levied black mail on all travellers to Jerusalem by this route. This worthy had at his command 6000 men, and dwelt in a house like a castle, forming a counterpart to the baronial residences of the Middle Ages.

In the midst of a wild and desolate tract is the little valley of Terebinthe, forming an oasis of orange and of fig trees in the surrounding desolation. Here you cross the little brook, said to mark the scene of David's duel with Goliath: soon after you see the Castle of the Maccabees, and then you come to a ridge, and the guide cries out "Jerusalem." Rising in the midst of a wild hilly country the grey walls, towers, and domes of the Holy City, stand out clear against the sky, with an aspect appropriate to the desolation around. Yet its edifices present an imposing appearance when viewed from a distance. The special characteristic is the pale tint cast over the whole scenery of the place. Ramparts, towers, mosques, and terraces, all are of a faded white, with no relief, not even in the ground which offers the same colouring; no stir, no noise, all is as still as the tomb. The only living things are an occasional Bedouin in his monumental costume, or a woman drawing water at the well or a pilgrim telling his beads; so that the words of Jeremiah come up forcibly to the mind: "How doth the city sit desolate, solitary, that was full of people! how is she become a widow!".

JERUSALEM can be reached by Vienna, and Constantinople in less than 14 days. From Marseilles by steamer to Alexandria and Jaffa, in less than 10 days. TELEGRAM to United Kingdom, for 20 words, 17s. 4d. (Submarine); 7s. 8d. (Eastern).

As to accommodation for the pilgrim, one of the best and most hospitable places is the Casa Nuova a dependance of the Franciscan Convent. It has handsome airy rooms, with a terrace. The Greek Christians have several convents; and the Armenians the richest monastery in the East. There are two large Hotels where board can be obtained at cheap rates; also the Russian convent and Prussian Hospice.

H. B. M.'s CONSUL—N. T. Moore, Esq.

AMERICAN CONSUL—F. De Hass, Esq.

ENGLISH HOSPITAL—Physician, Dr. Chaplin.

Population about 28,000(?); increased by 10,000 or one at Holy Week. In the time of Titus, it was said to be one million. About one third are Mussulmans; the rest are Jews, and Christians, mostly of the Greek rite. There are 20 convents and Churches in the city. The Jews occupy the lower part of the town, between the ancient Temple and part of Mount Zion enclosed within the ramparts. The Greek Christians are for the most part Arabs, under a patriarch. The Armenians have a splendid church, ornamented with mosaics, tapestry, and bronzes. They are also under a Patriarch. The Catholics live for the most part near the Latin Convent; which has about 40 or 50 monks, chiefly Spaniards or Italians. The Guardian Procureur and Vicar, the heads of the establishment, govern the order in Palestine, Syria, and Egypt. The Protestants have a Bishop, (Right Rev. Dr. Barclay), with a staff of clergy, a Church, hospital and house of industry. Lat. 31° 4′ N., long. 35° 13′ E.; 2535 ft. above the Mediterranean, 3825 ft. above the Dead Sea; mean temp. 48° (Jan.) to 78° (July).

It would be futile to attempt even a compendious sketch of the history of Zion in these pages. Its early times are familiar to us in the nursery, from the days of Joshua and the Jebusites to the episode of its siege under Titus. The City of "Vision of Peace," as its name denotes, is said to have been founded before the time of Abraham. It is called the most ancient of cities in the Icelandic sagas, and the "earth's navel" by the Greek monks. The reign of David and Solomon; the sieges of Egyptian, Assyrian, and Babylonian hosts; the Greek conquest; the heroism of the Maccabees; the events of the Roman dominion; our Saviour's appearance; the siege of Titus; the Crusades, and its capture by Godfrey of Bouillon; Richard Cœur de Lion, and Saladin; these, and all subsequent pages are unrolled before us; till we come to prophecy and the day announced when the last great battle shall be fought in the vale of Jehosaphat.

The streets are only half paved, and the houses have the look of fortresses; towards the street they present nothing but a blank wall, and they are surmounted in many cases by a dome. The bazaars are poor and badly supplied. The only trade of the city is crosses and beads for pilgrims.

The most important points to visit are—1 The Via Dolorosa. 2 The Holy Sepulchre. 3. The Mosque of Omar on Mount Moriah, the site of the Temple of Solomon. 4. The source of Siloe. 5. The Valley of Jehosaphat. 6. Mount of Olives 7. The Grotto of Gethsemane. 8. The Mosque on Mount Zion, containing the tomb of David.

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Passing down the Via Dolorosa, six legendary Stations are pointed out. (1.) Where Christ is said to have pronounced the words "Daughters of Jerusalem, weep not for me." (2.) Where the Virgin is said to have fainted on meeting her son. (3.) At a truncated column where Jesus, falling under the Cross, they called on Simon of Cyrene to help him. (4.) The house of Lazarus, then that of Dives. (5.) Then a poor building said to be on the site of that from which the pious woman, Saint Veronica, a name invented for that purpose, issued to wipe the sweat and blood from the face of the Saviour. (6.) The Gate of Judgment, formerly marking the limits of the town and the Calvary itself, now enclosed within the Church of the Holy Sepulchre.

Critics have wrangled and cavilled about the last site, but it is certain that the great events of the Passion have taken place nearly on the spot assigned to them. No wars or revolutions have been able to plane away Moriah, and Calvary, or their tenacious traditions.

2. The Church of the Holy Sepulchre does not present anything very remarkable in its exterior or interior. Fires and accidents have destroyed most traces of the splendid Church of Constantine and of the Crusades. The cupola is the only part about it that has an imposing appearance. Much scandal results from the bigotry of rival Christians in these precincts. The Greeks are accused of many encroachments of late years, and to them belongs the Chapel of the Calvary and the choir.

The Church contains the following chapels:—1. That of the Flagellation, with a pillar where our Saviour is said to have been scourged. 2. The Chapel of the Prison. 3 That supposed to be the spot where the soldiers cast lots for Christ's tunic. 4. The spot where the Empress Helena prayed while seeking the Cross. From thence 19 steps lead up to Golgotha, Calvary is 110 steps from the Holy Sepulchre. It presents a flattened summit, 47 feet long and wide, with 2 chapels, separated by an arcade. In one, a mosaic represents the place where tradition asserts that Christ was nailed to the cross; in the other is a marble slab or table pierced in such wise that you can see the holes where the 3 crosses were planted, and the split in the rock. This chapel belongs to the Greek rite. Descending from this chapel near a marble table surrounded with a balustrade, above which are many lamps, you are on the spot where our Saviour's body is said to have been embalmed after the descent from the Cross. Close at hand is the Holy Sepulchre. Under a gallery supported by 16 pillars and surmounted by a dome of which the form recalls that of the Pantheon at Rome is a white marble monument, 20 feet long, 6 wide, and 15 high, surrounded by an elegant cupola. This monument surrounds the Saviour's tomb. You ascend it by a few steps, and reach a chapel in which you behold a marble block 1½ ft. square, pointing out the spot where it is thought the Angel addressed the holy woman: "He is not here: He is risen."

Passing under a little curtain you enter the sanctuary, only large enough to contain 4 persons, having on the right the Altar of the Holy Sepulchre, with gold and silver lamps suspended above and perpetually burning. The walls are covered with greyish marble, and the ceiling is all blackened by smoke.

This venerable spot is generally filled with at least 20 pilgrims, prostrate fallen to earth, kissing the ground. The monks lead the visitors to these shrines with lighted tapers and special devotions. The different Christian rites celebrate in turn masses at the Holy Sepulchre. They are guarded and watched by Turks, who have sometimes to interfere to prevent serious collisions which have occasionally occurred at great festivals like Easter, with consequences of the most fatal kind. The Christians are strictly forbidden to enter the Mosque of Omar.

The Vale of Jehoshaphat is a dismal, dark hollow near the Mount of Offence, and a Church of the Virgin. It is watered by the Kedron, and has in its arid flanks a multitude of tombs, including those of Absalom and Zacharias. The Grotto of the Agony is still pointed out, with the spot where Judas betrayed his Master.

Gethsemane is reached by a few steps, and consists of an embrasure about 15 feet in diameter. This grotto is held in great veneration, and on the spot is a Church said to have been erected by the mother of Constantine, containing the tombs of St. Joachim, St. Ann and St. Joseph; though there is no sufficient evidence to authenticate this tradition.

Eight very ancient olives by the Grotto of the Agony have such venerable characteristics, that it is not improbable they are coeval with the time of Our Saviour. Ascending to the Mount of Olives, you pass several spots to which tradition has assigned memorable events, including the church said to mark the site of the Ascension. The view over the two mountains, Zion and Moriah, and the whole of Jerusalem from the Mount of Olives, is very striking.

Excursions.—The whole district around Jerusalem presents excursions to spots hallowed by the most venerable associations. We select in particular—1, Bethlehem. 2, The Jordan. 3, The Dead Sea.

Circular Tour from JERUSALEM, to BETHLEHEM, the DEAD SEA, JORDAN, JERICHO, and back to JERUSALEM

in English miles.

Jerusalem to	Jerusalem.	Bethlehem.	Mar-Saba.	Jericho.	Bethany.	Jerusalem.
BETHLEHEM	6	...	...	...	...	...
MAR-SABA	16	10	...	...	...	...
JERICHO *via* the Dead Sea and Jordan	43	37	27	...	...	...
BETHANY	61	55	45	18	...	...
JERUSALEM	68	62	52	25	7	...

The Jordan requires 2 days, if you prolong your journey to the Dead Sea.

Bethlehem is a charming excursion, and offers a contrast to Jerusalem; as the country you pass on the road is undulating, and though only partly cultivated, is not a desert. Every spot on the road is full of legends of the Mother and the Child. About 3¾ miles from Jerusalem is the convent of Mar Elias, with a place connected with Jesebel. Further in is the Tower of Simeon. Passing the Tomb of Rachel and the ruins of Rama, you reach Bethlehem rising like an amphitheatre on the slope of a hill. The Latin convent is like a great fortress. The church of Santa Maria di Betlemme, formerly so splendid, is now bare and unadorned, except by 40 fine old columns of the Corinthian order. The most interesting spot is the underground grottoes, with a mausoleum to the Innocents massacred by Herod. The rock is of a porous character and honeycombed in all directions: hence those who have been most sceptical have acknowledged the exactness of the Biblical description. The Grotto of the Nativity has been enlarged, and its walls disfigured by marble slabs. A circle of jasper and agate marks the spot where the infant Jesus first saw the light. The circle has the inscription:—*Hic de Virgine Maria Jesus Christus natus est.* This chapel belongs to the Greeks; that of the altar of the Magi to the Latins. Many sepulchres of saints are seen around, including St. Jerome, one of the oldest Fathers of the church. Bethlehem has received all kinds of gifts at the hands of kings and princes, including Baldwin I., who in 1110 established a bishopric there. Population 3000, mostly Christians. A Church Mission here.

CHURCH SERVICE.—Rev. S. Müller.

An expedition to the Jordan and Dead Sea requires more preparation, especially as the tribes of that district look upon visitors as fair game. The usual plan has been to apply to a consular agent, and to obtain an escort of a certain number of men (about 15 for 400 fr.). To obtain this a bargain must be struck.

The road to the Jordan takes you past **Bethany**, where a grotto is shown as the Tomb of Lazarus and what is called the house of Martha and Mary. The distance of the present village is exactly that of the ancient (15 stadia) from Jerusalem; and the Arabs, who have a retentive memory, call it El Azir.

The next point is a place called the Well of the Source of the Apostles. Advancing you reach a bare, arid, rocky country, channelled by winter torrents, covered with blocks of marble, and the horizon closed in by the mountains of Moab, with their purple and sharply defined outline.

Not long after you reach the vast plain of Jericho containing some water and verdure. Passing the mountain of the Forty Days' Fast of Our Saviour, you advance through a peaceful pastoral scene towards the Jordan.

To those who can stand a little roughing, this is a charming place for a bivouac or an encampment. You can thus obtain a complete taste of pastoral life; the same among Arabs as in the days of Abraham. The whole district of Jericho is of admirable fertility, full of balmy gardens and massive trees. Jericho is known in the Bible as the City of Palms. It was noted formerly for the balm tree noticed by Pliny for its sweet perfume; also for hennah, for olive and carob trees. Those trees are now replaced by the zakkoum, resembling the plum-tree, and shrubs such as the dorn, or the morell, &c. A pious legend represents that the roses of Jericho sprang up in the desert wherever the Virgin planted her foot.

Riha, or Jericho, resembles an Egyptian village. It is one of the poorest of villages, marked by a single palm-tree. Two hours after the valley of the Sultana fountain, the **Jordan** is reached, flowing among willows, varying in depth and width. The depth varies according to the season, being three feet in July, but scarcely fordable in March. In some parts the width is 140 feet, in others 60, in others 40. Near at hand are the spots where Our Saviour was baptized by St John, where Joshua led the twelve tribes into the Holy Land, and where Elijah was taken up to heaven in a chariot of fire. Opposite is **Mount Nebo**, where Moses after viewing the Holy Land, was buried by God. From hence to the Dead Sea is a scene of perfect desolation. Not a blade of grass, not a breath over the leaden waters of the asphalte lake, sleeping in deadly calm, like a mass of molten lead, under a scorching, glaring sun.

The **Dead Sea** has a length of twenty leagues (sixty miles), and its width varies from four to five leagues (twelve to fifteen miles). The taste of the water of the lake, which has been analyzed by many scientific men, is more bitter than that of saltpetre. The black stones picked up on the beach burn like phosphorus, and smell like bitumen. It is nearly 1200 feet lower than level of the Mediterranean, and is cased in by mountains 2000 to 2500 ft. high. What has been said about the absence of all animal and vegetable life on its banks, and in its waters, is perfectly correct.

The road back to Jerusalem is over a wilderness of sand and rock. The whole district is like an ocean of aridity, cut by troughs and precipitous ravines, where your horse slips at every step. Many of the hills are honeycombed by grottoes, used as retreats and refuges by early Christian anchorites.

The quickest way to reach the northern parts of Palestine, is to return from Jerusalem to Jaffa, and thence to take steamer to Acre.

From Jerusalem to Nazareth, by Acre.

The Alexandria and Constantinople steamers call at Jaffa, and take you to Acre in a few hours. There is good accommodation at the convent. Lat. of fort 32° 55′ N., long. 35° 5′ E.

Acre, the ancient *Ptolemais*, is interesting from its history, extending from Elijah to the Crusades, to Bonaparte, to Sir Sydney Smith, and Sir Charles Napier. The town is very dilapidated and has little to attract notice. There are a few remains of Christian churches and of

the great hospice of the chevaliers, in Crusade times. **Mount Carmel** is every thing at Acre. It is twenty-two leagues in circumference, and 1750 ft. high, commanding a splendid view of the seaand of the plain of Esdraelon. The slopes are covered with crops of corn, with maize, and with forests of oak and olive. The road to the convent is very steep, but the fathers offer a most liberal hospitality. The mountain is honeycombed with grottoes, and hallowed with countless traditions. One grotto is consecrated as that of Elijah,another as that of St. Louis. Acre gives name to the Dacre or D'Acre family, whose first progenitor was at the Crusades.

BRITISH CONSULAR AGENT.– M. Finzi, Esq.

To reach **Nazareth** from Acre you cross a broad plain, then a range of hills,and afterwards another plain,that of Zabulon,an arid district,with a few scattered tamarisks and acacias, passing the site of Diocæsarea, the strongest town of Galilee. At length, amidst sandy hills, you descry the terraced roofs and domes of Nazareth. Hospitality is offered to the pilgrim at the Greek and Latin convents. At hand is the Church of the Annunciation, where they point out the site of the holy house, said afterwards to have been transported to Loretto. In a grotto under the choir are two columns, marking the spot wh ch tradition assigns to the angelic salutation of Gabriel. On the stone is, *Verbum caro hic factum est.*

Other sights at Nazareth are the Mensa Christi, supposed to be the table of the last supper, the Mount of Precipitation, and **Mount Tabor**, the scene of the Transfiguration. The town has a picturesque position on an outlier of Anti-Lebanon. Population 3,000. Houses solidly constructed of stone. An E glish Church here, with five Missionary clergy. From the neighbouring hills the eye commands Hermon, Tabor, Endor, Nain, Emmaus, Capernaum, Cana, and the lake of Tiberias. From Nazareth you reach Caiffa in 6 hours, passing a chain of narrow defiles

Caiffa is a little town, with one of the best harbours on the coast, receiving vessels that cannot put in or anchor at Acre. Caiffa stands near the ruins of the ancient city of that name, at the north side of the Gulf of Acre and near the foot of Mount Carmel. Hence by sea to Beyrout.

Beyrout.—Pop. 70,000.

HOTEL DE L'ORIENT, kept by Bassoul; 10fr. a day, everything included. Landlord speaks English.

H.B.M.'s CONSUL GENERAL.—G. Eldridge, Esq.
AMERICAN CONSUL. J. Edgard, Esq.
ENGLISH CHURCH.—Rev. Dr. Parry.
BANK.—Ottoman Bank.
TELEGRAM to United Kingdom, 14s. for 20 words.

The chief port of Syria, and the port of Damascus, to which a coach runs on a good road, made by the French, through the Lebanon mountains. Lat. of Cape Beyrout 33° 50′ N., long. 35° 24′ E. Mean temp. 53° (Jan.) to 81° (July). Trade in silk, wine, oil, and gums. Here there are a Syrian Protestant College, also an American Mission Church, British Syrian Schools, an Orphanage and Hospital under the Deaconesses of Kaiserwerth, and other excellent institutions.

From Beyrout, Damascus may be reached by diligence in fourteen hours. The halfway-house is in the valley between Lebanon and Anti-Lebanon; and the keeper of the diligence station has horses and will accompany travellers to **Baalbec**, a six hours' ride. On the return journey you reach the station at 11 a.m., get to Baalbec the same night, view the ruins the next day, and on the third return to Beyrout.

Damascus.—Pop. 150,000 – HOTEL:—
Demetri's. 11fr. a day, all included. There is a good dragoman who speaks English.

A most ancient city, in a beautiful spot, watered by the "Abana and Pharpar," on a plain of the Anti-Lebanon, with mosques, khans, a cathedral, bazaars, &c.; with a Church of England, Irish Presbyterian and American Missions, and British Syrian Schools.

H. B. M.'s VICE-CONSUL – T. S. JAGO, Esq.
AMERICAN C. AGENT—N. Meshaka, Esq.
CHURCH SERVICE —Rev. H. C. Reichardt.

Starting from Beyrout along the sea-shore, the places of historic interest may be reached in the following order; the place last named each day, being the camping-ground for the night.

1. Sidon; 2. Sarepta, Tyre; 3 St. Jean d'Acre; 4. Caiffa, Carmel; 5. Nazareth; 6. Cana, Tiberias; 7 Magdala, Capernaum, Bethsaida, by boat, tents remaining at Tiberias; 8. Mount Tabor; 9 Enaor, Nain, Jezreel, Gilboa, the battle fields of Barak, Gideon and Saul, camping at Zenni; 10. Dotham, Samaria; 11. Shiloh, Bethel; 12. Ramah, Gibeah, Gibeon, Mixpah, Jerusalem. The expedition to the Jordan, Dead Sea, and Hebron, has already been spoken of. Each day will require from six to eight hours in the saddle, not fast riding for that is next to an impossibility.

There is no land where visitors are so enthusiastic as in Palestine; none where there are such disappointments. Some shed tears of joy in beholding Jerusalem; while others turn away in disgust from its crumbling walls, its heaps of rubbish, its filthy streets.

At the hotel table in Beyrout, you may hear your right hand neighbour say – "I can't understand how any one can visit Jerusalem without giving up pretty much all his belief in the Bible. That is the place where Christianity was taught, and what do we see?—a set of lazy monks fighting like cats and dogs over a place they call the Holy Sepulchre. They point out the spot where Mary stood, where Jesus stood, and a dozen other places, all absurdities. I can't imagine any one going there and not coming to the conclusion that a good deal of what we have supposed to be truth in the Bible is not to be believed."

Another will reply—"On the contrary, having been through the country, my convictions of the truth of the Bible have been deepened. There are wonderful points of contact between prophecy and history, exact fulfilments of prophetic words. I have seen places just as the Bible describes them, and men doing just what

the old prophets said they would do—cultivating grapes on the hill of Samaria, and spreading their nets on the foundations of Tyre."

Travellers in Palestine are multiplying every year. The English are numerous, but our American cousins are as four to one; occasionally a Prussian or a Frenchman is seen, sometimes an Italian; but the hotel-keepers at Jerusalem, Damascus, and Beyrout, look for the arrival of English-speaking travellers just as we look for the cuckoo and swallow in spring. As the facilities and means for travelling increase, the number of travellers will also increase: for the world has but one Palestine. There is but one Jerusalem, one sea of Galilee, one Nazareth; and, as long as the religion of Jesus endures, there will be pilgrims to a land consecrated by the unfailing memorials of His life and death. Thousands will come, and other thousands will dream of coming, and lay plans to come in the future.

DISTANCES IN SYRIA AND PALESTINE, IN ENGLISH MILES.

Damascus to	Damascus.	Chtaura.	Beyrout.	Saida.	Sur.	Tibnin.	Safed.	Tiberias.	Nazareth.	Kubatiyeh.	Nablous.	Ramallah.	Jerusalem.	Ramleh.	Jaffa.
Carriage (CHTAURA (25m. fm. Baalbec) rd. 70 m. (BEYROUT	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	70	30	...	...	...	...	...	...	...	...	...	...	...	...	...
SAIDA (Sidon)	97	57	27	...	...	...	...	...	...	...	...	...	...	...	...
SUR (Tyre)	120	80	50	23	...	...	...	...	...	...	...	...	...	...	...
TIBNIN	140	100	70	43	20	...	...	...	...	...	...	...	...	...	...
SAFED	165	125	95	68	45	25	...	...	...	...	...	...	...	...	...
TIBERIAS (*via* Tel Hum)	190	150	120	93	70	50	25	...	...	...	...	...	...	...	...
NAZARETH (*via* Mount Tabor)	215	175	145	118	95	75	50	25	...	...	...	...	...	...	...
KUBATIYEH	240	200	170	143	120	100	75	50	25	...	...	...	...	...	...
NABLOUS (Sychar) (*via* Samaria)	260	220	190	163	140	120	95	70	45	20	...	...	...	...	...
RAMALLAH (near Bethel)	290	250	220	193	170	150	125	100	75	50	30	...	...	...	...
JERUSALEM	300	260	230	203	180	160	135	110	85	60	40	10	...	...	...
RAMLEH	330	290	260	233	210	190	165	140	115	90	70	40	30	...	...
JAFFA (Joppa)	340	300	270	243	220	200	175	150	125	100	80	50	40	10	...

EGYPT AND OVERLAND ROUTES.

OVERLAND GUIDE TO INDIA, &c.—See BRADSHAW'S RAILWAY AND THROUGH ROUTES and OVERLAND GUIDE TO INDIA, TURKEY, EGYPT, CHINA, JAPAN, AUSTRALIA, and NEW ZEALAND, published annually, Price Five Shillings. It contains, among other matter, a Gazetteer of the Civil and Military Stations in India.

WEIGHTS AND MEASURES OF INDIA.

By the Act of 1871, the following was constituted an unit of measures of capacity for the whole of British India. *Ser* = 1.76196 British Imperial pint or 1 litre.

BENGAL.—LENGTH.—GUZ = 1 yard; COSS (of 4000 GUZ) = 2 3-11ths English miles. YOJAN (of 4 COSS) = 9 8-11ths miles. SURFACE.—Beegah (of 20 Cottahs, each of 20 Gundas) 1600 square yards, or about ⅓ of an English acre. WEIGHTS.—TOLA = 180 Troy grains; MAUND (of 40 Seers, each of 16 Chittaks, each of 5 Tolas) = 82 9-7th lbs. avoidupois English. Hence 250 Tolas = 9 lbs. avoird.; 35 Seers = 72 lbs. avoird.; 40 Maunds = 36 cwt.

MADRAS.—LENGTH.—The English foot and yard are almost always used. KOLE and GUZ = 33 inches English; MOOLAM (of 24 Unguloms) varies from 16 to 21 English inches; BAUM= about 6½ English feet; NÄLLI-VALLI = about 1½ English miles; KADAM (of 7 Nälli-valli) = about 10 English miles. SURFACE—CAWNIE (of 24 Grounds or 100 Coollies) = 1·28 acre English. WEIGHTS—Candy (of 20 Maunds, each of 8 Viss, each of 5 Cutcha Seers, each of 8 Pollums, each of 8 Tolas) = 498 7-10ths lbs., avoid.; TOLA = 180 Troy grains; POLLUM = 1·28 lb. avoid. In commerce VISS = 3½ lbs.; MAUND = 25 lbs.; and CANDY = 500 lbs. English.

BOMBAY.—LENGTH.—GUZ (of 24 Tussoos) = 27 inches English; HÄTH (of 16 Tussoos) = 18 inches. SURFACE—Beegah (of 20 pund, each of 20 Kuttles) = 8-9ths of an English acre (3027 sq. yds.); Chahur (of 120 Beegah) = 97½ English acres. WEIGHTS—The Bengal weights are being introduced, but there are still the following local weights: Candy (of 20 Maunds) = 560 lbs. avoird.; MAUND (of 40 Seers = 28 lbs. avoird.; SEER (of 72 Tanks or 80 Pice) = 11 1-6th oz. avoird.; TANK (of 4 Mashas) = 2½ drs. avoird. The Candy varies in different districts from 560 lbs. to 3065 lbs. The Candy of cotton (28 Maunds) = 7 cwt. English.

Indian Money.—In 1835 a uniform system for all the Presidencies was established; it is as follows: 12 pies = 1 anna = 1½d.; 16 annas = 1 rupee = 2s. In recent years the fall in the price of Silver has made the exchange value of the rupees little over 1s. 9½d. Silver is the only legal tender, but a gold standard is advocated; at present the gold coins are merely tokens representing a certain sum in silver money. GOLD COINS.—Gold mohur (15 rupees) = £1 10s.; 10 rupee piece = £1; 5 rupee piece = 10s. SILVER COINS.—Rupee; half-rupee & quarter-rupee, double-anna: worth respectively 2s., 1s., 6d., 3d. Annas, each worth 1½d., were minted in 1835, but are now seldom met with; a double-rupee = 4s was authorised by the government, but never issued. A lac is 100,000 rupees, and is worth £10,000; a crore is 100 lacs, and is worth 1 million sterling.—*See "The Merchants' Handbook of Money, Weights, and Measures," by* W. A. BROWNE LL.D. *London, Stanford.*

1. ROUTE via SOUTHAMPTON, and MALTA.

By means of the steamers of the Peninsular and Oriental Company, carrying the Indian Mails weekly, see Bradshaw's "Overland Guide to India," for full particulars.

2. ROUTE via MARSEILLES.

The railways have so considerably facilitated the performance of the journey from London to Marseilles, as to render it easy of accomplishment in a few hours. Thence travellers can proceed to Malta, Alexandria, and Constantinople, or to any of the intermediate ports, either rapidly *per* direct packets, or more leisurely *via* Italy, thereby visiting *en route* the most remarkable towns of that country —such as Genoa, Florence, Rome, Naples, &c.; all of which will be found described in this GUIDE under the head of Italy, and in the Routes laid down in "Bradshaw's Overland Guide to India."

Coupés are attached to 1st class trains on the Mediterranée lines, and are charged from 2fr. 50c. to 15fr. per place (according to distance) in excess of the 1st class fare. Coupé beds cost four times the ordinary coupé fares.

The steam-ships of the "Administration des Services Maritimes des Messageries Nationales," Rue Nôtre-Dame-des-Victoires, convey the French mails between Marseilles and the principal ports of the Mediterranean Sea. They average from 250 to 600 horse-power. For particulars in reference to Times and Fares, see alphabetical list of Steamers, also for notice of the other different lines, viz., the Italian, Levant, Greek, Egypt and Syrian, between Constantinople and Alexandria, and the various lines they correspond with.

Passengers wishing to visit Genoa, Leghorn, Florence, Rome, Naples, and Messina, *en route* for Malta, or any destination beyond it, can embark in the packets of the line of Italy, leaving Marseilles every Thursday. They are privileged to stop at any of the intermediate stations, proceeding to their destination by subsequent packets, within a delay of four months. On re-embarking, they are only entitled to such berths as are vacant when due notice of the departure is given at the company's office. The passage-money is always to be paid in advance, and is in no case returned.

Passengers must strictly adhere to the printed regulations on board. They cannot have the exclusive occupation of a state-room, unless engaging all the berths therein. The tariff of luggage is given in pages of the GUIDE already referred to; and the following is the charge for *extra* luggage on board the packets, viz.:—10 frs. per 70 kilos. between Marseilles and Malta, and 25 frs. per 70 kilos. to any destination beyond Malta. Goods and merchandise are not admitted as luggage. CARRIAGES are charged as follows:—

Large size.... at 1½ fares of 1st class passages.
Small size (2 wheels) ditto. ditto.

In addition to the instructions given in reference to Passports, under the column of "General Instructions," at pp. xlviii to l., the following tariff of charges will be found useful to the traveller:—French police *visé*, gratis; British, 2 frs. 30 c.; Italian, 4 frs.; Greek, 7 fr. 50 c.; Russian, 6 frs.; Spanish, 5 frs. 50 c.; Dutch, 5 frs.; Belgian, 4 frs. 50 c.; German 4 frs.; Austrian, 3 frs. 90 c.; Swiss, 2 frs. 50 c.; Turkish, 2 frs. 50 c.; American, 10 frs. 50 c.; Danish, 5 frs.

NOTICE TO HOMEWARD TRAVELLERS RETURNING FROM INDIA.—The Steam communication between Kurrachee, Bushire, and Bussora, corresponding with the small steamers on the Tigris and the Euphrates, will convey the traveller to the different Overland Routes given in Bradshaw's "Overland Guide to India." The packets of the Marine Service of the "Messageries Nationales," on their return voyage from Alexandria, are accompanied by a Surgeon.

3. ROUTE via TRIESTE.

GENERAL INSTRUCTIONS, &c.—BAGGAGE.—A recent regulation enables passengers for India, *viâ* Trieste, who are encumbered with heavy baggage, to ship it at Southampton by one of the P. and O. steamers leaving that port for Alexandria, but this must be done a fortnight in advance. By adopting this plan much trouble and annoyance will be saved and the Traveller need only take with him such portion of his baggage as he may require until his landing in India; and the less he takes the better. Passengers returning from India should adopt a similar course, and leave the cumbersome portion of their baggage at Alexandria for shipment to Southampton. Much inconvenience, arising from delay, &c., will be avoided by parties forwarding keys of packages subject to duty, with the address of the owner, and the list and value of the contents, to 127, Leadenhall-street, London; or to Hickie, Borman, and Co., Oriental-place, Southampton. Personal baggage, when declared for transit at Ostend, can be forwarded to Trieste free of Custom-House examination. The same course is adopted in reference to baggage from Trieste, which need not be examined until arrival in London. It may be well to state that luggage declared for transit cannot be used until its arrival at its destination. Venice is a few hours from Trieste. The P. and O. Company, now run boats from Venice and Ancona to Brindisi, in connection with the Mails to Alexandria.

Passengers, on their arrival at Trieste from Alexandria, can have the extra quantity forwarded to England, &c., by giving the necessary instructions at Trieste. Two pounds per cwt. is the tariff to England, exclusive of Custom-House charges.

Passengers must not take sealed letters into Austria, such being contrary to the postal regulations of that country. Persons going to Trieste, *viâ* Ostend and Vienna, are recommended to obtain a Foreign Office passport visèd first by the Austrian Ambassador, and afterwards by the Belgian Consul, if *viâ* Ostend. If there be different members of a family travelling together, their names can all be included in the one passport. (See p. xlviii. to l.)

MONEY.—Sovereigns, are the best to take from England. No paper money or Foreign coin, should be taken beyond the Austrian frontiers, as it will be refused.

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4. OTHER ROUTES OUTWARD.

These are mostly to Trieste; from whence it is a few hours to Venice, and from that the steamers may be taken to Ancona and Brindisi.

1. London to Trieste, by Cologne, Dresden, and Vienna. This journey occupies five days sixteen hours. Fares: first class, £10 11s.; second class, £7 13s. 5d; and third class, £5 13s. 10d. At Magdeburg the traveller can continue onward to Berlin.

2. By Ostend, Cologne, Frankfort, Ratisbon, the Danube, and Vienna; £8 19s. 6d. first class; £6 10s. 2d. 2nd class; and £5 8s. 9d. third class.

3. By Mayence Frankfort, Ratisbon, Bruck, and Laibach.—London to Mayence, Railway and Steamboat; Mayence to Frankfort by rail; Frankfort to Ratisbon by rail; Ratisbon to Linz by rail: Linz to Bruck by rail; Bruck to Laibach by rail: Laibach to Trieste by rail. Cost: 1st cl, £7 16s. 8d.: 2nd cl., £6 7s. 8d.: 3rd cl, £6 3s.

4. By Mannheim, Carlsruhe, Stuttgart, Augsburg, Munich, Salzburg, and Bruck; Journey performed in 134½ hours. Cost: 1st class, £7 14s. 2d. 2nd class £6 3s 6d.; 3rd class. £5 5s. 5d.

5. By Ulm, Fussen, Innsbruck, Botzen and Verona; about 140 hours; £6 11s. 8d. 1st class, and £5 9s. 10d. 2nd class.

6. By Bâle, Lucerne, Milan, Verona, and Venice. Cost: 1st class, £6 19s. 4d.; 2nd class. £5 8s. 10d. Time occupied, 127 hours.

7 By Amiens, Paris, Geneva, and Milan. Cost: 1st class, £11 2s. 2d.; 2nd class, £9 4s. 8d Time, 121 hours.

8. Travellers anxious to enjoy the magnificent scenery between Vienna and Trieste. should proceed by the day train from Vienna to Gratz; and then proceed by day train to Adelsberg, to see the extensive grotto close to the station.

ROUTES HOMEWARDS.

1. Brindisi to Foggia Naples, Rome, Florence, Bologna, Milan; or, Brindisi to Bologna, Milan, Magenta, Novara, and Arona by rail; Arona to Brieg and Martigny by diligence over the Simplon; Martigny to Bouveret by rail; Bouveret to Geneva by steamer or rail; or, Florence, Spezia Geneva, Nice, Marseilles Paris, and London; or. by International Train, via Bologna, Turin. Mont Cenis, Chambéry, Mâcon, Dijon, Paris.

2 Milan to Camerlata, by rail in about two hours; thence to Chiasso by dil. in ½ hour. From Chiasso to Lugano by rail in one hour: Lugano to Bellinzona by dil. in 3½ hours; Bellinzona to Biasca by rail in ½ hour; Biasca to Fluelen by dil. in 13½ hours; Fluelen to Lucerne per steamer in 2½ hours (see St. Gothard route, pp. 240 and 241); Lucerne to Bâle, *via* Olten pp. (239, 240); Bâle *via* Strassburg and Avricourt to Paris (see pp. 76 and 65).

3. Trieste, Vienna, Prague, Dresden, (to Berlin,) Halle, and Cassel, by rail. Cassel to Frankfort, Mannheim, Nancy, and Paris—or Cassel to Hamm, Düsseldorf, and Aix-la-Chapelle, by rail—thence to London by rail and steamer. N.B.—Cab Fares from Charing Cross or other Stations, may be got from *Bradshaw's* 6d. *Guide*, or from the Inspector at the Station.

From Brindisi, parties anxious to visit the Ionian Islands, Greece, Constantinople, Asia Minor, and Egypt, can do so at a comparatively small outlay. Travellers from Greece and the Ionian Islands are admitted to free *pratique*. Vessels from the Levant and Greece are accompanied by health officers, and the quarantine is performed on the voyage, so that passengers can now proceed on shore immediately on arrival at Brindisi provided the vessel has a clean bill of health. Tickets are available on all the steamer lines for two months.

Travellers by Trieste or Brindisi should provide themselves with passports before starting; and if there is quarantine at Alexandria, should insist on being landed at the railway station, and going right through to Suez, and embarking at once. A visiting card is enough for the English in Egypt.

For Austrian Lloyd's Steamers to Alexandria, &c., see the Alphabetical List of Steamers. Passengers embarking on board, or landing from the Austrian Lloyd's steamers, who require a boat to themselves must pay 2s.; several passengers in one boat, pay each 8d.; families, 4s.; and luggage —viz., trunks, boxes, mattrasses, and portmanteaus, for each package, 2d.; hat-cases, carpet-bags, &c., are free.

EGYPT.

Reigning Khedive.—Mahomed Tewfik Pacha, born 1852; succ. his father Ismail, 26th June, 1879. His son, Abbas Bey was born 1874. *Population* (1877), 17½ millions of whom 5½ are in Egypt proper *Army*, about 18 000. *Navy* (1873), 14 vessels. *Revenue* (18 8) 7½ millions; *Expenditure*, 10½ millions *Debt*, 84½ millions. *Mercantile Marine* (1872). 686 vessels of 60,000 tons. *Imports* and *Exports* (1877) from and to England, 2½ millions and 11 millions. *Railways* (1878), 932 miles; *Telegraphs*, 3515 miles.

Alexandria.—*Stat.*—Pop. about 250,000.—Lat. of Pharos 31° 13′ N., long. 29° 53′ E.

HOTELS:—ABBAT'S HOTEL

BEAU SEJOUR (at Ramleh); See Advt.

H. DE L'EUROPE. Alexandria and Grand New Hotel, Cairo, both houses kept by the same propr.

HOTEL DES MESSAGERIES, Rue de la Bourse.

H B.M.'s AGENT AND CONSUL GENERAL, E. B. Malet Esq., C.B.; CONSUL & JUDGE C. A. Cookson, Esq. VICE-CONSUL, H. H. Calvert, Esq. CONSULAR CHAPLAIN, Rev. Dr Yule. EPISCOPAL CHAPLAIN, Rev. E. J. Davis.

AMERICAN CONS. AGENT, C. M. Savage, Esq.

POSTAGE.—2½d the ½ oz. Cards 1d. Money Orders, See p. xlvii.

TELEGRAM to United Kingdom, 1s. 7d. a word.

Port Said, at the Mediterranean end of the **Suez Canal**, to which the Southampton steamers of the P. & O. Co., the French Messageries, & others, proceed, is about 140 miles further east. See p. 668.

The **Overland Railway** between Alexandria, Zagazig, Ismailia, and Suez, is now open by the direct route, avoiding Cairo; about 224 miles. Alexandria to Cairo is 130 miles; Cairo to Suez, 155 miles. It is the sole property of the government. Time between Alexandria & Suez is about 12 hours. For Fares and Departures, see page 294.

The engineers and drivers with the overland passengers are all English under agreement between the Viceroy and the Peninsular and Oriental

Co. Most of the others are Arabs. The road to Cairo was laid by Robert Stephenson, on iron sleepers, and is considered much smoother than any in Europe.

Previous to arrival, passengers on board the P. & O. Company's boats make up parties for the railway carriages across Egypt. The lists are handed to the purser, who communicates with the railway authorities; and, on reaching the station, passengers find carriages told off for them according to the lists made up. They should take refreshments, especially where there are children, with them on the railways. The transit sometimes lasts 10 to 12 hours, with only one stoppage long enough for refreshments, often in the middle of night, or during a sandstorm, when it is impossible to leave the carriage.

Passengers should take as few packages or articles with them on their *route* as possible, as they are solely responsible for such, which should be kept under their own personal charge; but parties who intend stopping at Cairo are requested to give notice of their intention to the agents at Suez and Cairo, and deliver to both a list of their packages, that the necessary assistance may be given for the separation of their luggage. On landing from any steamer, or embarking therein, First Class Passengers pay 1s., and Children and servants 6d. Parties are to embark only from the transit wharf.

Omnibuses are provided at the expense of the transit administration to and from the landing places and the hotel, and the hotel and railway at Alexandria. These conveyances will leave the hotels half an hour before the appointed time of starting. The donkeys are fine spirited animals.

Bradshaw's *Guides* on sale at the Alexandria Stationers and Booksellers' Comp. (Lim.), BOOKSELLERS and FORWARDING AGENTS, 10, Grand Square, where every assistance and information will be afforded to Travellers, free of expense. A visitors' list is kept.

The best place for a sojourner in Alexandria to stop at is **Ramleh**; a collection of suburban villages, 3 to 5 miles from the city, by railway. HOTELS—Beau Séjour; well-situated & moderate; See Advertisement.

Miramare. Pension, 10 fr. a day.

Ramleh in summer time is cool at night, and tolerably free from mosquitos. BARRISTERS (English)—Ch. Royle L. D. Kirby, & J. K. Grosjean, Esqrs.

MONEY.—The lowest value of £1 now is 195 piastres current, in silver — 97 20-40th Egyptian piastres tariff, and 1s. = 10 piastres current; Gold is higher in value in proportion to silver. 1 Napoleon = 154 piastres current. 1 franc = 8 piastres current.

STEAMERS—Passengers from India proceeding to Europe by the Austrian Lloyd's steamers must separate their luggage from that of the booked-through passengers on its arrival at Alexandria, otherwise it will go on to Southampton.

The departure of the Austrian Lloyd's *direct* steamers from Alexandria for Trieste altogether depends on the arrivals of the mail packets at Suez. They generally leave for Trieste in a few hours after the arrival of the mails and passengers at Alexandria. Steamers to Cyprus; to Syria and the Levant, Constantinople and the Black Sea. By the Russian steamers the fare from Egypt to Constantinople, touching at twelve places on the Syrian coast and in the Levant, is £16, the voyage occupying about 13 days. There are also Austrian and French boats, both of which have fixed times for sailing, while the Russian are uncertain.

English or Dutch subjects proceeding from India, China, or Java, *viâ* Trieste, to England or Holland, should obtain a passport from their respective Governments, and obtain the visés of the Austrian Consul either at Bombay, Madras, Calcutta, Ceylon, China, Singapore, Batavia, or as the case may be.

ENGLISH CHURCH with a stated clergyman. Services at 11 a.m. and 3 p.m. Church, in the Great Square.

SCOTCH CHURCH.—St. Andrew's—Rev. J. W. Yule, D.D., Resident-Chaplain of the Church of Scotland. Sunday at 11.0 a.m. Services in connection with the Church on board the Victoria Bethel Ship at 11 a.m. and 7 p.m.

Alexandria, the ancient capital of Lower Egypt, is situated on the Mediterranean, between the Lake Mareotis and the Isle of Pharos. It is enclosed by walls of Saracenic structure, supposed to have been built by one of the successors of Saladin, in the 13th century. The original city was built by Alexander the Great soon after the fall of Tyre, about 333 B.C., and it realised the hopes of its founder, as, not long after its erection, it became the emporium, not only for merchandise, but also for all the arts and sciences of Greece. Strabo tells us that ancient Alexandria was 30 stadia in length from east to west, and 7 or 8 stadia even where narrowest. The circumference was 9 miles. Lake Marotis bathed its walls on the south, and the Mediterranean on the north. It was also intersected by straight parallel streets lengthways, and a free passage was left to the northern wind, which alone conveys coolness and salubrity into Egypt. At the gate near the sea, a street of 2,000 ft. began, and terminated at the gate of Canopus. This street was decorated with magnificent houses, temples, and buildings. Along its extensive range the eye was never tired of gazing on its marble, the porphyry and obelisks which at some future day were destined to embellish Rome and Constantinople. The great street, the handsomest in the world, was intersected by another of the same breadth, which formed a square of 14 m. in circumference at their junction. From the middle of this great place the two gates were to be seen at *coup d'œil*, as also vessels arriving under full sail from the north and south.

The *Pa'ace*, which projected beyond the promontory of Lochras, occupied more than a quarter of the city. Each of the Ptolomies added to its magnificence. It contained within its enclosure the Museum, an Asylum for learned men, groves, and buildings worthy of royal majesty, and a Temple in which was deposited the body of Alexander in a gold coffin. It was brought hither from Babylon after his death. B.C. 323. This beautiful monument was violated by the infamous Seleucus Cibyotactus, who carried off the gold coffin, putting a glass one in its place. The Sarcophagus which contained it is one said to be now in the British Museum. Alexandria also extended along the northern bank of

the lake, and in its eastern side embraced the *Gymnasium*, with its portico of more than 600 ft. long, supported by several rows of marble pillars. Without the Canopus gate there was a spacious circus for chariot races, whilst beyond that the suburb of Nicopolis stretched along the sea shore, and seemed a second Alexandria. A superb *Amphitheatre* was built there, with a race-ground for the celebration of the Quinquenalia. Such is the description left us of Alexandria, by the ancients but, above all, by Strabo.

The architect employed by Alexander was the celebrated Dinocratus, who acquired such great reputation by building the Temple of Diana at Ephesus. Ptolemy Soter, one of Alexander's captains, was appointed Governor of Egypt soon after the death of the Macedonian monarch, assumed the title of King, and made Alexandria the royal residence, B.C 304. He and Ptolomy Philadelphus added much to the embellishment and grandeur of Alexandria. The celebrated watch-tower or *Pharos* when finished, was considered one of the wonders of the world. The tower was a large square structure of white marble, on the top of which fires were kept constantly burning for the guidance of sailors. The building cost 800 talents. A curious stratagem was resorted to by the architect to perpetuate his name in connection with it. Being ordered to engrave upon it the inscription—"King Ptolemy, to the Gods the Saviours, for the benefit of Sailors"—instead of the king's name he substituted his own, and then, filling up the hollow of the marble with mortar, wrote upon it the above-mentioned inscription. In process of time, the mortar having fallen off, the following inscription appeared:—"Sostratus, the Cnidian, the son of Dexiphanus, to the Gods the Saviour of Sailors."

The *Temple of Serapeum* had within its verge the celebrated Alexandrian Library, containing 700,000 volumes. In collecting books for this library, the following plan was adopted, viz., to seize all those which were brought into Egypt by Greeks, or other foreigners. The books were transcribed by persons appointed for that purpose. The copies were then handed back to the proprietors, and the *original* laid up in the library. The works of Sophocles, Euripides, and Æschylus, were borrowed from the Athenians by Ptolemy Energetus, who returned them the copies transcribed in as beautiful a manner as possible, presenting them at the same time with £30,000 for the exchange.

This city, like all others of note in the early ages, was often the scene of terrible massacres. About 141 B.C. it was all but destroyed by Ptolemy Physcon. All the learned men fled to Greece, Asia Minor, and to the Islands of the Archipelago, where they revived learning, and the arts. From this period the fortunes of Alexandria were dimmed by feuds and scenes of carnage, until taken A.D. 640, by Amrou, who, astonished at the richness and grandeur of the city, wrote to the Caliph:—"I have taken the City of the West. It is of immense extent; I cannot describe to you how many houses it contains. There are 4,000 palaces, 4,000 baths, 12,000 dealers in fresh oil, 40,000 Jews who pay tribute, and 400 theatres, or places of amusement." The chief thing which contributed to raise Alexandria to the pitch of extraordinary splendour which it enjoyed for so long a period, was its being the centre of commerce between the Eastern and Western world. And, though the revolutions which occurred in the government of Egypt, after it fell into the hands of the Mahometans frequently affected this city to very great extent, yet the excellence of its port, and the innumerable conveniences resulting from the East India trade to the different Governors of Egypt, made it an important centre of commerce. But it greatly declined after 1497, when a passage was discovered round the Cape of Good Hope by the Portuguese.

Among the events of its later history are the invasion of Egypt by Bonaparte, and Nelson's battle of the Nile, in 1798, the victory and death of Sir R. Abercrombie, 1801, and the reign of Mehemet Ali; its modern reviver, who recognised its admirable position, and saw what might be made of the place. For 20 years his iron will was directed to make once more a great commercial emporium. He cut a canal at a terrible loss of life, which brought all the commerce of Egypt to the doors of Alexandria. The Mediterranean basins were cleared out, and the defences of the place greatly strengthened. The Arsenal, planned by Mr. Cerizy, in 1829, was completed 1833, and a fleet was soon after created as if by magic. The neighbourhood of the town, which was simply the desert, has been refreshed with water conduits, and covered with gardens.

Great improvements have taken place in the interior of the town. The Turkish quarter has been drained and made healthy, and the Frank quarter, lately an unsightly heap of rubbish, is now quite an ornament to the town. It has a long street, offering large, handsome shops, a square of regular shape, flanked with handsome houses; many of the most conspicuous being occupied by the great European consuls. This Frank quarter has quite a European character, including printing offices, reading-rooms, Paris tailors and fashions, Austrian ironmongery, and the luxurious habits of the rich merchants of the West.

ALEXANDRIA MODERN.—The present city stands on a peninsula, situated between the two ports; and although a few years ago it presented little more than half-ruined houses and plies of rubbish, with the remains of a few magnificent edifices; still, at the present time it is gradually assuming the appearance of a large populous city, many of its streets are wide, clean, and lined with rows of handsome houses. The commerce of Alexandria is still most extensive, as all the exports from and imports to Egypt pass through. There are several eminent Greek as well as British mercantile houses established there, with several wealthy Jewish merchants. The growth of cotton has added considerable importance to Alexandria. It has two *Ports* viz.:—the old and the new; one contains a good harbour, lately completed. About 4-5ths of the exports and 2-5ths of the imports are with England. The coast is now well lighted. Sand soon clogs the anchorage here, hence in stormy weather vessels are subject to bilge: the bottom

being rocky, the cable soon breaks, so that one vessel dashes against another, and many are lost. A fatal instance of this occurred some years ago, when forty-two vessels were dashed to pieces on the Mole, in a gale of wind from the north-west.

The country about Alexandria is completely destitute of water, excepting that which is brought from the Nile by a *Canal* of twelve leagues, every year, at the time of the inundation. Vaults and reservoirs are dug under the ancient city to receive the supply which must last until the next year. Some parts of the *Old Wall* are yet standing, and are flanked with large towers about 200 paces distant one from the other; below are magnificent casements, which serve as galleries to walk in. The lower part of the towers contains a large square hall, the roof of which rests on thick columns of Theban stone; and above this are several rooms, over which are platforms more than 20 paces square. The reservoirs are vaulted with much art; and though 2000 years have rolled by since their construction, they are still perfect. Only a few porphyry pillars and the front portico of *Cæsar's Palace* remain; but they appear very beautiful. The *Palace of Cleopatra* was built upon the walls facing the port, having a gallery on the outside supported by several fine columns. *Cleopatra's Baths* are three caves so called in this neighbourhood. **Cleopatra's Needles** was the name given to two obelisks, about 66 ft. long, brought from Heliopolis; one erect and one on the ground. The one erect remains standing here; the other having been offered as a present to England by Mehemet Ali, was at last taken to London at the cost of Mr. Erasmus Wilson, in 1878, and now figures on the Thames Embankment. It was towed through the Mediterranean on a plan devised by Mr. Dixon, the engineer, and happily just escaped shipwreck in the Bay of Biscay.

Near the Rosetta Gate are five columns of marble, on the place formerly occupied by the porticos of the *Gymnasium*. The barbarism of the Turks has since destroyed the remainder of the colonnade. But the chief object of attention is **Pompey's Pillar**, situated about a quarter of a league from the southern gate, and said to have made part of the library: it is built of red granite: the capital, which is Corinthian with palm leaves, and not indented, is nine feet high; the shaft and upper member of the base are of one piece, of nearly ninety feet long and nine feet in diameter. The base is a square of about fifteen feet on each side. This block of marble, sixty feet in circumference, rests on two layers of stones bound together with lead, but which has not prevented the Arabs from forcing out several stones to seek for imaginary treasure. The entire column, 114 feet high, is beautifully polished, but shivered a little at one side. Seen at a distance it overtops the town, and serves as a signal for ships. In modern times it was ascended by an English skipper, who scaled it by means of a kite and a rope and emptied a bowl of punch on the top. It was afterwards ascended in the same way by the French, 1798, and by the late Admiral Smyth. Dr. Madden mentions an English lady, Miss Talbot, who breakfasted and wrote a letter on the top. Much research and fruitless study have been expended in attempting to discover in whose honour the pillar was erected. The *Catacombs* are also worth a visit. They begin at the extremity of the old city and extend some distance along the coast, forming the Necropolis, or City of the Dead. The excavation is from 30 to 40 feet wide, 200 feet long, and 25 feet deep, and is terminated by gentle declivities at each end. One of these openings can be easily entered. Within there are no mummies; but the places which they occupied, and the order in which they were ranged, is still to be seen.

SUEZ CANAL.

This great work was first projected by Baron Lesseps, who held a diplomatic post in the country, in 1854, when he first opened the scheme to the late Viceroy, Mehemet Said. A firman having been obtained from the Sultan, and a concession granted by the Pacha, 1856, the works were commenced in 1859, by "La Compagnie Universelle du Canal Maritime de Suez," constituted in France, where the principal part of the capital was subscribed in 800 franc shares. Total cost of the Canal 17½ millions sterling. On 25th November 1875 the Khédive sold his shares (176,602 out of 400,000 ordinary) to the English Government for 4 millions.

It was opened in state, 17th November, 1869, by a procession of English and foreign steamers, in presence of the Khédive, the Empress Eugénie, Emperor of Austria, the Crown Prince of Prussia, and other personages. On the 27th, the "Brazilian" went through, a ship of 1,809 tons, 260 feet long, 30 feet broad drawing 17½ to 24 feet of water. From that time passages have been made almost daily, chiefly by British vessels, as recorded in the *Isthme de Suez*, French newspaper. The distance this way from England to India is 6,560 miles against 11,600 round the Cape.

The allowed rate for steamers is 5 to 6 knots an hour. It will not do for paddle wheel boats or long ships; and the sand storms to which it is liable, are among the weak points demanding constant attention. Fifteen sidings, called *gares* in French, are provided for meeting ships. A telegraph wire runs through from Port Said to Suez, following the rail and Sweet Water Canal along the second half, between Ismailia and Suez. The Red Sea tide, which rises five to six feet at Suez is felt up to the Bitter Lakes; and the Mediterranean tide to Kantara.

Ships of 3,000 to 4,000 tons and upwards go through in twenty to thirty hours. In 1874, the receipts were £1,056 030; and the tonnage was 1264 ships of 2,423,760 tons. In 1875, the receipts were £1,229,206; and the tonnage was 1494 ships of 2,940,710 tons. One ship was the Hankow, drawing 24ft. 7in.; another was the Seraph, the Prince of Wales's ship. In 1878 as many as 1843 vessels passed through; the receipts were 32 million francs, and expenses 17 millions. A new tariff is in force. Four-fifths of the tonnage are English.

The Isthmus, at its narrowest part, where traversed by the Canal, is 72 miles wide, by a straight line from Pelusium in the Mediterranean, to Suez

in the Red Sea. The level of the two seas is nearly the same, the Red Sea being only six inches higher at a mean level than the Mediterranean.

The Canal, according to the Admiralty survey, made in 1870, is 86 geographical miles long (about 100 English miles) from Port Said Light to the lights at Suez, and consists of about one-fourth canal, artificially made, while the rest runs through natural lakes lying in the hollows, chiefly the Bitter Lakes and the Lake Timsah, which, though shallow, are sufficiently deep to be turned to account. The canal-cutting is to be, 327 feet wide at the surface of the water, (only 100 to 120 feet at present), 72 wide at the bottom, and 26 or more feet deep. Where the cuttings are hard and costly, the surface width is reduced to 196 feet. About one-third of the whole is embanked, and partly cased with stone, the rest being at or below sea level. It is protected by a Suez Canal Force appointed by the Khedive. There are light infantry stations along the banks, with two gun-boats, besides steam-launches and row-boats, to look after the passing ships; and a mounted patrol, divided into six parties, is constantly on the alert to watch the telegraph wires and prevent damage to the banks, or to the pipes which bring supplies of fresh water.

The Canal begins in the Mediterranean at

Port Said—Pop. 10,000. HOTELS:

HOTEL DES NEDERLANDEN.

HOTELS DE FRANCE AND DU LOUVRE.

H. B. M.'s CONSUL.—C. Perceval, Esq.

TELEGRAM to United Kingdom, 1s. 7d. a word. Postage 2½d. the ½oz. Cards 1d. Money Orders See p. xlvii.

A modern town, 18 miles west of Pelusium, 140 miles from Alexandria, and 12 hours from Jaffa, in Palestine; named after the late Viceroy, and laid out in regular streets, on a platform made by stuff excavated from the canal. It has a quay, basin of 137 acres, and shipping dock, 440 feet long, outside which is the roadstead of 550 acres. This lies between two breakwaters, or moles, running out from the land; the western one 7,000 feet long, the eastern 5,000 ft. The western one slopes towards the eastern: so much so, that while their shore ends are 4,600 feet apart, the sea ends are only 2,300 feet. They are 17 feet wide at the top, and are composed of blocks of artificial concrete of sand, mud, clay, lime (in proportion of 1 to 4½ of sand), and salt water. The port is to have a uniform depth of 30 feet, by means of steam dredges, consuming about 1,600 tons of coal per week. A lighthouse, with its electric light, is 180 feet high.

Ismailia, half-way between the two seas, 42 geographical miles from Port Said.—44 miles from Suez; named after the present Viceroy, and forming the central depôt of the company's works, with a mosque, church, banks, hotels and cafés, theatre, bazaar, hospital, avenues, and square, offices and dock-yard, and central railway station. EGYPTIAN CONSULAR AGENT. J. Felice, Esq. Here the Sweet or Fresh Water Canal from Zagazig falls in; a necessary work, 40 feet deep, opened 1862, before the ship canal was made, to supply drinking water along the line. It turns off south to Suez, to supply that place with water, and sends branch pipes to Port Said on the north. It is also used by small sailing craft and for irrigation.

ITINERARY of the SUEZ CANAL.

FROM PORT SAID.

Geographical Miles.

8—Hasel Ech village, south side of Lake Menzaleh.

18—Part of a dried up lake.

25—Kantara siding, 1,300 feet long, on the old road and telegraph route to Syria. High waters reach to this, and sands drift heavily in east winds.

28 to 31 } Ballah Lakes; between clay swamps and low hills.

36—El Perdane village.

39—El Gnisr village. A cutting between banks, 70 to 100 feet high; mosque and floating bridge.

41—Khédivé's summer house, on Lake Timsah. A slight northerly current felt here.

42—Opposite **Ismailia**, 44 miles from Suez.

46—Tussoum.

49—**Serapeum** railway station, on a plateau; banks 40 to 40 feet high; ruins of a monument, on a hillock, with Persian and Egyptian characters, close to a station and remains of old canal.

54—Light, on north side of Great Bitter Lake (Lake Ameer); Chebrewet Peak, in the Géneffé Hills, to the south-west.

62—Light, at south end of Great Bitter Lake.

65—Kabret el Atchoulie (two or three houses), at north end of Little Bitter Lake; near ruins of a Persepolitain monument. **Geneffe** station and hills five to six miles distant.

70—Middle of the Lake (the channel is buoyed) where the Red Sea tides begin to be felt

75—**Chalouf** railway station, on a stone plateau, near remains of the old canal and El Tamsaba Hill. Here the cutting, four miles long, is narrowed, between banks 40 feet high.

81—Madama. Pontoon bridge, and a ruined monument on a hill, with remains of the old canal.

86—**Suez**, near the harbour lights, and the late Pacha's dry dock.

A bust of Waghorn was set up at Suez by the Canal Company, 1872. For Suez, see page 672.

It is reported that the Canal has sensibly improved the climate in its neighbourhood, so that tropical plants are beginning to grow where there was nothing but sterility before.

Alexandria to Cairo.—The Rail passes **Boulac** or Boulak, the port to Cairo, 1 mile distant. There are several factories, an engineer school, Ismail Pasha's palace, and the Museum of Egyptian Antiquities, under Mariette Bey, a guide to which is published.

Cairo.—*Stat.*—Population (1872) 350,000, made up chiefly of Copts, Turks, Greeks, and Jews; about 10,000 are foreigners.—HOTELS:—

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GRAND NEW HOTEL, Cairo, and Hotel de l'Europe, Alexandria, by the same proprietor.

HOTELS: Shepheard's Hotel; d'Orient; des Ambassadeurs; Railway Hotel, near the Railway; du Nil; at either of which information may be obtained respecting boat or caravan.

H.B.M.'s LEGAL VICE CONSUL.—

AMERICAN CON.-GENERAL.—W. Beardsley, Esq.

ENGLISH CHURCH SERVICE in the new Church, built on a site given by the Viceroy.

AMERICAN PRESBYTERIAN Mission service.

BOOKSELLERS Kauffmann; Ebner; Grace and Hanna.

TELEGRAM to United Kingdom. 1s. 8d. a word. Postage 2½d. the ½oz.

MONEY.—4 piastres = 1 fr.; about twice the current piastre at Alexandria.

GIRLS' SCHOOL, AND MEDICAL MISSION, under Miss Whately.

Sanatarium.—Opened 1875-6, by J Grant, Esq., M.D.C.M.; at Palais Matatia, near the Opera, overlooking Ezbekieh Gardens. The climate is pure, dry and equable.

Guide, or Dragoman, 6s. a-day, finding himself.

Cairo is the head-quarters for tourists in Egypt, as being the point of departure for the Nile as well as for the Desert journey. The traveller will provide himself with a boat and all the necessaries for his voyage better at Cairo than in Alexandria, besides saving the hire and expenses of a boat for at least half a month, the time employed between Alexandria and Cairo, with scarcely a single object or interest on that part of the voyage. Wines and provisions for the Nile or the Desert will be as well provided in Cairo as in London. There is an Italian warehouse and biscuit bakery kept by Mr. Ablitt, where the English traveller will find as great a variety of condiments as he can reasonably desire.

Cairo being the emporium for the Mediterranean, the Red Sea, India, and the Desert; its bazaars are rich in the produce of Europe, Asia and Africa. Steam and caravans supply them with gold and silk tissues of Damascus, the treasures of Bombay and India, the ivory, ostrich plumes, and slaves of Abyssinia, Darfour, Nubia &c. The Cairo baths are like the well-known Turkish baths and are thought very useful as a remedial agent. At hand is the Frank Bazaar presenting every imaginable convenience in clothing, &c., for overland travellers.

Cairo, the capital of Egypt, is situated in a plain at the foot of a hill, in lat. 30° 2′ N., long. 31° 15′ E. Mean temp. 58° (Jan.) to 86° (July).

TABLE OF NILE DISTANCES—(IN ENGLISH MILES.)

From Boulac. (the port of Cairo, 1 mile from it, and 131 miles from Alexandria), to the following:—	Boulac.	Medresheyn.	Beni-Souef.	Minieh.	Beni-Hassan.	Rodah.	Assiout.	Tahta.	Girgeh.	Belianah.	Dishna.	Keneh.	Luxor.	Esneh.	Edfou.	Silsileh.	Kom-Ombos.	Assouan. (7 m. from Philæ.)
BEDRESHEYN (Memphis.)	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BENI-SOUEF	77	62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
MINIEH	159	144	82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BENI-HASSAN (Tombs)	174	159	97	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...
RODAH	189	174	112	30	15	...	...	...	...	...	...	...	...	...	...	...	...	...
ASSIOUT or SIOUT	254	239	177	95	80	65	...	...	...	...	...	...	...	...	...	...	...	...
TAHTA	294	279	217	135	120	105	40	...	...	...	...	...	...	...	...	...	...	...
GIRGEH (Mosques)	342	327	265	183	168	153	88	48	...	...	...	...	...	...	...	...	...	...
BELEANAH (for Abydos)	352	337	275	193	178	163	98	58	10	...	...	...	...	...	...	...	...	...
DISHNA	392	377	315	233	218	203	138	98	50	40	...	...	...	...	...	...	...	...
KENEH (for Dendera)	406	391	329	247	232	217	152	112	64	54	14	...	...	...	...	...	...	...
LUXOR (for Thebes, Karnac, &c.)— Sanatarium and Hotel	484	439	377	295	280	265	200	160	112	102	62	48	...	...	...	...	...	...
ESNEH (Temple)	496	471	409	327	312	297	232	192	144	134	94	80	32	...	...	...	...	...
EDFOU (Temple)	516	501	439	357	342	327	262	222	174	164	124	110	62	30	...	...	...	...
SILSILEH (Quarries)	538	523	461	379	364	349	284	244	196	186	146	132	84	52	22	...	...	...
KOM-OMBOS (Temple)	554	539	477	396	380	365	300	260	212	202	162	148	100	68	38	16	...	...
ASSOUAN—(to Philæ & First Cataract 7 miles; Second Cataract 180 m.)	578	563	501	419	404	389	324	284	236	226	186	172	124	92	62	40	24	...

It is entered by a pretty good road, and has a very imposing appearance. Jawhar, a Moggrebin general, founded it in the middle of the 10th century, and named it "Alkahira," or the victorious. It soon became the residence of the Caliphs, and, consequently, the capital of the country. It contains 240 principal streets, 46 public squares, 11 bazaars, 140 schools, 300 public cisterns, 1,166 coffee houses, 65 public baths, and 400 mosques. English hotels and lodging houses are established at Cairo. English medical men are also practising here. There is an European Hospital, which deserves notice; as well as Miss Whately's School for 500 girls, and others for the education of native children. Cairo is supplied with gas and water works, and new wide streets and roads are in progress. It is divided into the Old and New cities.

The New city is about 2½ m. from the Old one on the same side of the river. Citadel, rising above the lofty buildings, appears to issue forth from a grove of the richest foliage, and presents a most imposing appearance. The city should be viewed from it. The streets are narrow and unpaved, and the houses are gloomy. Each street has a gate, which is closed at nightfall; there are about 70 gates in all. A canal, called Khalis, flows along the city from one end to the other, with houses on both sides. In its progress it forms very many small lakes, called *Berks*, the prin-

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capal of which lies in the great square near the castle. On its banks are built the most beautiful houses in the city, but, being dependent for its supply of water on the inundation of the Nile, it is dry for several months in the year, and covered with beautiful verdure. In the water season the barges and barks of the aristocracy may be seen constantly gliding up and down on its surface, especially in the evenings, when curious fireworks and a variety of music enliven the scene. Stone walls and handsome battlements, with very fine towers at every hundred paces, surround the modern city of Cairo, which is badly defended. The citadel, or fortified Palace, erected by Saladin in the 12th century, was the only place of defence in the city, and yet the Turks let it fall into ruin, until it was thoroughly repaired, not long since, by the Pacha. Within the precincts are a cannon foundry, a printing press, a fine mosque, the mint, Joseph's Well (mentioned below), and the gate memorable for the slaughter of the Mamelukes. Its principal apartment was a magnificent hall, environed with twelve columns of granite, of prodigious height and thickness, brought from the ruins of Alexandria. These sustained an open dome, under which Saladin distributed justice to his subjects. A magnificent view of the city, and above 30 miles along the Nile, including the ruins of Old Cairo, the suburbs of Boulac, and Djiah, site of Memphis, great Pyramids, Obelisk of Heliopolis, ruins of Matareyh, Pyramids of Sakara, and the "Eternal Nile," is obtained from this palace. The Khedive does not now reside there, but at Choubra Palace, outside. A Military College, and other institutions, have been founded lately, with the view and for the purpose of introducing European arts and improvements.

There are about 400 *Mosques*, some of which have six minarets, and are adorned with beautiful granite columns, brought from Heliopolis and Memphis. About 20 deserve notice as works of art. The largest mosque is that of El Ashar, standing in the centre of the city, and regarded as a University for all Islam. The next in size is that of Sultan Hassan, in the Roumeyleh square, the finest structure in modern Egypt, and extremely light and elegant. It is built in the form of a parallelogram, and has a deep frieze running round all the wall, adorned with Gothic and Arabesque sculpture. Some of the others which are most remarkable are the Mouaied, Kalaoun, and Kalbai mosques. In the desert behind the citadel is an extensive Necropolis, in which there are many splendid tombs, including a magnificent one built by the Pacha for his family, adorned with five spacious domes. There are several Khans and Caravanseries. These are in general several stories high, and are always full of people and merchandise. Cairo being the centre of the trade with the interior of Africa, and having caravans departing at intervals from it for Fezzan Darfar, and other quarters.

Joseph's Well, situated in the fortified palace, said to have been made, 700 years ago, by Saladin; whose name was Yusuf, or Joseph. The Egyptians attribute every thing to this remarkable character. The well is cut in a rock, and is 280 feet deep. The water is drawn to the top by means of oxen, placed on platforms at proper distances, which turn about the machine that raises it.

Old Cairo.—Here is the Mosque of Amrou, the oldest and most venerated in Cairo, having a square gallery, supported by 200 marble columns. There is very little else to interest or amuse, except the Granaries of Joseph, which, as subject of special notice in the pages of Holy Writ, must deeply interest the Christian traveller. In it we also find a pretty church, used by the Christians and Copts, the latter being the original inhabitants of Egypt. At Old Cairo there are two distinct and separate Cemeteries for Roman Catholics and Protestants, both are in a very quiet situation, and very nicely kept. In the latter are several monuments to Indian officers, who have found a last resting-place here on their way home.

The apartment, called the Nileometer, built over against Old Cairo and above the river is worth notice. It admits the water and a column, with lines at a distance of every inch, marks every two feet as far as thirty in its periodical rising.

Sights in the Neighbourhood.—These are Choubra Palace, the Gardens of Rhoda Island, and the Nileometer, the Tombs of the Caliphs, the Cemetery of the Mamelukes, Burkhardt's Grave, the Petrified Forest, Toura Quarries, the sites of Memphis and Heliopolis, and the Pyramids

Should the traveller prolong his stay at Cairo for some days, and visit the Pyramids, he is recommended to take with him a guide and a supply of provisions and candles. In returning, he can visit the Isle of Rhoda and the Nileometer; Sakhara and the site of Memphis will require another day. The other objects worth seeing are the Mosques. The *Boulak Museum* under Mariette Bey, contains the finest collection of Egyptian objects to be seen anywhere, and is rich in Jewellery. **Choubra**, or **Shoubra Palace** (one hour's distance), where the Khedive resides, is a magnificent structure, with a marble kiosk or pavilion, 200 feet by 200 feet, adorned with mirrors, divans, etc. in the Oriental style. The stud is near the Palace. The **Cemetery of the Mamelukes** is the finest burial place in Egypt: it is not far from the city, and on the way of the Desert: the tombs present various forms, some of them being magnificent, having domes supported by finely carved transparent marble columns. At the distance of a mile, in another direction, in a bare sandy valley, are the **Tombs of the Caliphs**; they are beautiful structures, being of the light and elegant style of the Saracenic architecture, and have some exquisitely worked domes and minarets. On the edge of the Desert (which he was attempting to explore) is Burkhardt's grave, under a small tombstone scarcely discernible.

Memphis, it will be remembered, was taken and sacked by Cambyses, the Persian king; it was afterwards visited by Alexander the Great, previous to the foundation of Alexandria. The final ruin of Memphis was accomplished by the Arabs, who used up its materials in building Old Cairo in 638.

Heliopolis (3 hours' ride), or the City of the

Sun—the oldest, perhaps, in this land of antiquities—was a sort of sacerdotal and university town, where Herodotus sought the wisest men in Egypt. Here the illustrious Platois said to have graduated. Strabo says that they pointed out the house where he resided then. It was here also that lived Potiphar who bought Joseph the patriarch. It consisted for the most part of temples and colleges. Nothing, however, of these now remain but a few isolated mounds, and one solitary Obelisk said to have been erected by the Pharoah mentioned in the history of Joseph. They show, at the village of **Matareyh**, a spot where the Virgin, St. Joseph and the infant Jesus stopped; including a source under a sycamore (half dried up and withered). In which the holy mother is said to have washed her Divine infant's linen. The very Musulmans view the spot with the greatest respect.

A league from the Tombs of the Caliphs, on the old Suez caravan road, is a hill covered with the relics of a **Petrified Forest**, palms, olives, sycamores, &c. This phenomenon deserves notice

To reach the **Pyramids**, 10 m. west of Cairo, you drive along a new well made road, shaded with trees all the way. It crosses the Nile by a bridge 600 ft. long, on six spans, which replaces the former bridge of boats. The road passes the decayed town of Fostat, the granaries of Joseph, seven Towers supposed to be connected with the patriarch and the years of famine, near the Rhoda island on the Nile, with the Metyas or Nilometer of Sultan Ommiad Suleyman.

A magic charm surrounds the Pyramids when seen from Cairo. As you draw near they look smaller, which diminution results perhaps from optical effect. Arrived at their base they once more astound you by their proportions, and you remain full of admiration at those immense blocks poised in the air higher than the cross of Strassburg cathedral. The great Pyramid of Cheops employed 100,000 men the space of twenty years to erect it as a tomb, about 30 centuries ago. Herodotus attempts to give a description of the manner in which its stones 2 to 3 feet thick and 6 to 7 long were raised and smoothed. It is 746 feet square at the bottom, 3/4 feet square at the top, 460 feet high, or 610 feet along the slope, and covers 11 acres. It was once smooth faced, but is now rough and uneven, presenting 208 steps, 1 to 4 feet high, by which it is ascended. Active persons can scale it in a few minutes. The view from the summit includes the Nile, the minarets of Cairo, the plain where the French defeated the Mamelukes, the site of Memphis, the great African desert, and a multitude of tombs stretched all around, including Cheophrenes' Pyramid explored by Belzoni; and a third Pyramid. About quarter of a mile from the nearest Pyramid is the *Sphinx*, a stone lion, 102 feet long, with a woman's face, now heavily buried in sand, so that the head only, which is about 100 ft. round, and part of the neck are visible. The face is 18 ft. long, and was at one time 270 ft. above the sand.

Cairo to Palestine. A new route little known has been quite recently pointed out leading from Cairo to Palestine. For the benefit of those who may desire to take this route, it will be proper to add that it is the most direct communication to Syria, and enables the traveller not only to see the works of the Suez Canal but saves the ride back to Alexandria, and a long voyage by sea. There is now a regular line of passenger boats, which go by night in about 12 hours to Ismailia. At Ismailia as at Suez there is a comfortable hotel where passengers can remain over night, and take steamer next day for Port Said. By the regular communications it only occupies two days' time from Suez to Port Said, and at this place hotels are established for the convenience of persons awaiting steamer for Jaffa. There is never much delay in finding steamers at this point, as it is a regular stopping place for the steamers of the principal lines. The time occupied in traversing the distance between Port Said and Jaffa is about fifteen hours. Referring to the passage from Suez to Ismailia, boats can be chartered for the trip at higher rates than the usual fare, to enable the traveller to see the country.

Suez.—*Stat*—Pop. (1871) 18,625

English and French houses, offices, and warehouses have been erected in every direction, and the bazaars are assuming a respectable appearance. This is owing to the works for the Suez Canal, and to the Fresh Water Canal, as well as the increasing traffic of the Peninsular and Oriental Company overland. The air is wonderfully pure and clear. Lat. 29° 58′ N., long. 32° 38′ E. High water at moon's full and change 2 h.; rise 6 ft. See page 668 for **Suez Canal.**

H B M.'s Consul—J. E. Wallis, Esq. American Vice-Consul—F. Smith, Esq.

Capt in of Port. Captain Weston. Transport Offices.—Commander Chitty R.N.

Suez Hotel.—The principal hotel in Suez, and now under English management. It is well situated, and can be recommended for cleanliness and comfort.

Minister—Rev. T. Forbes, M.A., Church of Scotland.

Telegram to United Kingdom, 1s. 8d. a word. Postage—2½ piastres. Cards 1d. Money Orders, See D xvii. Postmaster,

The Red Sea.—At the head of this sea lies Suez. It is 1200 miles in length, and not more than 200 miles broad, in some parts not more than 30, being comparatively a long and narrow sea. The coral reefs with which the channel abounds are very beautiful in appearance, though extremely dangerous to sailing vessels, but not so to steamers which keep the middle of the sea.

On the east side of the head of the Red Sea there is one opening, and only one, through which Mount Sinai may be seen.

Payments for transit fares, overweight of luggage, &c., must be made in English gold, Egyptian piastres, Spanish or Austrian dollars napoleons or five-franc pieces, at the government rate of exchange. (See *Bradshaw's Overland Guide*) English bank notes will not be received.

Aden.—Hotels: L'Univers (very good for

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luncheon or dinner): Prince of Wales; De l'Europe. TELEGRAM to the United Kingdom 3s.9d. a word. A port of Arabia, called "The Gibraltar of the East," ceded to the East India Company after the unsuccessful treaty for Socotra. List of Strait or Socarah Isld (1 8) ft. high) 12° 46' N. long. 45° 9' E. High water at full and change, about 8 h.; rise 4 to 7 ft. Here the steamer puts in for coal; during the shipping of which the voyagers have an opportunity of surveying the cantonment. Capital mutton and fruit are obtained. Thence across the Ocean to

Bombay—(from *Bom Baya*)—Pop. 645,000—HOTELS—Esplanade Hotel; Byculla Hotel; Adelphi Hotel. Lat. of Cathedral 18° 54' N., long. 72° 53' E. Mean temp. 77° (Jan.) to 82° (July). High water at full and change (at Dock yard) 11 hr. 40 min.; rise 10 to 17 feet. TELEGRAM to United Kingdom 4s. 3d. a word. POSTAGE, 5d. the ½ oz.; Cards 2d.; Newspapers, 1½d. for 4 oz.; Books, 1½d. for 2 oz.

The city, joined by a causeway with the Island of Salsette and the mainland, came to the English by the marriage of Charles II. with Catharine of Portugal, and was made over to the E. I. Company in 1668, at which time it became the seat of government of all their possessions on the west side of Hindostan, which was previously at Surat. In conjunction with the adjacent islands of Colaba, Salsette, Butcher's Island, Elephanta and Carujah it makes a commodious and well sheltered harbour; and contains a capacious fortress, dockyard, and marine arsenal. Princes Dock, 30 acres, was opened 1880. The best and finest merchant ships were formerly built here of teak, cut in the neighbourhood, which was more durable than the best oak; but of late years the ship-building trade of Bombay has almost disappeared. The country in the vicinity is well wooded; good water is now obtained from the Vehar Lake, the supply being supplemented by the neighbouring Lake of Tulsi; cocoa nuts abound: and the markets, of which the Arthur Crawford Market, erected 1869, is the principal, are well supplied with meat, fish, and fruit.

The town and suburbs of Bombay, continuously built over, are 6 miles in length from Colaba Light House to Malabar Point. The new public buildings, the Secretariat, Post Office, etc., are of very imposing appearance. The new High Court is a magnificent building, facing the Back Bay, and in a line with the Secretariat. There are two gates towards the sea, which have commodious wharfs and cranes built out from each, with a landing-place for passengers. Bombay Castle—a regular quadrangle, of hard and durable stone, having the advantage, in one of the bastions, of a large reservoir of water—is situated between these gates. The old town was fortified by the Portuguese on Vauban's first system; but for the sake of ventilation, the ramparts were razed by Sir B. Frere's government in 1864. The harbour is completely commanded by a range of batteries. Many large and beautifully-built houses are centered in the space formerly known as Bombay Green, but now Elphinstone Circle.

The Protestant Cathedral, a large composite edifice, with a handsome chancel, has been restored and enlarged. There are also Protestant Churches at Colaba and Byculla. The Catholic Cathedral is a large building at Girgaum; there are besides several Catholic Churches, and a Presbyterian Church.

The native merchants' houses of business are situated in the Bazaar. Its commerce is now enormous, exceeding that of Calcutta and Madras. It carries on a valuable trade with the countries situated in the Arabian and Persian gulfs, the western coast of India, its eastern parts, and the islands in the eastern ocean; and an immense opium and wool trade with China from which Government derives a large revenue. It enjoys a considerable trade with Europe, and different parts of America. The inhabitants are composed of persons from almost every Asiatic nation.

Bombay is the head quarters of the Indian Navy; which after having been abolished, has been again revived. The Bombay army consists of about 20,000 Sepoys, and five thousand or more British soldiers, scattered over the Presidency, from Jacobabad to Belgaum. The Bombay High Court of Judicature consists of a Chief Justice, and five Puisne Justices selected from the District Bench and the English Bar. Original jurisdiction, civil and criminal, is exercised throughout the Presidency by District and Session Judges of whom there are twelve. Subordinate to them there are local Courts and District Magistrates. The climate of Bombay is healthy, and not very hot from June to March. The Government of Bombay is vested in a Governor (1879, Sir R. Temple, Bart., G.C.S.I., C.I.E.), and three Members of Council, the Commander-in-Chief and two Members of the Covenanted Civil Service. Government houses at Malabar Point and Parell.

The travelling distance from Bombay to Calcutta is 1,300 miles; to Delhi, 965; to Hyderabad, 480; to Madras, 770; to Poonah, 90; to Seringapatam, 420; and to Surat, 177 miles.

Ceylon.—An island of the Indian ocean, lying off the S.W. coast of India, from which it is separated by the Gulf of Manaar and Palk's Strait; supposed to be the Taprobane referred to by Strabo. Little was known of Ceylon, until it was visited by the Portuguese after rounding the Cape of Good Hope. The Dutch expelled the Portuguese, and possessed themselves of the coast for ten or twenty miles from the sea, and the whole of the north part. In 1815 the British took possession, and, after deposing the king, annexed the island to the British dominions.

Galle.—A sea-port and coaling station of the P. & O. Company, where steamers to and from Australia, China, Calcutta, and Madras, touch en route. Lat, 6° 1' N. long. 8° 14' E. High water at full and change 2h.; rise 2 feet.

TELEGRAM to United Kingdom 4s. 9d. a word. Postage etc., as for Bombay.

There is a spacious, airy, and well conducted Hotel here belonging to the Oriental Hotel Comp. Other hotels afford very fair accomodation.

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The approach to the island on the outward voyage is exquisitely pleasing. In no part of the world is a more luxuriant vegetation to be found. There is a charming drive of six miles to Wakwelle; from the bungalow of which a very good idea of the scenery and farming may be had. The valley is devoted to the cultivation of padda, while the hills are covered with cinnamon, nutmeg, coffee, and the Ceylon tree *par excellence*, or cocoa nut.

At Galle you may see the Cingalese with his comb, flowing hair, and combay or white petticoat; the Tamil in turban and breech-cloth; and the Moorman, like the Cingalese, but clean shaved, with conical basket hat and long-pointed shoes. For the Veddahs, the real men of the woods, a long jungle trip must be undertaken. Quantities of sham precious stones are offered for sale by the Moormen; with ivory, ebony, porcupine quill, and other work. The pearl fisheries in the Gulf of Manaar have ceased to yield a revenue to government.

A fortnight may be well spent in Ceylon. To **Colombo** by coach in ten hours for 45s., halfway for tiffin, when raw oysters are to be avoided: it is mostly through groves of cocoa nuts and the cinnamon gardens, first planted by the Portuguese. A breakwater and harbour are in progress. Mean temp. 80°. From Colombo, by rail to **Kandy**, the capital of the old kings of Kandy, 2000 ft. above sea level, partly up an incline of extreme beauty. Here is the Temple containing the sacred tooth of Buddha; with the Botanical Gardens, and the fine specimens of talipat palm. It grows straight and tall, as large as the mast of a ship; a single leaf will cover fifteen men: when dried they fold up like a fan: every soldier carries one to serve for a tent. Kandy to *Nuwera Eliya*, 47 miles, through the best coffee districts in the island, and up the steep and grand *Pass of Rangbodde* 16 miles long. Nuwera Eliya is the Island Sanitarium, 6000 ft. above sea. Pedr tallagalla, the highest point in the island is 8300 feet above sea. Adam's Peak is 7280 feet.

Madras, the seat of a Presidency, on the Coromandel coast, lat. 13° 4' N., long. 8° 9' 16" E. Pop. 398000. It includes Fort St. George on the Esplanade; the Governor's House and Cathedral, on Choultry Plain; the Custom house and Warehouses, &c., in Black Town; and has a Pier with a roadstead outside the surf. Rail to Bombay, &c.

Calcutta, is the capital of Bengal, the seat of the Indian Government, and residence of the Governor-General of the British dominions in the East Indies. Pop. 795000. Lat. of Fort William 22° 34' N., long. 88° 17' E. Mean temp. 70° (Jan) to 86° (July.) High Water at noon's full and change 2 h. 30m. It is situated upon the river Hoogly, which forms the western channel of the Ganges, and is one of the principal of its numerous branches navigable for large vessels. The name is derived from Kalè, a goddess, and Cuttah, a temple, dedicated to the goddess Caly, which stood between the villages of Chultametty and Goburdpore, where the agents of the English East India Co.'s Service, in 1680, obtained permission of the Emperor Aurungzebe to establish a trading factory, which, in consequence of the disturbed state of the Province of Bengal, they were allowed to fortify in 1690. The city is about 100 miles from the mouth of the river, the navigation of which past Diamond Harbour, through thickly wooded scenery, is somewhat difficult, from the constantly shifting sandbanks.

The town and suburbs extend about six miles up along the left bank of the river. An immense square is in the middle, which, together with the adjacent buildings, forms what is properly called the Town of Calcutta. The intermediate space is the Esplanade. The Citadel of Fort William is the most regular fortress in India, but would require 10,000 men with 600 pieces of cannon to defend it. It was erected by Lord Clive, in 1757, immediately after the battle of Plassey. Government House, a Greek pile, the largest and most beautiful edifice in the town, was built by the Marquis of Wellesley on the west of the Esplanade. Here the Viceroy lives, and the Government business is transacted. The other public buildings are the Town House, Court of Justice, Hospital, and Jail, (all of which are within the Esplanade); a Cathedral, English, Portuguese, Greek, and Armenian churches, together with several small Hindoo pagodas, Mahommedan mosques, Sikh temple, &c.

TELEGRAM from Calcutta or India (West of Chittagong) to the United Kingdom 4s. 3d. a word. Outward Passengers by P. & O. Comp. can telegraph safe arrival for 12s, at the Co.'s office.

For a select list of works on India, the traveller is referred to "Bradshaw's Overland Guide."

ALGIERS.

A *Railway Stat.* - Pop. (1872) 48,908; now said to be 80,000, chiefly French and Arabs. Lat. 36° 47' N., long. 3° 5' E.

GRAND HOTEL DE L'OASIS, in Boulevard de la République facing the sea and hills.

HOTEL D'ORIENT.—First-class hotel, beautifully situated on the Boulevard de la République the healthiest part of the town.

HOTEL DE LA REGENCE, Place du Gouvernment.

DE L'EUROPE near the Consulate.

HOTEL DE GENEVE. PENSION ZAMMIT, in the suburb of Mustapha Superieur.

Prices are no longer moderate here. The great influx of English of late has been followed by increased charges at the hotels and pensions. A correspondent staying at an Hotel says (March, 1878). "I paid 17 francs a day altogether, not including light."

At the Café Maure, real Turkish coffee may be got.

ACCESS.—A daily express leaves Paris at 7.45 p.m., and arrives in Marseilles at noon. Steamers leave for Marseilles twice a-week. Fares, 1st class, £3 4s. From Marseilles, the best are those of the Messageries, leaving every Saturday at 5 p.m.; passage, 36 to 40 hours.

BOATS for landing, 30c.; besides 20c. for each article of luggage. Omnibuses, 15c., 20c., and upwards. Public carriages, 2fr an hour.

H. B. M.'S AGENT and CONSUL GEN.—Lieut.-Col. Playfair.

AMERICAN CONSUL.—W. Burger, Esq.

CHURCH SERVICE, in the new Church at Porte

d'Isly. Chaplain, Rev. H. A. Roys, M.A. Service at 10 a.m. and 3 30 p.m. every Sunday.

ENG. PHYSICIAN—Dr. Thomson, Cercle d'Alger. HOUSE AND GENERAL AGENT.—Mr. T. Duffaut Rue du Hamma 5.

THEATER, good. Several Music Halls. A Band. Thursday and Sunday. Place du Gouvernement.

POST AND TELEGRAPH OFFICE.—Place de la République. Letters received, Mon., Thur., Sat. Postage to U. Kingdom, 2½ the ½ oz.: Cards and Newspapers, 1d.; Money Orders, see page xivii. TELEGRAM, 4d. a word.

Algiers is a port with a capacious and sheltered pier Harbour on the west side of a fine Bay, backed by hills, and not much inferior to the Bay of Naples. It was bombarded by Exmouth, 1816; and captured by the French, 1830. M. Grévy is Governor General. It has become of late years a great resort of the English, on account of the lovely climate, which, from October to March, is as warm as an English summer, and equal, if not superior to that of Egypt. Winter is not known; and snow is seen only on the distant mountains. Mean temp. 58° (Jan.) to 76° (July).

It consist of two towns, tier above tier; that is, the old Moorish town, of dazzling white houses, on the hill overlooking the beautiful Bay; and the new French town below, comprising many fine houses and regular streets, boulevards, quais, and squares built by the French. A statue of the Duke of Orleans, stands in Place du Gouvernement.

The Old Town has curious native streets, some not more than four feet wide, and fearfully steep. It is dirty but picturesque, abounding in specimens of Moorish architecture, shops and bazaars; and surmounted by the old Kasbah at the top.

Algiers is justly pronounced to be the best, or almost the best, place in the world for invalids, and especially consumptive or delicate ones, to winter in. The heat not too great; one degree of frost is the most ever known. December, January, April and May are delightful; February and arch are usually variable and wet. Carobs, oriental plane, and eucalyptus, are the trees chiefly seen in the streets. The fish market is worth a visit early in the morning; all kinds of Mediterranean fish, some of them of most brilliant colours, are to be had. Grapes are good, about 2d. per lb.; but not to be bought in winter; pomegranates only early in the season; dates, bananas and oranges are good and plentiful all the winter season. The hills are covered with fruit trees of every kind. Vegetation is extremely luxuriant. The roads are excellent.

There are plenty of pretty walks, rides, and drives in the immediate neighbourhood. Carriages and horses may be hired at reasonable rates. The beautiful suburbs of St. Eugène and Mustapha Superieur are dotted with villas, which may be rented, furnished or unfurnished, at 300 to 1000 francs per month, according to their size and distance from the high road.

Every plateau has a Moorish house on it white and simple, in the midst of scenery such as we read of in fairy tales. The very rocks are trellissed with creepers. There are several well-cultivated farms round Algiers; but native agriculture is in a state of infancy. Two pieces of wood nailed at right angles, with a third piece nailed across them, make a plough. The land is merely scraped, and the seed sown broad-cast.

OBJECTS OF NOTICE.—The Gov. General's Palace—permission to see which is readily granted. The Mosques, the oldest being Djama Kebir, of the 10th century. Take off your shoes at the doors.

The Cathedral, formerly a Mosque: with the Archbishop's Palace, in an old Moorish house. Several Orphanages, in charge of nuns. Museum and Library, in Rue Lothopage, containing many Roman stones and sarcophagi &c., from neighbouring sites, with illuminated Korans from the 14th century. Jardin d' Essai, or botanical garden, where specimens of the date and fan palms, bread fruit, and plantain may be seen, besides oranges and citrons. The Kasbah Barrack, an old Arab fort, at the top of the city, near the Palace of the last Dey; who here boxed the French Consul's ears, and so brought in the French. They landed at Cape Sidi Ferruch, near the Trappist convent. Arab Cemetery of Abd-er-Rhaman, with its mosque and tombs. Jewish burial places and tombs. Grotto, called the Negresses' Sacrifice, near the Seven Fountains Spring. Maison Carrée, or Prison, about 6 miles from the town, where there is good snipe and quail shooting.

Wild boar and gazelles may be found up the country; but if sand and rice sandy in "the Desert."

Among the people notice the Moors or Town Arabs, as distinguished from the wandering Arabs; and the aboriginal Berbers or Kabyles, who were not conquered by the Arabs.

EXCURSIONS.—To the Roman antiquities of **Cherchell**, ancient *Cæsarea*, the Mauritanian capital, destroyed by the Vandals. To Hammam Berda (21 m.) one of the valuable hot mineral baths or hammams which abound here. The H. Meskutine or ancient *Aquæ Tibilitanæ*, is in a fine spot, (50 m. from Constantine). In going up to the interior, the traveller passes from the Sahel or sea shore, through the Tell, or plains, to the Atlas mountains, or highlands beyond which is the Sahara or Desert.

CONVEYANCES.—Steamers from Algiers to Marseilles, Oran, and to Nemours, where Abd-el-Kader gave up to the French; from Algiers to Philippeville and Bona, the ancient *Hippo*, where St. Augustine was Bishop. Railway from Algiers to Blidah, Affreville (for *Miliana*) 5 m.; the Roman *Maliana* and a Sanitarium, on a beautiful spot in the hills, 2,400 feet high), Orleansville, and Oran (see p. 298). From Philippeville to Constantine (page 295), the Numidian *Cirta*. **Blidah** (Hotels, Géronde and d'Orient) is the head-quarters of the French cavalry; the horses are particularly good; about 120 Arab and Syrian horses may be seen in their stalls. Near **Oran** (H. de la Paix, first class family hotel, Place Kleber, the centre of the town. See Adv.) are extensive mines at Musselmoun, belonging to an English Co., under Mr. Hewitt. Mers-el-Kebir, the Roman *Portus Divinus*, is near a warm sulphur spring, good for skin & rheumatic diseases. **Tlemcen** (anct. *Agadir*) is 80 miles from Oran, along a wild road, past a salt lake. It has good mosques, and the tomb of the patron saint, Sidi-el Halou.

CYPRUS.

Cyprus, the latest acquisition made by England, called *Kupros* by the Greeks, *Kibris* by the Turks, *Cipro* by the Italians, *Cypern* by the Germans, *Chypre* by the French, is a famous and important island in the Levant, and the largest island in the Mediterranean after Sicily and Sardinia; 40 to 60 sea miles from the nearest mainland of Asia Minor and Syria, and 240 miles from the Suez Canal; in lat. 35° (the parallel of Malta and Algiers) and long. 32° to 35° east. It is about 125 English miles long, by 50 miles broad at the most, but narrowing to only 5 to 10 miles at the north-east horn, called Carpas, which is 23 miles long to Cape S. Andrea, and points to the Gulf of Scanderoon on the mainland. Area, 4,200 square miles—about the size of Inverness-shire. Pop. estimated at 180,000 to 220,000; of whom two-thirds are Christians, the rest Turks, hitherto the paramount race. By the Anglo-Turkish Convention of 4 June, 1878, it is to be occupied and administered by England for the Sultan, on certain terms, as long as Russia retains possession of Armenia; and is placed under the direction of the Foreign Office. By an agreement of 14 August, the Queen can make laws for the government of the Island, and for regulating commerce and consular affairs. There is a garrison of 1,000 English soldiers, for whom huts and barracks are built. Telegraph wires are laid from Nicosia, the capital, to Larnaca, thence by cable to Alexandria; to Limasol; and to Cape St. Andrea, thence by cable to Latakieh (in Syria). It was held by the early and later Greeks for ages; and thence the names are Greek at bottom, Italianised here and there, with a few Turkish additions. Turkish and Romaic Greek are the chief spoken tongues, with the Italian lingua-franca of the Levant on the coast; but English is declared to be the official language.

GOVERNOR AND COMMANDER-IN-CHIEF—His Excellency Major-Gen. R. Biddulph, C.B., R.A., Administrator and High Commissioner, assisted by a Council of seven members. Residence at the head-quarters, near Nicosia, the capital, 25 miles from Larnaca, the chief port, and 15 miles from Kyrenia. There are Civil Commissioners (styled Kaimacams by the people) and Assistant Commissioners at Larnaca, Limasol, Paphos, Famagousta, and Kyrenia.

CHIEF SECRETARY TO GOVERNMENT—Lieut.-Col. F. Warren. CHIEF OF POLICE—Major Bowlby. COMMANDING R. ENG.—Lieut.-Col. Dumaresq. CHIEF MEDICAL OFFICER—Dr. Adcock. JUDICIAL COMB. OF HIGH COURT—Sir Henry L. Phillips, C.M.G. AUDITOR AND ACCT. GEN.—J. O'Neill, Esq. STIPENDIARY MAGISTRATE—W. Willis, Esq. CUSTOMS—Mr. Corby. POST-MASTER—Mr. French. Letters weekly to England; 2½*d.* per ½-oz.; Cards and Newspapers (under 4-oz.) 1d; Books, ½d for 2-oz. Money Orders, see p. xlvii. TELEGRAPH OFFICE, at Nicosia; telegram to United Kingdom, 1s. 0½d. per word. CHAPLAIN TO FORCES—Rev. R. Rust.

British subjects will be governed by their own laws; and the natives will be governed by theirs, subject to such modifications as may be found advisable. The Cypriotes and Turks live very well together; the Cypriotes having enjoyed perfect religious freedom under Turkish rule. The native courts, administrative and judicial, are composed of mixed Turkish and Christian boards; in some cases elected by the people. A chief judge, or Hakim, presides over the central court, Nicosia. All Mussulman religious matters are regulated by a Mohammedan tribunal. The Cypriotes are a hard-working race, poor, but hospitable, dirty and uneducated. Brigandage is unknown.

The excess of the revenue, calculated on an average of five years, is to be handed over to the Sultan. Its various sources, the state of the public lands, public buildings, roads, bridges, etc., are to be reported on. The police force of 500 Zaptiehs is to be reorganised. Roads, bridges, harbours were ordered by the former Turkish rulers, but were never made; in fact, little was ever done except to draw money (20 million piastres) for the home government. A Roman road was made from Salamis (near Famagousta) to Paphos, about 100 miles long; but at present the only road, so called, is that from Larnaca to Nicosia; others are rough mule tracks. Roads and telegraph lines are being laid out by the Engineer corps; and a survey of the island is in progress. A line of railway is projected from Larnaca to Famagousta. When proper means of communication are opened, marshes drained, trees planted, and harbours and docks made by its new rulers, great material improvements will be certain to follow. Sir S. Baker advises the establishment of a Botanical Garden, and the planting of valonia, chestnut, mulberry, and walnut. About 20,000 eucalyptus trees have been planted in the marshes; they grow twelve or fifteen feet a year; are good as a febrifuge, and are not liked by locusts. There is a poisonous snake called "kouli."

The coast is indented by six bays—Famagousta, on the east side; Larnaca, south-east; Akroteri (or Limasol) and Episcopi, on the south; Chrysokou and Morphou, on the west. There is no sheltered harbour; the best anchorages are in the roadsteads at Larnaca, Limasol, and Famagousta, (near the ancient port of *Salamis*), all open to the eastward. Lights are shown at Larnaca, Cape Kiti (near the ancient *Citium*), and Cape Gata, in the Akroteri peninsula. Except in Famagousta and Morphou bays, the hills are everywhere conspicuous, and come down to the coast, sometimes very steeply, all round the island. Length of coast line 335 sea miles (390 English); of which the south side is 195 sea miles. (*Admiralty Chart*, by Capt. Graves, R.N.)

With respect to the interior, it is marked by two mountain ranges, north and south-west, separated by a level plain. The south-west or Olympus range, the main one, of round and swelling moun-

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tains, filling up one half of the area, about 70 miles by 20 to 25 miles, extends from the double-peaked Cape Arnauti or St. Epiphanius to Stavro Vouni, near Larnaca; and consists of igneous or plutonic rocks, bordered by stratified rocks of a gypsum, chalky, and sandstone character. The highest points are *Oros Throödos* (*oros* is mountain), the most elevated in the island, 6,590 ft. above sea and pine covered; Adelphi (two headed), 5,380 ft.; Machera, 4,730 ft.; Kicchou or Kiko (an old well endowed pilgrim church dedicated to the Virgin), 3,805 ft.; and Stavro Vouni (or Holy Cross), 2,300 ft., a table-topped hill, near Larnaca, with its church of St. Helena, at a fine point of view. The north or Kyrenia (Kerinia) range, about 20 miles by 10 to 15 miles, hugs the coast, from Cape Kormachiti, through Kyrenia, to Cape St. Andrea, at the end of the Carpas horn; and consists of rugged tertiary chalk and limestone rocks coming abruptly down to the sea. Highest points—Two peaks near the ancient *Lapithus*, 3,340 ft. and 3,315 ft.; Mount St. Elias, 2,810 ft.; and St. Hilarion (or Cupid) Castle, near Kyrenia; Buffavento Castle, 3,240 ft; Pentadaktylon, 2,480 ft., near Hagia Marina (ancient *Kythræa* or *Kytherea*), a charming spot among woods and streams · Kantara Castle, 2,080 ft. (a fine point of view); and Hagios Andronikos, 1,395 ft. The last two are in the Carpas peninsula. These hills are cool and healthy.

Between the mountain ranges is the middle region *(meso-oros)* or Plain of Messaoria and Morphou, 70 m. by 20 m., extending from the Bay of Morphou, past Nicosia, at the centre, to Famagousta Bay. It is nearly level, not much above the sea, and somewhat unhealthy; with a rich marly sandy soil, good for cotton land, and watered by the rivers Morphou, and Pidias, Pediada, or Pedeno, which rise in the Olympus range. The Pidias, the largest river in Cyprus, is 25 miles long down to Famagousta Bay, but dries up in summer like the other island streams, ending in swamps. Remains of subterranean drains of former days are found in the Plain. From St. Hilarion Castle, above mentioned, there is a fine view southward, over the Plain, with the Olympus range beyond.

A complete account of the Geology of the Island is given (with a large map) in a *Memoire* presented to the French Geological Society, 1859, by Dr. A. Gaudry; who was commissioned to report upon it by the French Minister of the day; and who wrote a report upon its Agriculture, 1855. No mining works are now carried on; but Dr. Gaudry found scoriæ and traces of old workings at several spots round the base of Olympus where the plutonic and sedimentary rocks come into contact; especially at Lithrodonta (ancient *Tamassus*), at Lisso, at Dginhoussa (where there is a gallery working), at Poli-tou-Khrysokou, at Lefcara, at Corno, and at Phinicarga, (near ancient *Amathus*.) Of copper, the *Æs Cyprium* and the Greek *Cyprios*, taking name from the Island, he found very few remains. It was extracted from chalcite ore, and used for vases, money, pins, and other purposes. Of gold, silver, lead, zinc, which old writers speak of, he saw no signs. Traces of iron were found in the scoriæ, with oxide of manganese, and peroxide or black manganese. Jasper, agate, opal, emeralds and diamonds are also mentioned by former writers. Cyprus umber makes a good ochre. There were potteries for the terra-cotta vases found in the tombs. Middling stone for building is abundant; but there is no true marble. Excavations like those at Rome, Paris, etc., are found near Poumo and Hagios Georgios (pronounced "Ghorghios"); which takes name from St. George, the favourite Saint of the Island.

Some old Cyprus coins bore a lion, as symbolical. It is said of the great heat. From May to October there is almost constant blue sky and no rain; July to September is hot and moist, attended with diarrhœa. October to March is rainy, with wind in January and February. April and May, when settled weather comes, are best for travelling (Mr. Ex-Consul Long). Average rainfall on the coast, 14 inches; in 1869, only 5¼ in. fell. In 1859-60-61 there was continual drought. The nights are cool, with a heavy dew; the days are tempered by a sea breeze. Fever and ague prevail in the undrained parts; but irrigation and planting, by which means the Venetians kept back malaria, will tend to correct these evils. The scirocco or south wind brought locusts formerly; but Von Löher, a late traveller, says there are none now. Cyprus promises to be a retreat for Egyptian residents in hot weather. It is naturally very fertile, as shown by the large population it maintained in Roman and Venetian times—"one million" it is said, during the latter period. A primitive style of agriculture, and a bad system of taxation are two great drawbacks. Only one-fifth or less of cultivable land is under tillage; the rest being left to thistles. Oxen are used for the plough. The northern parts are held by small owners; some estates rise to 3,000 acres. Ordinary price of land £3 an acre; but cotton land, on which a good sort is raised from American seed, is worth £10. Wages (round Athienau) are 5 piastres and food, for men; 3 for women. Money lenders charge 12 to 20 per cent. Land is measured by the skali of 60 paces square; one and one-third skali=one acre. Plenty of wheat barley, oats, are grown on the Messaria plain, but are badly threshed. Half a million gallons of Cyprus wine are still exported: it has a tarry flavour. The wine plants in Madeira were sent from Cyprus: and Pliny says the staircase of the Temple of Ephesus was made of Cyprus vine-wood. There are flourishing vineyards on the hills above Limasol. Other products are madder, opium, oranges and lemons, and pomegrantes (from Limasol), hemp, a little tobacco, olive oil, raisins, silk, and good carobs or locust beans (called also St. John's bread), which are exported to Austria and Russia. The "bucheramo cipriano," a fabric used by women, is referred to (Mr. Sala says) by Boccaccio. Sugar, once grown here, is now an article of import.

In summer the Island is covered with flowers; and green valleys and gardens of fruit abound. There are, it is said, "1000" different sorts of plants. Tropical plants grow well. Among timber

trees are pine, olive, mulberry, and cypress *(cupressus sempervirens)*, a tall slow growing native evergreen, famous for its hard wood, of which boxes and coffins were made:—

> In ivory coffers have I stuffed my crowns,
> In cypress chests my arras, counterpanes.—*Shakespeare.*

It takes name from the Island, and is said to be the "gopher wood," of which the Ark was built. Much of the wood on the Troödos heights and elsewhere, has been cleared away. There are 750,000 sheep and goats, beside cattle, small horses, donkeys and mules, and camels. Other animals are the fox, wild boar, mouffion or wild sheep, hare, patridge, bustard, quail, woodcock, snipe and wild duck, with the beccafico and ortolan. Revenue is drawn from tithes (or dimes); virghi or taxes on houses and land, trades and professions; a sheep and goat tax, duties on wine and stamps, customs, and salt from the lakes, at Larnaca and Limasol. The reserved rights of the Porte and the Sultan have been bought for £5,000 a year. The Island arms as they appear on Queen Elizabeth's tomb at Westminster are "barry of ten *arg.* and *az.*; over all a Lion rampant *gu.*, crowned *or.*"

Larnaca or *Larnaka* (from *larnax*, a coffer), sometimes called *Scala*, head of a district, chief port of the island, and the best place for large ships, on a winding bay of sand and shingle; 25 m from Nicosia, 230 sea m. from Alexandria, 250 from the Canal; in lat. 34° 55′ N.; long. 33° 38′ E. It is a dirty oriental town, in two parts, one called Marina, along shore, the other inland; made up of crooked narrow streets of sun-dried brick houses, backed by naked white hills. Stavro Vouni Convent is seen on a conspicuous hill to the west.

Population 10,000(?), lately increased by a rush from Alexandria, Syria, Malta, England, etc.; but many adventurers have left. Several Companies are already formed for various objects; one for an Hotel and Club.

COMMISSIONER.—C. D. Cobham, Esq.

SUPERINTENDENT OF PORT.—Capt. Bond. R. N.

POLICE MAGISTRATE AND SANITARY OFFICER.—Dr. Heidenstam.

ENGLISH CHURCH SERVICE (Soc. P. G.)—Rev. J. Spencer, M.A., Chaplain, and at Nicosia.

BOATS to the shore, ¼ to ½ mile; tariff 1s. each way. With a rough sea the tariff is suspended.

BANKS.—Agency of Imperial Ottoman Bank; Anglo-Egyptian Bank.

MERCHANTS AND AGENTS.—Messrs. H. King and Co. No resident English Medical man.

MONEY.—English sovereigns, napoleons, rupees, Greek drachmas, Italian lire, Turkish pounds, etc. Turkish £=18s. 4d. Medjidie=3s. 6d. Copper piastre=1½d. Market value of £1 sterling is 175 piastres; but Government accepts it at 120 piastres; the copper piastre not being recognised for purposes of account. Paper currency worth about 55 per cent, but it varies. English coins of 1, ½, and ¼ piastre have been issued.

TELEGRAPH to Nicosia, Limasol, Alexandria, etc; telegram to United Kingdom 1s. 0½d. a word, or 1s. 6d. via Alexandria. Postage, etc., see p. 676. NEWSPAPER—the "Cyprus," in English and Romaic, weekly, with daily supplement.

STEAMERS.—Austrian Lloyd Comp. leave Trieste every Friday at noon, and arrive at Alexandria on Wednesday at 5 p.m.; leave Alexandria Friday for enoon and arrive (*via* Jaffa and Beyrout) at Larnaca Tuesday afternoon (9 days and 1½ days stoppage at Alexandria). Every alternate steamer from Alexandria goes direct to Larnaca, instead of *via* Syrian Coast, and the journey is then shortened by 2 days. French Messageries, from Marseilles, *via* Alexandria every alternate Thursday, at noon. Bell's Steamers weekly from Alexandria, in connection with the Indian Mail.

CONSULS.—Several resident here, but their functions are suspended *pro tem.* General di Cesnola, former American Consul, is author of "Cyprus, Ancient and Modern," one of the latest antiquarian accounts of the Island.

Everything has to be created here; rents and land, have greatly increased, and labour has doubled. It is hot and feverish about mid-summer; mosquitoes are troublesome; and flies and other insects abound. But the people are healthy in spite of dirt and neglect; and the place is sufficiently safe for strangers, if they take proper care of themselves, and attend to a simple diet. One good antidote to marsh fever is 1 to 2 grains of quinine in a mouthful of spring water; or Warburg's Tincture. A south-westerly breeze, called "imbatto," blows from 9 to 4 along this coast; succeeded by a land breeze at night.

There are few vehicles; and scarcely any roads but tracks for baggage animals. It has Greek churches, (at St. Lazarus are some English graves), a Cathedral, and College; Turkish mosques and minarets; a square Fort near the Custom House quay; Lazaretto for quarantine; Lighthouse; and is supplied with water from two or three old aqueducts. Ten arches of one are seen across a valley near the town. The few native shops, cafés, and bazaar of which it boasted till lately, are now supplemented by hotels, stores, etc.; a pier, market, and abattoir have been built, roads have been widened, and trees planted, under the new rule; gas and water works are in progress. Fish, vegetables, tomatoes, melons, and other fruit, are abundant. A fat sheep 11 or 12s.

TRADE.—In 1878, from 13th Sept. to 3rd Nov., 133 vessels were entered at the Custom House; and customs receipts for the three months following the English occupation, exceeded by 50 per cent the entire receipts of the previous year. In 1876 about 460 vessels entered and cleared; two-thirds of which were Austrian Lloyd Steamers. The trade in and out amounted to £360,000, of which the British was only one tenth. Exports exceeded imports by £200,000; and the articles exported (representing the produce of the Island) were cotton (a good sort, for France and Austria), madder, lamb and kid skins, sheep and goat skins, ox and cow hides, rags, linseed, sumach, timber, wine (for Egypt and Austria), locust beans, or St. John's bread (England, etc.), and silk and cocoons (to France). Imports—Cotton goods (from England,

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France, and Austria), tanned leather (Austria and Greece), tobacco (Greece and Egypt).

Behind Hagia Anna, the strata decline in such a way as to be good for the construction of artesian wells. A full list of the fossils belonging to the neighbourhood is given by Dr. Gaudry. The soil on the country behind is impoverished by having so much taken out and nothing put into it; but good drainage and careful cultivation may be expected to bring back the old fertility. One project is to cut a Dock between the sea and the salt lake, 2 miles inland. Amber and copperas are found near Larnaca.

There are two roads to Nicosia; a former mule track, *viâ* Athienau, and a camel track, *viâ* Dali, the ancient *Idalium*—where there is a sanatarium for the troops; with a hill station in progress at Matthiadi, 6 miles distant. The Athienau road, 25 miles long, now improved, strikes over naked white and brown hills, where vines, beans, thyme, furze, are occasionally seen. A small diligence drawn by mules and ponies, runs daily between Larnaca and Nicosia.

Nicosia, the Greek **Leucosia** (pronounced *Levkosia* or *Levtosia*), is the capital and seat of government, and of the Greek metropolitan, who has three bishops under him. Population 16,000. It is a walled town near the river Pidias, on the wide Messaoria plain, about 5 m. from the hills, 25 m. from Larnaca. COMMISSIONER—Colonel White. Sophokles Street (*sokkos* in Turkish, *dromos* in Greek), is 15 ft. wide. The Head-quarters Camp is outside, near the Paraskevi Convent; which stands on a hill full of fossil oysters.

The town consists of narrow, irregular, closely packed lanes, with broken pavements matted over for shelter against the heat, and supplied with rills of water from a conduit which goes round the walls and is fed by a branch from the Pidias. The houses are built of sun-dried bricks; there are few gardens. It is surrounded by ramparted walls, on which 40 old cannon are mounted, and in which are four gates. Guy de Lusignan, first king of Cyprus, a French crusader to whom Richard Cœur de Lion gave the island, 1191, fixed his seat here; and at one time it had "200 churches," some now turned into mosques. It was taken from the Venetians by the Turks, 1571, after a siege of 45 days.

Notice St. Sophia's Church, a massive but imperfect Gothic cathedral, now a mosque; where the Lusignan Kings are buried. (A gentleman living at St. Petersburg, styling himself "Prince of Cyprus, Jerusalem, and Armenia," claims to represent the family.) St. Dominic. St. Nicholas "of the English," an old round Church, late a granary, now restored for English use—Chaplain, Rev J. Spencer (as above.) It contians many tombstones of knights and ladies, with French inscriptions from 1322. Greek and Roman Catholic churches. The Konak or Governor's Palace, a large Gothic pile built by the Venetians, with a projecting porch; part is used as a prison. A dirty Bazaar; Khan or lodging place for travellers.

From Nicosia it is 15 or 16 m. over the hills, past Cato Dicomo to **Kyrenia**, a small port in a beautiful part, facing Karamania, with a massive square fort in its harbour. COMMISSIONER.—Captain Scott-Stevenson. There is good sport in Karamania.

Accomodation may be got at the Convents Distances from Larnaka by land, in English miles: 1. To the old Venetian port of **Famagousta** 24 m., which has room for a dozen ironclads in deep water; then past Salamis (where St. Barnabas was martyred) to Hai Theodore, 48 m.; Hai Simeon, 60 m.; end of Carpas peninsula, 90 m. Cape Grego, south of Famagousta, comes out in square scarped cliffs. 2. Past the site of Kiti, along the south coast to the site of *Amathus*, and **Limasol**, 42 m. ENGLISH CHURCH SERVICE (C.C.C. Soc.)—Rev. H. Finlay, M.D., Chap This is the second port in the Island, where Richard Cœur de Lion married Berengaria, and which he gave to the Knights of St. John, whose naval station for protect on of pilgrims was here. Commanderial wine, raki, salt, and carobs, are exported. **Baffo** or **Paphos**, 84 m.; a beautiful spot with a temple originally Tyrian, at Hieros Kipos (the Sacred Grove), dedicated to Venus, the sea-born Aphrodite and Cyprian goddess, whose Adonis was son of a King of Cyprus. Here St. Paul converted Sergius Paulus, the Roman proconsul; and Elymas, the sorcerer, was struck with blindness. A Sanatarium and summer retreat are projected in the hills and pine-woods above. There are well-marked strata at Poumo Point, in Chrysokou Bay, round the west corner of the Island; not far from Karavastesi, the ancient *Soli* (founded by Solon), at the bottom of Morphou Bay.

Kiti, the ancient *Citium* (where Zeno the Stoic was born), or *Kittim*, supposed to represent one of the biblical "Isles of Chittim," is a port or site near Larnaca, where Gen. di Cesnola found the remains of two Phœnician and Greek Temples, and 2000 tombs (from 400 B.C.), with many statuettes of a rough character, Assyrian, Egyptian, Greek, now at New York. One coin was a relic of Sarron, 720 B.C At Dali, or Daly (ancient *Idalium* where Venus was worshipped), on the camel track to Nicosia, he found 8,000 tombs with thousands of vases and glass objects; and here Mr. Lang discovered a valuable bi-lingual inscription, now in the British Museum. At Kourion, near *Amathus* or Palæo Limosso (Old Limasol) large discoveries were made, 1866–76. At *Golgos*, new Athienau, are remains of two temples. Many terra-cottas, from 500 B.C., were found at Nicosia, on the site of the ancient town.

Distances from Larnaca, by sea, in sea miles (average 10 m. an hour). To Alexandria, 300 m.; Suez Canal, 250 m.; Jaffa or Joppa, the port for Jerusalem, 180 m.; Tyre and Sidon, 120 m.; Beyrout, under Lebanon, 110 m.; Mouth of the Orontes, 120 m.; Iskanderoon or Alexandretta, in the Bay of Issus, where Alexander defeated Darius, 150 m.; Mersina, across the Strait of Karamania, 120 m., near Tarsus, the birthplace of St. Paul, on the Kalo Cydnus, where Fred. Barbarossa was drowned; Crete, 390 m.; Rhodes, 300 m; Smyrna, 510 m.; Athens, 540 m.; Malta, 960 m. From Iskanderoon to Antioch up the Orontes, thence to Aleppo, and Balis, on the Euphrates, at the frontier of Mesopotamia, 150 m.

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TRAVELLERS' VOCABULARY

IN

ENGLISH, FRENCH, GERMAN, and ITALIAN.

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Travelling by Railroad and Steamboat.	**Voyage par Chemin de Fer, et par Bateau à Vapeur.**	**Die Eisenbahn-u. Dampfschiff-Reise.**	**Viaggio sulle Strada Ferrate e sui Battelli a Vapore.**
Baggage—Luggage	Le bagage	Gepäck	L'equipaggio
Baggage-receipt	Un reçu de bagage	Gepäck-Schein	La ricevuta del bagaglio
Booking-Office	Le bureau	Einschreibebureau	L'ufficio
Brandy and Water	De l'eau et de l'eau-de-vie	Cognac und Wasser	Dell'acqua e del cognac
Does the train stop at Intermediate Stations?	Le convoi s'arrête-t-il aux Stations intermédiaires?	Hält der Zug auf Zwischen-Stationen?	Il treno si ferma nelle stazioni intermedie?
First Class Carriage	Une voiture de première classe	Erste Wagenklasse	Una carrozza di prima classe
On Board	A Bord	Am Board	A Bordo
Railway	Le Chemin de fer	Eisenbahn	La Strada Ferrata
Refreshments	Des rafraichissements	Erfrischung	Il rinfresco
Sleeping-berth	Couchette	Schlafstelle	Il letto
A Station	Une Station (La Gare)	Eine Station (Bahnhof)	Una stazione
Steward—Stewardess	Le maitre d'hôtel—La femme de chambre	Schiffsaufwärter-Wärterin	Il locandiere—la cameriera
Third-Class Carriage	Une Wagon de troisième classe	Dritte Wagenklasse	Una carrozza di terza classe
Ticket	Un Billet	Billet	Il biglietto
To Start	Partir	Abgehen	Partire
On the Road.	**En Route.**	**Auf der Landstrasse.**	**Sulla Strada.**
Change Horses	Changer des chevaux	Pferde wechseln	Cambiare cavalli
Cigars	Des cigares	Cigarren	Zigari
Conductor	Le conducteur	Schirrmeister—Conducteur	Il conduttore
Return Carriage	Une voiture de retour	Retourwagen	Una carozza di ritorno
Stop (at a place)	Arrêter	Anhalten	Fermare
Stop!	Arrêtez! halte!	Halt!	Fermatevi!
Stop to dine—to breakfast	Arrêter pour diner—pour déjeûner	Zum Mittagessen (zum Frühstück) anhalten	Fermarsi per pranzare—per far colazione
Posting — The Post-Office.	**Voyage en chaise de Poste.—La Poste aux Lettres.**	**Die Extra-Post.—Brief-Post.**	**Viaggio per la Posta. La Posta delle Lettere**
Closure of the Post	La clôture du bureau de poste	Postschluss	L'ufizio è chiuso
Distribution of Letters	La distribution des lettres	Brief-Ausgabe	La distribuzione delle lettere
Letter	La lettre	Brief	La lettera
Letter addressed to the Post office till called for	Une lettre, adressée poste-restante	Poste-Restante-Brief	Una lettera fermata posta
Post-Office	La poste aux lettres	Postamt	La posta delle lettere
Postage of a Letter	Le port d'une lettre	Porto	Il porto d'una lettera
Postage Stamps	Timbres de poste	Poststempel; briefmarke	Il sigille della posta
Put to the Horses	Attelez	Anspannen	Attacare
Single Letter	Une lettre non chargée	Einfacher Brief	Una lettera simplice
Custom-House.	**La Douane.**	**Das Zollhaus—Mauth.**	**La Dogana.**
Bonnet-box	Un carton à chapeau	Haubenschachtel	La Scatola da capeli
Box	Une caisse	Kiste	La Scatola di legne
Carpet-bag	Le sac de nuit	Reisesack	Il sacco da notte
Clothes	Des hardes	Kleidungsstücke	Abiti—panni
Custom-House Officer	Le Douanier	Zollbeamte	Il Deganiere
Dressing Case	Une nécessaire de toilette	Toilette	Un astuccio di toiletta
Duty	Le Droit	Zoll	Il dazio
For my own use	Pour l'usage personnel	Zum eigenen Gebrauch	Per proprio uso

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ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Frontier	La Frontière	Grenze	La frontiera il confine
Hat-box	Un étui à chapeau	Hutschachtel	La Capelliera
Key	La clef	Schlüssel	La Chiave
Linen	Du linge	Leinenzeug	La biancheria
Luggage	Les bagages	Gepäck	Il Bagaglio
Necessary Articles	Objets de première necessité	Nothwendige Dinge	Oggetti indispensabili
Portmanteau	Un portemanteau—une valise	Mantelsack	Una valigia
Prohibited	Prohibé	Verboten	Proibito
Search	Visiter	Visitiren	Visitare
Things liable to Duty	Sujet aux droits	Zollbare Sachen	Sogetto al dazio
To Open	Ouvrir	Oeffnen	Aprire
To Plumb	Plomber	Plombiren	Piombare
To Shut	Fermer	Schliessen	Chiudere
To Wait	Attendre	Warten	Aspettare
Traveller	Le Voyageur	Reisender	Il viaggiatore
Trunk	Une malle	Koffer	Il baule
Worn Articles	Des objets qui ont servi	Gebranchte Artikel	Oggetti usati
Passport and Police Office.	**Bureau des Passports et de Police.**	**Pass. Polizei.**	**Ufficio de' Passaport e di Polizia.**
Have I anything to Pay?	Y-a-t-il quelque chose à payer?	Habe ich etwas zu zahlen?	E da pagare qualche cosa?
I leave this evening	Je pars ce soir	Ich reise diesen	Parto questa sera
Merchant—Artist	Marchand—Artiste	Kaufmann—Künstler	Il negoziante. L'artista
Private Gentleman	Particulier	Privatmann	Il particolare
Scholar	Homme de lettres	Gelehrter	L'uomo di lettere
Stay	Séjourner	Verweilen	Restare, fermarsi
Visé the Passport	Viser le passeport	Pass visiren	Vidimare il passaporto
The Inn.	**L'Hotel—L'Auberge.**	**Der Gasthof.**	**La Locanda.—L'Albergo.**
A light	Une lumière	Licht	La lume
Bed	Le lit	Bett	Il letto
Bottle of drinking water	Une carafe d'eau	Flasche Trinkwasser	Bottiglia d'acqua da bere
Bread and Butter	Du pain avec du beurre	Butterbrod	Il pane con burro, di burro
Breakfast	Le déjeûner	Frühstück	La colazione
Brush the clothe	Brossez les habits	Kleider reinigen	Nettare spazzolare
Cold Milk (boiled)	Du lait froid (du lait chaud)	Kalte (heisse) Milch	Latte freddo (caldo)
Clean Towel	Une Serviette blanche	Reines Handtuch	Uno sciugamano netto
Clean the boots	Faire les chaussures	Stiefel putzen	Nettare i stivali
Cup	Une tasse	Tasse	La tazza
Double-bedded room	Une chambre à deux lits	Zimmer mit zwei Betten	La camera con due
Feather-bed	L'édredon	Federbett	Letto a suste
Foot-bath	Un bain de pieds	Fussbad	Il bagno de piedi
Glass	Un verre (à boire)	Glas	Il bicchiere
Hot water	De l'eau chaude	Heisses Wasser	Del acqua calda
Landlord	Le maître de l'hôtel	Wirth	Il padrone
Night-lamp	La veilleuse	Nachtlicht	il lume da notte
Room	L'appartement	Zimmer	L'appartamento
Sheets	Les draps	Ueberzüge	I lenzuoli
Sitting-room	Le salon	Wohnzimmer	La sala
To call—to awaken	Réveiller	Aufwecken	Destársi, svegliarsi
To light the fire	Allumer du feu	Einheizen	Accendere il fuoro
To Shave	Raser, se faire le barbe	Rasiren	Farmi la barba
Waiter	Garçon	Kellner	Il cameriere
Water-closet	Le Cabinet d'aisance	Der Abtritt, or "No. 100."	Comodo: Il necessario; latrina
The Dinner.	**Le Diner.**	**Das Mittagsessen.**	**Il pranzo**
App'e	Pomme	Apfel	Pomo; mela
Beefsteak	Beefsteak	Beef-steak	Cattoletta di manzo; bistecca
Beef	Du bœuf	Rindfleisch	Del manzo

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ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Beef Boiled	Bœuf bouilli	Rindfleisch gekocht	Manzo bollito
Do. Salt	do. salé	do. gesalzen	do. salato
Do. Smoked	do fumé	do. geräuchert	do. affumato
Do. Stewed	do. en ragoût	do. geschmort	do. stufato
Do. Roast	do. rôti (rosbif)	Rindsbraten	Del manzo arrosto
Beer	De la bière	Bier	Della birra
Biscuit	Un biscuit	Zwieback	Un biscotto; biscotto di salute (rusk)
Bottle	Une bouteille	Flasche—Bouteille	Una bottiglia
Brandy	De l'eau de vie—Cognac	Cognac, Franzbranntwein	Dell acquavite—cognac
Bread	Du pain	Brod	Il pane
Burgundy	Vin de Bourgogne	Burgunder	Vino di Borgogna
Butter	Du beurre	Butter	Del burro—butirro
Cabbage	Du chou	Kohl	Dei cavoli
Cheese	Du fromage	Käse	Del formaggio
Chicken	Un poulet	Hühnchen	Un pollastro
Chocolate	Du chocolat	Chocolade	Della cioccolata
Chop	Une côtelette	Cotelette	Una cotoletta
Claret	Du vin de Bordeaux	Bordeauxwein	Del vino de Bordeaux
Coffee	Du café	Kaffee	Il caffè
Cup (tea or coffee)	Une tasse (à thé, à café)	Obertasse	Una tazza da caffè
Decanter	Une carafe	Karaffe	Una caraffa
Dining room	La salle à manger	Speisezimmer	Il salone de pranzo
Egg	Un œuf	Ei *pl.* eier	Della nova
Fish	Du poisson	Fisch	Del pesce
Fork	Une Fourchette	Gabel	La forchetta
Fowl—Poultry	Une volaille	Geflügel	Un pollo —pollame
Fruit	Fruit	Obst	Frutta
Game—Venison	Du gibier—De la venaison	Wildpret	Della cacciagione
Glass	Un verre	Glas	Un bicchiere
Grape	Du raisin	Weintraube	Dell' uva
Half a bottle of wine	Une demi-bouteille	Halbe Flasche Wein	Una mezza bottiglia
Ham	Un jambon	Schinken	Un presciutto
Ice	Glace	Eis	Gelato
Lamb	De l'agneau	Lammfleisch	Dell' agnello
Leg of Mutton	Un gigot	Hammelkeule	Uno cosciotto di castrato
Lemon	Un citron	Citrone	Un limone
Lettuce	De la laitue	Lattich	Della lattuga
List of wines	La carte des vins	Weinkarte	La lista dei vini
Meat	De la viande	Fleisch	Della carne
Milk	Du lait	Milch	Del latte
Mineral water	De l'eau minérale	Mineralwasser	Dell' acqua minerale
Mulled beer	De la bière chaude	Warmbier	Birra calda
Mulled wine	Du vin chaud	Warmer wein	Vino bollente con arromi e zucchero
Mustard	Moutarde	Senf	Mostarda
Mutton	Du mouton	Hammelfleisch	Del castrato
Mutton-chop	Une côtelette de mouton	Hammel-Cotelette	Cotoletta di castrato
Omelet	Une omelette	Eierkuchen	Una frittata
Orange	Orange	Apfelsine	Arancia
Oyster	Une huître	Auster	Un ostrica; ostriche (pearl).
Parmesan cheese	Du fromage de parmesan	Parmesankäse	Del Parmegiano
Pastry	De la pâtisserie	Mehlspeise	Della pasticceria
Peach	Une pêche	Pfirsiche	Una pesca—persica
Pie	Un pâté	Pastete	Un pasticcio
Poached egg	Des œufs pochés	Eier, gesotste	Della nova affogata
Port	Du vin d'Oporto	Portwein	Del vino di Porto
Potato	Des pommes de terre	Kartoffel	Delle patate—dei pom terra
Rabbit	Un lapin	Kaninchen	Un conigtio
Roll	Un petit pain	Weissbrod (Semmel	Un panette
Rusk			Biscotto di salute

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ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Salad	De la salade	Salat	Dell'insalata
Saimon	Du saumon	Lachs	Del salmone
Sandwich	Des sandwiches (tartines beurrées à la viande	Fleischbutterbrod (Fleischbutter-schnitte)	I sandwich (fiette di pane con della carne in mezzo
Sausage	Saucissons	Wurst	Salami
Send up the dinner	Faites servir le dîner	Lassen Sie anrichten	Ordinate il pranzo
Sherry	Du vin de Xérès	Xereswein	Del Scerri
Soup	Soupe	Suppe	Zuppa; minestra
Spirits	Des liqueurs fortes, spiritueuses	Geistige Getränke	Dello spirito
Spoon	Une cuillère	Löffel	Un cucchiajo
Sugar	Du sucre	Zucker	Dello zucchero
Table d'hôte, or ordinary	Table d'hôte	Table d'hôte	Tavola rotonda
Tumbler	Un grand verre	Bierglas	Un bicchiere
Veal (roast)	Veau à la broche	Gebratnes Kalbsfleisch	Arosto di vitello
Veal cutlet	Côtelette	Kalbs cotelette	Brachiolette di vitello
Vegetables	Des légumes	Gemüse	Dei vegetabili; legume
Water	De l'eau	Wasser	Dell' acqua
Wine	Du vin	Wein	Dell vino
Departure.	**Depart.**	**Abreise.**	**Partite**
For the attendance	Pour le service	Für die Aufwartung	Per la servitu
Paying the bill	Paiement du compte	Bezahlung	Per pagare il conto
Small change	De la petite monnaie	Kleine Münze	Moneta piccola
I want change for a gold Napoleon	Voudriez-vous me changer un Napoléon d'or?	Wechseln Sie einen Napoleon d'or	Avrei bisogno di cambiare un Napoleone d'oro
Letter-writing.	**La Correspondance.**	**Das Briefschreiben.**	**La Correspondenza**
A pen	Une plume	Gänsefeder	Una penna
Blotting-paper	Dupapier brouillard	Löschpapier	Della carta sugante
Direction	L'adresse	Adresse	La direzione
Envelope	Une enveloppe	Umschlag	Una sopracarta
Letter paper	Papier à lettre	Postpapier	La carta da lettere
Letter to beleft till called for	Poste restante	Postrestante	Posta restante — lettere ferme in posta
Post	La poste	Post	La posta
Sealing-wax	De la cire à cacheter	Siegellack	La cera lacca
Steel pen	Une plume d'acier	Stahlfeder	Una penna d'acciajo
To prepay Postage	Affranchir une lettre	Frankiren	Affrancare
Wafer	Un pain à cacheter	Oblate	Un' ostia
In a Town.	**Dans une Ville.**	**In einer Stadt.**	**In una Città**
Address	L'adresse	Adresse	L'indirizzo
Apothecary	Un apothicaire	Apotheker	Uno speziale
Bank	La banque	Bank	La banca
Cabman	Le cocher	Droschkenkutscher	Cocchiero
Cab stand	Une station de voitures	Droschkenstation	Stazione di carozze
Collections of natural curiosities—of works of art	Un cabinet d'histoire naturelle—un musée	Naturalien—Kunst-sammlungen	I gabinetti di storia naturale—d'arti
Custom House	La douane	Zollhaus	La dogana
Dining house	Le restaurant	Speisehaus	La trattoria
Everything worth seeing (curiosities)	Les curiosités—Tout ce qui mérite d'être vu	Merkwürdigkeiten	Tutto quello che merita da esser veduto
Garden—Public walks	Le jardin public — La promenade publique	Garten—Offentliche Spaziergänge	Le passeggiate publiche
Glover	Le gantier	Handschuhmacher	Il guantajo
Goldsmith—Jeweller	L'orfèvre	Goldschmied—(Arbeiter)	L'orefice
Hotel	L'hôtel	Gasthof (Hotel)	L'albergo
Hotel keeper	L'aubergiste	Gastwirth	L'albergatore
Money changer	Le changeur	Geldwechsler	Il cambiatore
Palace	Le palais	Schloss (Palais)	Il palazzo
Police magistrate	Le commissaire du quartier	Polizei	Il commissario del ione
Police office	Le bureau de police	Polizeibureau	L'ufficio di polizia
Theatre	Le théâtre	Schauspielhaus	Il teatro
The best way	Le chemin le plus courte	Der kürzeste Weg	Il cammino più corto

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Turn to the right—the left.	Tourner à droite — à gauche	Rechts (links)—wenden.	Volgerse a destra—a sinistra
Washerwoman	La blanchisseuse	Wäscherin	Lavandaja
Hiring Furnished Lodging.	**Pour louer un Appartement Meuble.**	**Eine Wohnung zu Miethen.**	**Per pigliare in fitto degli Appartamenti Mobiliati.**
Blanket	Une couverture de laine.	Wollene decke	Una coperta di lana
Bottle	Une carafe—une bouteille	Flasche (bouteille)	Una bottiglia
Candle	La chandelle	Licht	Una candela
Candlestick	Le chandelier—le flambeau	Leuchter	Un candeliere
Chair	Une chaise	Stuhl	Una sedia
Chamber	Une chambre (qu'on ne peut chauffer)	Zimmer (Kammer)	Una camera
Coal	Du charbon de terre	Steinkohle	Il carbon fossile
Glass	Un verre	Glas	Un vetro ; cristallo
Key	La clef	Schlüssel	La chiave
Landlord	Le propriétaire	Hauswirth	Il padrone di casa
Room	Une chambre (qu'on peut chauffer)	Zimmer (Stube)	Una stanza
Snuffers	Les mouchettes	Putzscheere — (Lichtschere)	Lo smoccolatojo
Soap	Le savon	Seife	Il sapone
Staircase	L'escalier	Treppe	La scala
Story	Un étage	Stockwerk	Un piano
Towel	Une serviette	Handtuch	Una sciugamano
Wax candle	Une bougie	Wachslicht	Una candela di cera
In a Coffee-house.	**Dans un Cafe.**	**Im Caffeehause.**	**In un Caffe.**
A small cup of coffee	Une demi-tasse de café	Kleine tasse caffee	Una chicchera di caffe.
A glass of water with sugar	Un verre d'eau sucrée	Ein glas Zuckerwasser	Un bicchier d'acqua zucchero
Beer	De la bière	Bier	La birra
Coffee with hot milk	Du café au lait	Caffee mit heisser Milch.	Il caffé con latte
Glass of Cognac, negus, lemonade, punch	Un petit verre de Cognac, de vin chaud, de limonade, de punch	Glas Cognac, Bischof, Limonade, Punsch	Un bicchierino di Cognac, di vino caldo, di limonata, di ponzio
Waiter	Le garçon	Kellner	Il cameriere
The Banker.	**Le Banquier.**	**Der Banquier.**	**Col Banchiere.**
Account	Compte	Rechnung	Conto
Advance	Avance	Vorschuss	Anticipazione
Advice	Avis	Bericht	Avviso
Bank note	Un billet de banque	Banknote	Biglietto di banco
Cash	Argent comptant	Baar Geld	Cassa
Check	Un bon au porteur	Anweisung	Un' ordine
Clerk	Un commis	Handlungsgehilfe	Uno scrivano
Course of exchange	Le cours du change	Wechselcours	Il corso del cambio
Gold	De l'or	Gold	L'óro
Letter of credit	Une lettre de crédit	Creditbrief	Una lettera di credit
Receipt	Quittance	Quittung	Una ricevuta
The Theatre.	**Le Theatre.**	**Das Theater.**	**Il Teatro.**
Actor	Un acteur	Schauspieler	Un' attore
Box	Une loge	Loge	Un palco—una loggia
Interlude	Une petite pièce	Zwischenspiel	Un intermezzo
Lobby	Le vestibule	Vorhalle	Il corridojo
Opera	Un opéra	Oper	Un' opera
Orchestra	L'orchestre	Orchester	L'orchestra
Pit	Le parterre	Parterre	La platea
Play-bill	Affiche	Theaterzettel	Il programma
Scenery	Les décors	Decoration	La decorazione
Stall	Une stalle	Gesperrter Sitz	Un posto numerato
Ticket	Un billet	Billet	Un biglietto
A Hackney-Coach.—A Cab.	**La Voiture de louage—le fiacre—le cabriolet.**	**Ein Miethwagen—Fiaker—Droschke.**	**La Carozza d'affitto**
Drive me to——Street No. —	Conduises moi à la Rue— Numéro —	Fahrt mich nach der— Strasse—No.	Conducite mi alla —— Numero—

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Engage by the hour	Prendre à l'heure	Stundenweise miethen	Prendere per ora
Hackney-coach	Un fiacre	Lohnkutsche	Una carrozza da nolo, d'afitto
I will be back directly	Je reviendrai dans un instant	Ich komme gleich zurück	Ritorno subito
Stop here	Arrêtez	Haltet hier	Fermatevi qui
What have I to pay?	Qu'ai je à payer?	Was habe ich zu zahlen?	Quanto devo dare?
What is the fare?	Quel est le prix de la course?	Was ist die taxe?	Quant' è il prezzo corsa?
Gentleman's Toilet.	**De la toilette d'un homme.**	**Herren Toilette.**	**Per la toeletta d'un Signore.**
A Boot-jack	Le tirebotte	Stiefelknecht	Il cava-stivali
A Brush	Une brosse	Eine Bürste	Una setola; spazzola
Collars	Le faux col	Die Kragon	Il collare
A Comb	Un peigne	Ein Kamm	Un pettine
A Neckcloth, scarf	Une cravate	Das Halstuch, die cravate	Una cravatta
Drawers	Le caleçon	Die Unterhosen	Le mutande, i sottocalzoni
A Great-coat	Un surtout; un paletôt	Ein Ueberzieher; ein Pa-	Un sajo; una zimarra
A Handkerchief	Un mouchoir	Ein Schnupftuch	Un fazzoletto
A Shirt	Une chemise	Ein Hemd	Una camicia
Stockings	Les bas	Die Strümpfe	Le calze
A Waistcoat	Un gilet	Ein Weste	Una veste
A Lady's Toilet.	**De la toilette d'une dame.**	**Damen-Toilette.**	**Per la toeletta d'un Signora.**
A Cap	Un bonnet	Ein Haube... [shentuch	Una cuffia
A Chemise	Une chemise de femme	Ein Frauenhemd Ta-	Una camiciada donna
A Chemisette	Une chemisette	Ein Chemisett	Una camiciuola
Glove	Un gant	Handschuh	Un guanto
Lace hole (of stays)	Oeillet	Schnürloch	Un occhiello—asolo
Linen	Du linge	Leinwand	Della tela
Morning-cap	Le bonnet du matin	Negligéhaube	La coffia di matina
Neck-kerchief	Un fichu	Ein Halstuch	Un veletto
A Petticoat	Une Jupe; Jupon	Ein Rock; Unterrock	Una gonna; una sottana
Shoe	Un soulier	Ein Schuh	Una scarpa
Shawl	Un châle	Ein Shawl	Uno sciallo
Skirt	Le pan	Ein Rock	Una gonnella
The Washerwoman.	**La blanchisseuse.**	**Die Waschfrau.**	**La Lavandaja**
Apron	Un tablier	Schürze	Un grembiale
Cap (of a man)	Bonnet d'homme	Mütze	Un berretto
Cap (of a woman)	Bonnet de femme	Haube	Una cuffia
Chemise	Une chemise de femme	Frauenhemde	Una camicia da donna
Collar	Un col de chemise	Kragen	Un collo da camicia
Cotton stockings	Des bas de coton	Baumwollen-strümpfe	Delle calze di cotone
Cravat	Une cravate	Halsbinde	Una cravatta
Dirty linen	Le linge sale	Schmutzige Wäsche	I panni sporchi
Drawers	Un caleçon	Unterhose	I sottocalzoni
Dress, gown	Robe	Kleid	Una veste—gonna
Dressing-gown	Une robe de chambre	Schlafrock	Una veste da camera
Flannel waistcoat	Un gilet de flanelle	Flanelljacke	Dei corpetti di flanella
Linen to be washed	Faire blanchir du linge	Schmutzen waschen	Far lavare la biancher
Napkin	Une serviette	Serviette	Una salvietta
Night-cap (of a man)	Bonnet de nuit	Schlafmütze	Una berretta da notte
Night-cap (of a woman)	Une coiffe de nuit	Nachthaube	Una cuffia da notte
Night-shirt	Une chemise de nuit	Nachthemde	Una camicia da notte
Petticoat	Un jupon	Unterrock	Una sottana
Pocket handkerchief	Un mouchoir de poche	Schnupftuch	Fazzoletto da accoccia
Sheets	Des draps de lit	Bettticher	Lenzuoli
Shirt	Une chemise d'homme	Mannshemde	Una camicia da uomo
Stays	Un corset	Schnürleib	Un busto
Stockings (a pair)	Une paire de bas	Strümpfe (ein Paar)	Un pajo di calze
To mend the shirts	Raccommoder les chemises	Hemden ausbessern	Raccomodare le camis
Towel	Une Serviette	Handtuch	Uno sciugamano
Trousers	Les pantalons	Beinkleider	Un paju di calzoni

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
A Waistcoat	Un gilet	Eine Weste	Una veste [imbianchire
Washing bill	Note de linge à blanchir	Waschzettel	Notta de' pannilini da
Stockings	Bas	Strümpfe	Calzette
The Physician.	**Le Medecin.**	**Der Arzt.**	**Il Medico.**
The Ague	La fièvre intermittente	Das Kalte Fieber	La febbre intermittente
A Bath	Un bain	Ein Bad	Un bagno
Barley water	De la tisane d'orge	Gerstenwasser	Dell' acqua d'orzo
Castor oil	Huile de ricin	Ricinus-Oel	Olio di ricino [vello
A cold in the head	De rheume de cerveau	Der Schnupfen	L'infiammazione di cer-
A Cold	Un catarrhe	Eine Erkältung	Un catarro
Constipation	La constipation	Die Verstopfung	La costipatione
A Cough	La toux [ment	Der Husten	La tosse
Diarrhœa	La diarrhée le dévoie-	Der Durchfall	La diarrea; la menagione
Doctors' fee for a visit	Les honoraires d'un médecin pour une visite	Honorar für einen Besuch	Onorario ad un dottore per una visita
An emetic	Un vomitif	Ein Brechmittel	Un vomitivo
I feel myself very unwell	Je ne me sens pas très bien	Ich bin sehr unwohl	Non mi sento bene
Illness	Une maladie	Eine Krankheit	Una malattia
Indisposition	Une indisposition	Eine Unpässlichkeit	Un' indisposizione
A Prescription	Une ordonnance	Ein Recept	Una ricetta
A Purgative	Un purgatif	Ein Abführungsmittel	Una purga
Rhubarb	De la rhubarbe	Rhabarber	Il reubarbaro
Shivering	Un frissonnement	Frösteln	Il brivido
Stomach-ache	Le mal d' estomac	Die Magenschmerzen	Il dolor di stomaco
Twice a day	Deux fois par jour	Zweimal täglich	Due volte il giorno
Days.	**Les Jours.**	**Tages.**	**Giorni.**
Monday	Lundi	Montag	Lunedì
Tuesday	Mardi	Dienstag	Martedì
Wednesday	Mercredi	Mittwoch	Mercoledì
Thursday	Jeudi	Donnerstag	Giovedì
Friday	Vendredi	Freitag	Venerdì
Saturday	Samedi	Samstag; Sonnabend	Sabbato
Sunday	Dimanche	Sonntag	Domenica
Numbers.	**Nombres.**	**Nummeren.**	**Numeri.**
One	Un	Eins	Uno
Two	Deux	Zwei	Due
Three	Trois	Drei	Tre
Four	Quatre	Vier	Quattro
Five	Cinq	Fünf	Cinque
Six	Six	Sechs	Sei
Seven	Sept	Sieben	Sette
Eight	Huit	Acht	Otto
Nine	Neuf	Neun	Nove
Ten	Dix	Zehn	Dieci
Eleven	Onze	Elf	Undici
Twelve	Douze	Zwölf	Dodici
Thirteen	Treize	Dreizehn	Tredici
Fourteen	Quatorze	Vierzehn	Quattordici
Fifteen	Quinze	Fünfzehn	Quindici
Sixteen	Seize	Sechzehn	Sedici
Seventeen	Dix-sept	Siebzehn	Diciasette; diciasette
Eighteen	Dix-huit	Achtzehn	Diciotto; diciotto
Nineteen	Dix-neuf	Neunzehn	Diciannove; diciannove
Twenty	Vingt	Zwanzig	Venti
Twenty-five	Vingt-cinq	Fünf und zwanzig	Venti cinque
Thirty	Trente	Dreissig	Trenta
Forty	Quarante	Vierzig	Quaranta
Fifty	Cinquante	Fünfzig	Cinquanta
Sixty	Soixante	Sechzig	Sessanta
Seventy	Soixante-dix	Siebzig	Settanta
Eighty	Quatre-vingt	Achtzig	Ottanta
Ninety	Quatre-vingt-dix	Neunzig	Novanta
A Hundred	Cent	Hundert	Cento

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LONDON and PARIS, via NEWHAVEN, DIEPPE, & ROUEN.

DAILY DIRECT TIDAL SERVICE.—THE SHORTEST & CHEAPEST ROUTE.

Daily Express Tidal Service, LONDON to PARIS.—(1,2,3 Class.)

May, 1880.		Trains leave Victoria.	Trains leave London Bridge.	Dates.	Steamers leave Newhaven.	Dates.	Trains leave Dieppe.	Arrive in Paris, St. Lazare.
Sat	1	7 50 p.m.	8 0 p.m.	2	1 10 a.m.	2	9 51 a.m.	1 50 p.m.
Mon	3	7 50 ...	8 0 ...	4	3 50 ...	4	12 0 noon	4 20 ...
Tues	4	7 50 ...	8 0 ...	4	10 50 p.m.	5	6 17 a.m.	10 30 a.m.
Wed	5	7 50 ...	8 0 ...	5	11 50 ...	6	7 39 ...	11 45 ...
Thur	6	7 50 ...	8 0 ...	7	12 10 a.m.	7	9 51 ...	1 50 p.m.
Fri	7	7 50 ...	8 0 ...	8	12 0 ...	8	9 51 ...	1 50 ...
Sat	8	7 50 ...	8 0 ...	9	1 30 ...	9	9 51 ...	1 50 ...
Mon	10	7 50 ...	8 0 ...	11	2 40 ...	11	9 51 ...	1 50 ...
Tues	11	7 50 ...	8 0 ...	12	3 10 ...	12	12 0 noon	4 20 ...
Wed	12	7 50 ...	8 0 ...	13	3 40 ...	13	12 0 ...	4 20 ...
Thur	13	7 50 ...	8 0 ...	13	10 10 p.m.	14	6 17 a.m.	10 30 a.m.
Fri	14	7 50 ...	8 0 ...	14	10 40 ...	15	6 17 ...	10 30 ...
Sat	15	7 50 ...	8 0 ...	15	11 30 ...	16	6 17 ...	10 30 ...
Mon	17	7 50 ...	8 0 ...	18	1 30 a.m.	18	9 51 ...	1 50 p.m.
Tues	18	7 50 ...	8 0 ...	19	2 40 ...	19	9 51 ...	1 50 ...
Wed	19	7 50 ...	8 0 ...	20	3 50 ...	20	12 0 noon	4 20 ...
Thur	20	7 50 ...	8 0 ...	20	10 50 p.m.	21	6 17 a.m.	10 30 a.m.
Fri	21	7 50 ...	8 0 ...	21	11 40 ...	22	7 39 ...	11 45 ...
Sat	22	7 50 ...	8 0 ...	23	12 10 a.m.	23	7 39 ...	11 45 ...
Mon	24	7 50 ...	8 0 ...	25	1 40 ...	25	9 51 ...	1 50 p.m.
Tues	25	7 50 ...	8 0 ...	26	2 30 ...	26	9 51 ...	1 50 ...
Wed	26	7 50 ...	8 0 ...	27	3 30 ...	27	12 0 noon	4 20 ...
Thur	27	7 50 ...	8 0 ...	27	10 10 p.m.	28	6 17 a.m.	10 30 a.m.
Fri	28	7 50 ...	8 0 ...	28	10 50 ...	29	6 17 ...	10 30 ...
Sat	29	7 50 ...	8 0 ...	29	11 50 ...	30	6 17 ...	10 30 ...
Mon	31	7 50 ...	8 0 ...	1	1 50 a.m.	1	6 17 ...	1 50 p.m.

Daily Express Tidal Service, PARIS to LONDON.—(1,2,3 Class.)

May, 1880.		Depart from Paris, St. Lazare	Dates.	Departures from Dieppe.	Dates.	Depart from Newhaven.	Arrivals at Lon. Bridge	Arrivals at Victoria
Sat	1	8 50 p.m.	2	1 20 a.m.	2	7 20 a.m.	9 0 a.m.	9 10 a.m.
Mon	3	8 50 ...	4	4 0 ...	4	9 50 ...	11 30 ...	11 40 ...
Tues	4	8 50 ...	5	8 0 ...	5	11 10 ...	12 50 p.m.	1 0 p.m.
Wed	5	8 50 ...	6	8 0 ...	6	12 30 p.m.	2 10 ...	2 20 ...
Thur	6	8 50 ...	7	6 40 ...	7	12 30 ...	2 10 ...	2 20 ...
Fri	7	8 50 ...	8	7 20 ...	8	1 40 ...	3 20 ...	3 30 ...
Sat	8	8 50 ...	9	1 20 ...	9	9 50 a.m.	11 30 a.m.	11 40 a.m.
Mon	10	8 50 ...	11	2 0 ...	11	9 50 ...	11 30 ...	11 40 ...
Tues	11	8 50 ...	12	2 30 ...	12	9 50 ...	11 30 ...	11 40 ...
Wed	12	8 50 ...	13	3 0 ...	13	12 30 ...	2 10 p.m.	2 20 p.m.
Thur	13	8 50 ...	14	3 30 ...	14	11 10 ...	12 50 ...	1 0 ...
Fri	14	8 50 ...	15	4 0 ...	15	11 10 ...	12 50 ...	1 0 ...
Sat	15	8 50 ...	16	5 0 ...	16	12 30 p.m.	2 10 ...	2 20 ...
Mon	17	8 50 ...	18	1 40 ...	18	7 40 a.m.	9 10 a.m.	9 20 a.m.
Tues	18	8 50 ...	19	2 50 ...	19	9 50 ...	11 30 ...	11 40 ...
Wed	19	8 50 ...	20	4 0 ...	20	9 50 ...	11 30 ...	11 40 ...
Thur	20	8 50 ...	21	4 50 ...	21	11 10 ...	12 50 p.m.	1 0 p.m.
Fri	21	8 50 ...	22	5 50 ...	22	12 30 p.m.	2 10 ...	2 20 ...
Sat	22	8 50 ...	23	6 40 ...	23	12 30 ...	2 10 ...	2 20 ...
Mon	24	8 50 ...	25	1 30 ...	25	9 50 a.m.	11 30 a.m.	11 40 a.m.
Tues	25	8 50 ...	26	2 0 ...	26	9 50 ...	11 30 ...	11 40 ...
Wed	26	8 50 ...	27	2 30 ...	27	9 50 ...	11 30 ...	11 40 ...
Thur	27	8 50 ...	28	3 30 ...	28	11 10 ...	12 50 p.m.	1 0 p.m.
Fri	28	8 50 ...	29	4 10 ...	29	12 30 p.m.	2 10 ...	2 20 ...
Sat	29	8 50 ...	30	5 0 ...	30	12 30 ...	2 10 ...	2 20 ...
Mon	31	8 50 ...	1	2 0 ...	1	9 50 a.m.	11 30 a.m.	11 40 a.m.

To suit the tides, it may be sometimes necessary for the boat to leave earlier than the advertised time; it is therefore necessary for Passengers to be on board the Steamers at least 15 minutes before the advertised Sailing to ensure their not being left behind.

First, Second, and Third Class Passengers will be conveyed from London to Paris, and *vice versa*, by the Trains and Steamers forming the Night Service.

All the London and Newhaven Special Trains call at Clapham Junction, Croydon, Red Hill Junction, and Lewes.

Holly, and the Mouth of France.—Passengers are booked through from London, and *vice versa*, by the route.

Through Fares—Single Journey Tickets—From London to Italy Available for Seventeen Days—Via Mont Cenis Tunnel & Modane.

TO	1st Cl. £ s. d.	2nd Cl. £ s. d.	3rd Cl. £ s. d.	TO	1st Cl. £ s. d.	2nd Cl. £ s. d.	3rd Cl. £ s. d.	TO	1st Cl. £ s. d.	2nd Cl. £ s. d.	3rd Cl. £ s. d.
Ancona	8 5 10	6 0 7	4 5 0	Milan	6 8 8	4 14 7	3 7 0	Rome, via Bologna & Florence	9 10 11	6 18 0	4 14 6
Bologna	7 7 4	5 7 8	3 15 6	Naples via Bologna & Florence	10 18 3	7 16 8	5 5 10	,, Pisa	9 1 5	6 11 0	4 9 8
Brindisi	10 16 1	7 13 9	5 9 11	,, Pisa	10 8 10	7 9 9	5 0 10	Turin	5 14 0	4 4 3	3 0 4
Florence, via Bologna	8 0 6	5 16 10	4 1 6	,, Foggia	10 12 10	7 13 6	5 3 8	Venice	7 15 3	5 13 2	3 19 1
,, ,, Pisa	7 14 5	5 12 7	3 18 8	Reggio	12 19 3	9 6 6	6 0 4	Verona	7 3 9	5 5 2	3 13 11
Genoa	6 10 5	4 15 10	3 7 10								

THROUGH FARES—SINGLE JOURNEY TICKETS—FROM LONDON—AVAILABLE FOR ONE MONTH.

TO	1st Cl. £ s. d.	2nd Cl. £ s. d.	TO	1st Cl. £ s. d.	2nd Cl. £ s. d.	TO	1st Cl. £ s. d.	2nd Cl. £ s. d.
Aix-les-Bains	4 10 4	3 7 0	Hyeres	6 6 8	4 14 3	Mentone	7 3 4	5 7 0
Biarritz	5 11 2	4 2 7	Lausanne	4 4 3	3 2 3	Neuchatel	4 2 7	3 1 3
Bordeaux	4 10 0	3 6 9	Lyons	4 3 5	... ...	Nice	7 0 1	5 5 0
Cannes	6 17 1	5 2 6	Marseilles	5 18 1	... ...	Pau	5 13 8	4 4 6
Geneva	4 14 5	... ...						

Second Class Passengers may use the best Cabin of the Steamboats by payment on board of 4s. 6d.; and Third Class Passengers may use the Second Cabin on payment of 2s. 10

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DIRECTION—PALERMO.

MEDITERRANEAN, BLACK SEA, and ADRIATIC LINES.

VENICE, BRINDISI, PIRÆUS, CONSTANTINOPLE LINE.

TO GO.			RETURN.		
STATIONS.	ARRIVAL.	DEPARTURE.	STATIONS.	ARRIVAL.	DEPARTURE.
Trieste	..... ,,	Thursday, 10 p.m.	**Constantinople**	.....	Wednes. 5 p.m.
Venice	Friday, 6 a.m.	Sunday, 4 p.m.	**PIRÆUS** [2]	Friday, 8 a.m	Friday 9 a.m.
Ancona (5)	Monday, 4 a.m.	Monday, 4 p.m.	**BRINDISI**	Sunday 9 a.m	Sunday, 10 p.m.
Bari	Tuesday 3 p.m.	Tuesday, 10 p.m.	**Bari**	Monday, 5 a.m.	Monday 8 p.m.
BRINDISI	Wednesd'y 5 a.m.	Wednesday mid.	**Ancona** (5)	Tuesday 7 p.m.	Tuesday mid.
PIRÆUS [1]	Friday, midnight.	Saturday, 4 a.m.	**Venice**	Wednesday, noon.	Thursday, 4 p.m.
Constantinople	Sunday, 4 p.m.	.....	**Trieste**	Thursday, 11 p.m.	.....

[1] Departure from Pirœus every Saturday at 10 a.m for Smyrna or Salonica (alternately). Dardanelles, and Constantinople. [2] Departure from **Pirœus** every Friday at 10 a.m. for Catania, Messina, (Malta, Naples,) Palermo, Naples, Genoa, and Marseilles.

MARSEILLES, ITALY, PIRÆUS, CONSTANTINOPLE, ODESSA LINE.

STATIONS.	ARRIVAL.	DEPARTURE	STATIONS.	ARRIVAL.	DEPARTURE
Marseilles	.....	Sunday, noon.	**Odessa**	.....	Saturday, 6 p.m.
Genoa	Monday. 9 a.m.	Tuesday, 10 p m	**Constantinople**	Mo day, 6 a.m.	onday, 4 p.m.
Leghorn	Wednes., 7 a.m.	Wednes. 4 p.m.	**Dardanelles**	Tuesday, 6 a.m.	Tuesday, 11 a.m.
Naples	Thursday, 6 p.m.	Friday, 5 ,,	**Smyrna weekly**	We nes. 2 ,,	Wednesday 6 p.m.
Palermo	Saturday, 10 a.m.	Monday, 5 ,,	**Salonica** fortnightly	do 7 ,,	Wednesday 4 a.m.
Messina	Tuesday 6 a.m.	Tuesday, mid.	**Pirœus** [2]	Thursday, 3 p.m.	Friday, 1 a.m.
Catania	Wednes. 6 ,,	Wednesday, noon	**Catania**	Sunday noon.	Sunda , 4 p.m.
PIRÆUS [1]	Friday, 2 p.m.	Saturday, 4 a.m.	**Messina** (3)	do. (3) 10 p m	Monday, 6 a.m.
Constantinople	Sunday 4 p.m.	Monday, 5 p.m.	**Palermo**	Tuesday, 6 a.m.	Thursday 5 p.m.
Odessa	Wednesday, 5 a.m	.....	**Naples**	Friday, 10 ,,	Friday, 2 p.m.
			Genoa	Sunday, 3 ,,	Sund y, noon.
			Marseilles	Monday, 10 ,,	.....

[1] Departure from Pirœus every Saturday at 10 p.m. for Smyrna, or Salonica (alternately). Dardanelles and Constantinople. [2] Departure from **Pirœus** every Friday at 9 a.m., for Brindisi, Corfu, and Adriatic. [3] Correspondence for Naples.

MARSEILLES, ITALY, BRINDISI, ADRIATIC, and CORFU LINE.

STATIONS.	ARRIVAL.	DEPARTURE	STATIONS.	ARRIVAL.	DEPARTURE
Marseilles	.....	Wednesday, noon	**Trieste**	.....	Saturday, 10 p.m.
Genoa	Thursday 11 a.m.	Friday, 10 p.m.	**Ancona** (5)	Sunday, noon	Monday, 4 a.m.
Leghorn	Saturday, 7 ,,	Saturday, 2 p.m.	**Bari**	Tuesday, 4 a.m.	Tuesday, 4 p.m.
Naples	Sunday, 6 p.m.	Mo.da., 5 ,,	**Brindisi**	Tuesday. 11 p.m.	Wednesd'y, 6 a.m
Palermo	Tu sday. 4 a.m.	Wednes. 5 ,,	**Gallipoli**	,, 8 p.m	,, 9 p.m.
Messina	Thursday, 6 ,,	Thursday, 11 p m	**Taranto**	Thursday, 2 a.m.	Thursday, 4 a.m.
Catania	Friday, 5 a m	Friday, noon.	**Catania**	Friday, 7 a.m.	Friday 1 p.m
Taranto	Saturday, 3 p.m.	Saturd y, 5 p.m.	**Messina**	,, 8 p.m.	Saturday 5 p.m.
Gallipoli	do. 10 ,,	do. 11 ,,	**Palermo**	Sunday, 6 a.m.	Monday 5 p.m.
Brindisi [4]	Sunday, 11 a m.	Sunday, 4 p.m.	**Naples**	Tuesd-y. 10 a.m.	Tuesday 2 p.m.
Trieste	Tuesday, 8 a m.	..... ,,	**Leghorn**	Wednesd'y, 6 p.m.	Wednesd'y, 11 p.m
			Genoa	Thursday, 8 a.m.	Thursd'y midnight
			Marseilles	Saturday morn	...

OTHER LINES.

From **Marseilles** to **Genoa, Naples, Messina, Malta,** and **Ports of Levant,** every Sunday and Wednesday noon. Return of **Malta** every Monday and Wednesday at 5 p.m.

From **Genoa** to **Naples, Malta,** every Tuesday and Friday, evening. Return of **Malta** every Sunday and Thursday at 3 a.m

From **Naples** to **Messina, Pirœus, Constantinople,** every Monday evening, transhipping at **Pirœus** for **Smyrna** weekly, or **Salonica** fortnightly.

From **Smyrna,** calling at **Pirœus, Brindisi, Bari, Ancona, Venice,** and **Trieste,** every Thursday, 6 a.m.

From **Naples** to **Palermo,** every day Return every day.

From ,, to **Messina, Malta,** every Friday and Monday and Wednesday evening. Return every Monday and Thursday evening

From ,, to **Palermo, Tunis,** every Monday evening

From ,, to **Catabria, Reggio** and **Messina,** every Tuesday and Saturday evening. Return Wednesday and Friday evening

From **Palermo** to **Trapani, Favignana, Marsala, Pantellaria** and **Tunis,** every Tuesday evening. Return every Friday evening.

From **Palermo** to Various Ports of **Sicily** and **Malta,** every Friday morning and Monday and Wednesday evening. Return every Monday and Thursday

From **Messina** to **Catania, Siracusa,** and **Malta,** every Tuesday and Saturday, midnight. Return every Monday and Thursday at 5 p.m.

(4) From **Brindisi** to **Corfu,** every Sunday, midnight. Return from **Corfu,** every Tuesday at 5 p.m.

(5) From **Ancona** to **Zara** every Monday at 9 a m Return Tuesday at 8 a.m.

From **Messina** to **Reggio** twice a day Return twice a day

For Passages and particulars apply to THOMAS COOK & SON Ludgate Circus, E.C., London. For Freight and Particulars, apply at London to DAVIES TURNER & Co., 52 Lime Street, At Paris, to —— at Antwerp, ROBBINS and WALFORD; at Marseilles, to I. & V. FLORIO & CO., 12, Place de la Bourse, with Office on Transit, and in other Ports to the Company's Agencies,

I. & V. FLORIO & CO., (PALERMO).

FLORIO'S OFFICES are established in **Naples, Rome, Marseilles Brindisi Bari, and Pirœus**

CONTINENTAL TRAIN SERVICES and BOAT SAILINGS - *(Weather & Tide permitting).*
Arrivals in Paris and Sailings from Boulogne and Calais are by French Time, ten minutes in advance of English Time

LONDON & PARIS IN 9¼ HOURS

ACCELERATED SPECIAL TIDAL TRAINS, AND FAST STEAMERS,
THROUGH SEVENOAKS, FOLKESTONE, AND BOULOGNE, the Shortest, Cheapest and most Direct Route
And also by the MAIL TRAIN SERVICES in 10¼ Hours, via Dover & Calais.
REVISED FARES:—SINGLE TICKETS (available for Seven Days):—
London to Paris, via Boulogne, 255 Miles: First Class, £2 16 0; Second Class, £2 2 0.
London to Paris, via Calais, ... 283 Miles: First Class, £3 0 0; Second Class, £2 5 0.
RETURN TICKETS (available for One Month):—
By Boulogne or Calais, First Class, £4 15 0; Second Class, £3 15 0.
SPECIAL ADDITIONAL NIGHT SERVICE, *at Reduced Fares, via BOULOGNE or CALAIS.*
2nd Cl. 3rd Cl. 2nd Cl. 3rd Cl.
SINGLE TICKETS (available for 3 Days) 31s 6d. 21s | RETURN TICKETS (available for 14 Days) 47s. 31s 6d.
Baggage Registered. No Small Boats used.
London Termini:—CHARING CROSS AND CANNON STREET.
PARIS OFFICE, 4, BOULEVARD DES ITALIENS.
BRUSSELS OFFICE, 74, MONTAGNE DE LA COUR COLOGNE 1, FRIEDRICH WILHELM STRASSE.

LONDON TO PARIS.

MAY.	Leave Charing Cross or Cannon Street.	Leave Folk'stone	Sailing	Leave Boulogne	Arrive in Paris.
Sat. 1	10 45 a.m.	12 56 p.m.	...	3 40 p.m.	8 15 p.m.
SUN 2	1 0 p.m.	3 15 ...	...	6 10 ...	10 42 ...
Mon. 3	1 0 ...	3 15 ...	...	6 10 ...	10 42 ...
Tues. 4	1 0 ...	3 15 ...	...	6 10 ...	10 42 ...
Wed. 5	2 0 ...	4 15 ...	...	7 10 ...	11 40 ...
Thur. 6	6 20 a.m.	8 31 a.m.	...	11 10 a.m.	3 40 ...
Fri. 7	7 25 ...	9 30 ...	...	12 10 p.m.	4 40 ...
Sat. 8	7 25 ...	9 30 ...	...	12 10 ...	4 40 ...
SUN. 9	8 50 ...	11 0 ...	...	1 58 ...	6 35 ...
Mon 10	8 50 ...	11 0 ...	...	1 58 ...	6 35 ...
Tues 11	8 50 ...	11 0 ...	...	1 58 ...	6 35 ...
Wed. 12	8 50 ...	11 0 ...	...	1 58 ...	6 35 ...
Thur 13	10 45 ...	12 55 p.m.	...	3 40 ...	8 15 ...
Fri. 14	10 45 ...	12 55 ...	...	3 40 ...	8 15 ...
Sat. 15	10 45 ...	12 55 ...	...	3 40 ...	8 15 ...
SUN. 16	10 45 ...	12 55 ...	...	3 40 ...	8 15 ...
Mon. 17	10 45 ...	12 55 ...	...	3 40 ...	8 15 ...
Tues 18	1 0 p.m.	3 15 ...	...	6 10 ...	10 42 ...
Wed. 19	1 0 ...	3 15 ...	...	6 10 ...	10 42 ...
Thur. 20	1 0 ...	3 15 ...	...	6 10 ...	10 42 ...
Fri. 21	2 0 ...	4 15 ...	...	7 10 ...	11 40 ...
Sat. 22	6 20 a.m.	8 30 a.m.	...	11 10 a.m.	3 40 ...
SUN. 23	6 20 ...	8 30 ...	...	11 10 ...	3 40 ...
Mon 24	7 25 ...	9 30 ...	...	12 10 p.m.	4 40 ...
Tues. 25	8 50 ...	11 0 ...	...	1 58 ...	6 35 ...
Wed. 26	8 50 ...	11 0 ...	...	1 58 ...	6 35 ...
Thur. 27	10 45 ...	12 55 p.m.	...	3 40 ...	8 15 ...
Fri. 28	0 45 ...	12 55 ...	...	3 40 ...	8 15 ...
Sat 29	10 45 ...	12 55 ...	...	3 40 ...	8 15 ...
SUN. 30	10 45 ...	12 55 ...	...	3 40 ...	8 15 ...
Mon. 31	10 45 ...	12 55 ...	...	3 40 ...	8 15 ...
JUNE.					
Tues. 1	1 0 p.m.	3 15 p.m.	...	6 10 p.m.	10 42 p.m.
Wed 2	1 0 ...	3 15 ...	...	6 10 ...	10 42 ...
Thur. 3	2 0 ...	4 15 ...	...	7 10 ...	11 40 ...

PARIS TO LONDON.

MAY.	Leave Paris Chemin-de-fer du Nord	Leave Boulogne	Leave Folk'stone Harbour	Arrive in London
Sat. 1	9 30 a.m.	2 30 p.m.	4 45 p.m.	6 30 p.m.
SUN. 2	11 15 ...	4 25 ...	6 45 ...	8 35 ...
Mon. 3	11 15 ...	4 25 ...	6 45 ...	8 35 ...
Tues. 4	1 20 p.m.	6 15 ...	8 40 ...	10 30 ...
Wed. 5	1 20 ...	6 15 ...	8 40 ...	10 30 ...
Thur. 6	1 20 ...	6 50 ...	9 10 ...	11 0 ...
Fri. 7	5 a.m.	noon ...	2 25 ...	4 15 ...
Sat. 8	7 5 ...	noon ...	2 25 ...	4 15 ...
SUN. 9	7 5 ...	noon ...	2 25 ...	4 15 ...
Mon. 10	7 5 ...	noon ...	2 25 ...	4 15 ...
Tues 11	9 30 ...	2 30 p.m.	4 40 ...	6 30 ...
Wed 12	9 30 ...	2 30 ...	4 40 ...	6 30 ...
Thur. 13	9 30 ...	2 30 ...	4 40 ...	6 30 ...
Fri. 14	9 30 ...	2 30 ...	4 40 ...	6 30 ...
Sat. 15	9 30 ...	2 30 ...	4 40 ...	6 30 ...
SUN. 16	9 30 ...	2 30 ...	4 40 ...	6 30 ...
Mon. 17	9 30 ...	2 30 ...	4 40 ...	6 30 ...
Tues 18	11 15 ...	4 25 ...	6 45 ...	8 35 ...
Wed. 19	11 15 ...	4 25 ...	6 45 ...	8 35 ...
Thur 20	1 20 p.m.	6 15 ...	8 40 ...	10 30 ...
Fri. 21	1 20 ...	6 15 ...	8 40 ...	10 30 ...
Sat. 22	1 20 ...	6 50 ...	9 10 ...	11 0 ...
SUN. 23	7 10 a.m.	noon ...	2 25 ...	4 15 ...
Mon. 24	7 10 ...	noon ...	2 25 ...	4 15 ...
Tues. 25	7 10 ...	noon ...	2 25 ...	4 15 ...
Wed. 26	9 30 ...	2 30 p.m.	4 40 ...	6 30 ...
Thur. 2	9 30 ...	2 30 ...	4 40 ...	6 30 ...
Fri. 28	9 30 ...	2 30 ...	4 40 ...	6 30 ...
Sat. 29	9 30 ...	2 30 ...	4 40 ...	6 30 ...
SUN. 30	9 30 ...	2 30 ...	4 40 ...	6 30 ...
Mon. 31	9 30 ...	2 30 ...	4 40 ...	6 30 ...
JUNE				
Tues. 1	11 15 a.m.	4 25 p.m.	6 45 p.m.	8 35 p.m.
Wed. 2	11 15 ...	4 25 ...	6 45 ...	8 35 ...
Thur. 3	1 20 p.m.	6 15 ...	8 40 ...	10 30 ...

An Interpreting Conductor accompanies the Special Tidal Trains throughout.

Baggage examined at Folkestone Harbour.
Communication between Passengers and Guards.—The Tidal Trains are furnished with Telegraphic means for this Intercommunication.
Passports not required via Folkestone and Boulogne.
Passengers have the option of proceeding from Folkestone by any other Train.

The Trains run to and from alongside the Steamers at Boulogne.

***Stopping Places for Refreshments, &c.**—At Folkestone Harbour, 10 minutes; Boulogne Quay, 25 minutes, Amiens, 15 minutes; and at Abbeville and Creil, a few minutes each.

Fixed Mail Services to and from the Continent, via Dover, Calais, & Ostend.

LONDON TO PARIS.

FROM		1 & 2 Mail.	1st Mail.	
Charing Cross	dep	*7 40 a.m.	8 25 p.m.	...
Cannon Street	,,	7 45 ...	8 30 ...	...
Dover Pier	arr.	9 30 ...	10 20 ...	...
	dep.	9 35 ...	10 25 ...	...
Calais	dep.	12 35 p.m.	1 20 a.m.	...
Boulogne	dep.	1 31 ...	2 13 ...	...
Amiens	dep.	3 53 ...	4 16 ...	...
Paris	arr.	6 5 ...	6 30 ...	...

PARIS TO LONDON.

FROM		1 & 2 Mail.	1st Mail.	
Paris	dep	7 35 a.m.	7 45 p.m.	...
Amiens	dep.	10 3 ...	10 7 ...	...
Boulogne	dep.	12 20 p.m.	12 20 a.m.	...
Calais	arr.	1 10 ...	1 15 ...	...
	dep.	1 20 ...	1 30 ...	...
Dover	dep.	*3 45 ...	4 15 ...	...
Cannon St.	arr.	5 30 ...	6 0 ...	...
Charing Cross	,,	5 40 ...	6 10 ...	...

NOTE.—Passengers by the 1.20 p.m. boat from Calais on Week-days can also leave Dover at 4.45 and 7.30 p.m., and the Passengers arriving by the 1.30 a.m. boat from Calais on Sundays, are conveyed by the train leaving Dover at 4.15 a.m., arriving in London at 6.15 a.m.

* On and from the 4th May the Twin-Ship "Calais-Douvres" will commence running between Dover and Calais, in connection with the Morning Mail Train from Charing Cross at 7.40 a.m., and returning from Calais at 1.20 p.m., for the Mail Train from Dover at 3.45.

THROUGH NIGHT SERVICE, (via Folkestone & Boulogne and vice versa)

LONDON to PARIS.

MAY.	Leave Charing Cross or Cannon St.	Dates.	Leave Folk'stone	Dates.	Leave Boulogne.	Arrive in Paris.
SUN.	2 8 50 p.m.	3	3 30 a.m.	3	9 0 a.m.	4 30 p.m.
Mon.	3 9 25 ...	4	4 40 ...	4	9 0 ...	4 30 ...
Tues.	4 2 55 ...	4	6 15 p.m.	5	6 15 ...	1 40 ...
Wed.	5 4 45 ...	5	7 45 ...	6	6 15 ...	1 40 ...
Thur.	6 4 45 ...	6	7 45 ...	7	6 15 ...	1 40 ...
Fri.	7 4 45 ...	7	7 45 ...	8	6 15 ...	1 40 ...
SUN.	9 6 40 ...	9	10 10 ...	10	6 15 ...	1 40 ...
Mon.	10 6 25 ...	10	10 15 ...	11	6 15 ...	1 40 ...
Tues.	11 6 25 ...	11	10 15 ...	12	6 15 ...	1 40 ...
Wed.	12 6 25 ...	12	10 50 ...	13	6 15 ...	1 40 ...
Thur.	13 9 25 ...	14	12 15 a.m.	14	6 15 ...	1 40 ...
Fri.	14 9 25 ...	15	12 15 ...	15	6 15 ...	1 40 ...
SUN.	16 8 50 ...	17	1 45 ...	17	6 15 ...	1 40 ...
Mon.	17 9 25 ...	18	2 40 ...	18	6 15 ...	1 40 ...
Tues.	18 9 25 ...	19	3 30 ...	19	9 0 ...	4 30 ...
Wed.	19 9 25 ...	20	4 30 ...	20	9 0 ...	4 30 ...
Thur.	20 2 55 ...	20	6 15 p.m.	21	6 15 ...	1 40 ...
Fri.	21 4 45 ...	21	7 45 ...	22	6 15 ...	1 40 ...
SUN.	23 6 40 ...	23	10 0 ...	24	6 15 ...	1 40 ...
Mon.	24 6 25 ...	24	10 15 ...	25	6 15 ...	1 40 ...
Tues.	25 6 25 ...	25	10 15 ...	26	6 15 ...	1 40 ...
Wed.	26 6 25 ...	26	10 30 ...	27	6 15 ...	1 40 ...
Thur.	27 9 25 ...	28	12 15 a.m.	28	6 15 ...	1 40 ...
Fri.	28 9 25 ...	29	12 15 ...	29	6 15 ...	1 40 ...
SUN.	30 8 50 ...	30	2 0 ...	31	6 15 ...	1 40 ...
Mon.	31 9 25 ...	1	3 0 ...	1	6 15 ...	1 40 ...
JUNE.						
Tues.	1 9 25 p.m.	2	4 0 a.m.	2	9 0 a.m.	4 30 p.m.
Wed.	2 9 25 ...	3	5 0 ...	3	9 0 ...	4 30 ...
Thur.	3 2 55 ...	3	6 15 p.m.	4	6 15 ...	1 40 ...

PARIS to LONDON.

MAY.	Leave Paris. Chemin-de-Fer-du Nord.	Dates.	Leave Boulogne.	Dates.	Leave Folk'st'ne	Arrive in London
SUN.	2 4 0 p.m.	3	3 30 a.m.	3	7 45 a.m.	10 30 a.m.
Mon.	3 4 0 ...	4	4 40 ...	4 noon		2 37 p.m.
Tues.	4 4 0 ...	5	5 45 ...	5 noon		2 37 ...
Wed.	5 10 10 ...	6	6 30 ...	6 noon		2 37 ...
Thur.	6 10 10 ...	7	7 10 ...	7 noon		2 37 ...
Fri.	7 1 30 ...	7	10 0 p.m.	8	6 0 a.m.	9 29 a.m.
SUN.	8 1 30 ...	9	10 0 ...	10	6 0 ...	9 29 ...
Mon.	10 1 30 ...	10	10 15 ...	11	6 0 ...	9 29 ...
Tues.	11 4 0 ...	12	12 15 a.m.	12	6 0 ...	9 29 ...
Wed.	12 4 0 ...	13	12 15 ...	13	6 0 ...	9 29 ...
Thur.	13 4 0 ...	14	12 15 ...	14	6 0 ...	9 29 ...
Fri.	14 4 0 ...	15	12 15 ...	15	6 0 ...	9 29 ...
SUN.	16 4 0 ...	17	1 45 ...	17	6 0 ...	9 29 ...
Mon.	17 4 0 ...	18	2 30 ...	18	6 0 ...	9 29 ...
Tues.	18 4 0 ...	19	3 30 ...	19	7 45 ...	10 55 ...
Wed.	19 4 0 ...	20	4 30 ...	20	7 45 ...	10 55 ...
Thur.	20 4 0 ...	21	5 30 ...	21 noon		2 37 p.m.
Fri.	21 4 0 ...	22	6 30 ...	22 noon		2 37 ...
SUN.	23 1 30 ...	24	9 0 p.m.	24	6 0 a.m.	9 29 a.m.
Mon.	24 1 30 ...	24	10 15 ...	25	6 0 ...	9 29 ...
Tues.	25 1 30 ...	26	10 15 ...	26	6 0 ...	9 29 ...
Wed.	26 4 0 ...	27	12 15 a.m.	27	6 0 ...	9 29 ...
Thur.	27 4 0 ...	28	12 15 ...	28	6 0 ...	9 29 ...
Fri.	28 4 0 ...	29	12 15 ...	29	6 0 ...	9 29 ...
SUN.	30 4 0 ...	31	2 15 ...	31	6 0 ...	9 29 ...
Mon.	31 4 0 ...	1	3 0 ...	1	6 0 ...	9 29 ...
JUNE.						
Tues.	1 4 0 p.m.	2	4 0 a.m.	2	7 45 a.m.	10 55 a.m.
Wed.	2 4 0 ...	3	5 0 ...	3 noon		2 37 ...
Thur.	3 4 0 ...	4	6 0 ...	4 noon		2 37 ...

Passengers conveyed via Folkestone Harwich.
Passengers are landed on the Night Boats earlier than One Hour before the time of sailing.

FIXED MAIL SERVICES.

LONDON and BELGIUM, RUSSIA, GERMANY, THE RHINE, &c.

From LONDON (via Calais).

	1 & 2 Exp	1 & 2 Exp.
Charing Cross ...dep	2 40 a.m.	8 25 p.m.
Cannon Street ... ,,	2 45 ...	8 30 ...
Dover..... ,,	3 30 ...	10 25 ...
Calais..... ,,	12 15 o.m	1 27 a.m.
Ostend..... ,,	...	...
Lille	p.m.	a.m. p.m. c.m	a.m.
b Brussels, North Sta	2 21 2 0	5 10	2 55
Antwerp ..... ,,	9 2 6 22	10 47	7 13
cB-ussels South Sta	... 4 57	...	...
Brussels. North Sta dep	p.m. p.m.	a.m.	a.m.
Louvain ..... dep	11 0 5 25	6 15	9 37
	11 37 6 9	6 51	10 16
	a.m. p.m.	a.m.	p.m.
Verviers(via Herbesat)	2 15 8 40	9 9	1 0
Verviers (via Bleyb'g)	5 30 8 28	8 55	12 49
Aix (via Bleyb'g)	3 44 9 49	10 11	2 9
Aix (via Blayberg) ,,	6 24 9 25	9 45	1 46
Cologne..... ,,	5 30 11 15	11 34	4 10

From London (via Ostend).

	1 & 2 Exp.	1 & 2 Exp
	7 40 a.m.	8 25 p.m.
	7 45 ...	8 30 ...
	7 35	10 25 ...
	Ex. 1, 2 Cl	1 & 2 Cl.
	3 0 p.m	3 50 a.m.
	...	...
	5 50 ...	5 0 ...
	6 3 ...	7 13 ...
	...	...
	a.m.	a.m.
	5 25 p.m	6 15 9 37
	6 9 ...	6 51 10 18
		a.m. p.m.
	6 40 p.m	9 9 1 0
	7 49 ...	8 55 12 49
	9 49 ...	10 11 2 9
	9 25 ...	9 45 1 46
	11 15 ...	11 34 4 10

To LONDON (via Calais).

	Ex. 1, 2 Cl	Ex 1 2 Cl
Cologne ..... dep	11 40 a.m.	10 30 p.m.
Aix (via Herbesthal)	1 17 p.m.	12 7 a.m.
Aix (via Bleyberg) ,,	12 55 ...	12 15 ...
Verviers ..... ,,	2 25 p.m.	1 23 a.m.
Antwerp ..... ,,	4 45 ...	5 25 ...
Brussels, North S. arr	5 30 ...	4 28 ...
bBrussels, do. do. dep	5 55 p.m.	...
cBrussels, South S. ,,	8 16 ...	7 38 a.m.
dLille..... ,,	0 55 ...	10 18 ...
Ostend ..... ,,	...	...
Calais ..... ,,	7 30 a.m.	1 30 p.m.
Dover..... ,,	8 15 ...	3 45 p.m.
Cannon Street ...arr.	6 0 ...	5 30 ...
Charing Cross ... ,,	6 30 ...	5 40 ...

To London (via Ostend).

	Ex. 2 Cl.	Ex 1 2 Cl
	11 40 a.m.	10 30 p.m.
	1 17 p.m.	12 7 a.m.
	12 55 ...	12 15 ...
	2 25 p.m.	1 23 a.m.
	4 45 ...	5 25 a.m.
	5 30 ...	4 28 ...
	6 50 p.m.	7 20 a.m.
	...	...
	8 0 ...	10 0 ...
	...	...
	1 55 a.m.	*3 40 p.m.
	3 45 ...	5 30 ...
	...	5 40 ...

a Passengers, &c., are conveyed between Lille (Tower and Lille (Madeleine Stations) by a separate Train Service. The Train from Calais and first Boat arrive at Lille Town Station. Luggage to be Registered in this Station.

b Via Brussels (North Station).

c Via Brussels (South Station).

d Via Lille (Tower and Madeleine Stations).

* Passengers, &c., are conveyed between Lille (Tower and Lille (Madeleine Stations) by a separate Train Service. The Train from Calais and first Boat arrive at Lille Town Station. Luggage to be Registered in this Station.

RATES FOR RETURN TICKETS.

LONDON TO	1st Cl. 2nd Cl. 3rd Cl. £ s. d.	£ s. d.	£ s. d.	Available for 1 Month	By what Route Available.
Antwerp.....	4 16 3	3 0 9	...	...	Dover and Calais.
Antwerp.....	3 13 0	2 8 0	...	...	Dover and Ostend.
Berlin	9 9 3	7 1 6	...	30 Days	Calais Cologne, and Stendal.
Berlin	9 9 3	7 1 6	...	Do.	Calais Hoyberg, and Aix.
Berlin	9 9 3	7 1 6	...	Do	Ostend, Cologne, and Stendal.
Berlin	9 9 3	7 1 6	...	Do	Ostend, Bleyberg, and Aix.
Bologne	2 7 6	1 11 6	...	8 Days	Folkestone.
Brussels	3 17 0	2 11 6	...	1 Month	Dover and Calais
Brussels	3 17 0	2 11 6	...	Do	Dover and Ostend.
Calais	2 7 6	1 11 6	...	7 Days	Dover and Calais
Cologne	7 15 0	5 12 0	...	1 Month	Dover and Ostend.
Ghent	3 18 0	2 12 6	...	Do.	Dover.
Ostend	2 7 6	1 11 6	...	Do.	Dover, Queens or Dover.
Paris	3 17 0	2 11 6	...	15 Days	Folkestone or Dover.

— by Night services only.

Copyright 1908

The Sailings of the Steamers referred to in this Time Book are subject to wind, weather, and tide permitting.

SIX CONTINENTAL SERVICES DAILY.—The Short Sea Route.—Rates for Through Tickets.

Offices for Tickets and Information:—Charing Cross and Cannon Street Stations; Paris Terminus, 24, Place Roubaix, and 4 Boulevard des Italiens.

LONDON to	Return Tickets. 1 Class.			2 Class.			Mixed.			Available for	By what Route Available. via
	£	s.	d.	£	s.	d.	£	s.	d.		
Aix-la-Chap.	3	2	6	2	6	6		...		30 Days.	Calais and Herbesthal
Aix-la-Chap.	2	18	9	2	2	3		...			do. Ostend and Herbesthal
Aix-la-Chap.	3	2	6	2	6	6		...			do. Calais and Bleyberg
Antwerp	2	13	0	1	19	6		...			do. Calais
Antwerp	2	7	9	1	14	3		...			do. Ostend
Baden Baden	8	18	0		...			...			do. Calais and Paris
Baden Baden	5	3	9		...		4	14	3		do. Ostend and Cologne
Baden Baden	5	7	6		...		4	18	0		do. Calais and Cologne
Bâle	5	8	3	4	1	0		...		15 Days.	Boulogne and Paris
Bâle	5	12	3	4	4	0		...			do. Calais and Cologne
Bâle R.B.	6	0	3		...		5	6	6	30 Days.	Ostend and Cologne
Bâle R.B.	6	4	3		...		5	10	3		do. Calais and Cologne
Bâle	5	2	0	3	14	3		...			do. Ostend and Luxemburg
Barmen	3	14	3	2	15	3		...			do. Calais and Bleyberg
Berlin	5	16	6		...		5	1	9		do. Ostend, Cologne, & Stendel
Berlin	5	16	6		...		5	1	9		do. Ostend, Bleyberg & A-la-Ch
Bonn	3	13	9	2	14			...			do. Calais and Cologne
Bonn	3	10	0	2	10	6		...			do. Ostend and Cologne
Borde-ux	5	13	9	4	4	9		...		15 Days.	Boulogne and Paris
Bordeaux	5	17	9	4	7	9		...			do. Calais and Paris
Boulogne	1	10	9	1	2	6	1	4	6	7 Days.	Folkestone
Bremen	4	19	6		...		4	10	6	30 Days.	Calais and Cologne
Bremen	4	15	6		...		4	6	6		do. Ostend and Cologne
Brindisi	12	1	0	8	15	0		...		17 Days.	Boulogne or Calais, Paris,
do. (Children)	6	0	6	4	7	6		...			do. and Mt. Cenis Tunnel
Brussels	2	10	9	1	17	9		...		30 Days.	Calais
Brussels	3	7	0	1	13	6		...			do. Ostend
Calais	1	4	0	1	2	6	1	4	6	7 Days.	Dover
Cassel	4	14	9	3	10	3		...		30 Days.	Calais and Bleyberg
Coblentz	3	18	3	2	18	3		...			do. Calais and Cologne
Coblence	3	14	6	2	14	0		...			do. Ostend and Cologne
Cologne	3	11	6	2	13	0		...			do. Calais and Herbesthal
Cologne	3	7	9	2	8	9		...			do. Ostend and Herbesthal
Crefeld	3	10	9	2	12	3		...			do. Calais and Bleyberg
Dortmund	3	17	0	2	17	3		...			do. Calais and Bleyberg
Dresden	6	11	6		...		5	13	9		do. Calais, Cologne, & Magdeb'g
Dresden	6	7	6		...		5	1	0		do. Ostend, Bleyb'g, & Cassel
Dusseldorf	3	11	3	2	13	0		...			do. Calais and Bleyberg
Elberfeld	3	14	0	2	15	0		...			do. Calais and Bleyberg
Ems	4	1	2		...		3	18	6		do. Calais and Cologne
Ems	3	17	6		...		3	14	9		do. Ostend and Cologne
Essen	3	13	6	2	15	0		...			do. Calais and Bleyberg
Florence	9	5	6	6	16	3		...		17 Days.	Boulogne or Calais, Paris, Mont Cenis Tunnel
Fra'fort O.M.	4	11	0		...		4	6	3	30 Days.	Calais and Cologne
Fra'fort O.M.	4	7	3		...		4	2	6		do. Ostend and Cologne
Geneva	5	17	9		...			...			do. Boulogne and Paris
Geneva	6	1	9		...			...			do. Calais and Paris
Genoa	7	15	6	5	15	3		...		17 Days.	Boulogne or Calais Paris, Mont Cenis Tunnel
Gladbach M.	3	8	0	2	10	9		...		30 Days.	Calais and Bleyberg
Hagen	3	16	3	2	16	9		...			do. Calais and Bleyberg
Hamburg	5	10	9		...		4	18	9		do. Calais, Cologne, & Munster

LONDON to	Single Tickets. 1 Class.			2 Class.			Mixed.			Available for	By what Route Available's. via
	£	s.	d.	£	s.	d.	£	s.	d.		
Hamburg	5	7	0		...		4	15	0	30 Days	Ostend, Cologne, & Munster
Hanover	5	1	9		...		4	13	6	do.	Calais and Cologne
Hanover	4	18	0		...		4	8	6	do.	Ostend and Cologne
Heid'bg. R.B.	4	17	6		...		4	10	6	do.	Calais and Cologne
Heid'bg. R.B.	4	13	9		...		4	6	9	do.	Ostend and Cologne
Homburg	4	13	3		...		4	7	9	do.	Calais and Cologne
Homburg	4	9	6		...		4	4	0	do.	Ostend and Cologne
Leghorn	9	4	3	6	16	0		...		17 Days.	Boulogne or Calais, Paris, Mont Cenis Tunnel
Leipsic	5	19	9		...		5	5	0	30 Days.	Calais, Bleyberg, & Cassel
Leipsic	5	16	0		...		5	1	3	do.	Ostend, Bleyberg, & Cassel
Liege	2	18	0	2	2	3		...		do.	Calais
Liege	2	14	3	1	19	0		...		do.	Ostend
Lucerne	5	10	9	4	0	9		...		do.	Ostend and Luxemburg
Lyons	5	8	9		...			...		15 Days.	Boulogne or Calais & Paris
Marseilles	7	1	3		...			...		do.	Boulogne and Paris
Marseilles	7	5	0		...			...		do.	Calais and Paris
Mayence	4	7	0		...		4	3	0	30 Days.	Calais and Cologne
Mayence	4	3	3		...		3	19	3	do.	Ostend and Cologne
Milan	7	14	0	5	14	0		...		17 Days.	Boulogne or Calais, Paris, and Mont Cenis Tunnel
Munich	7	17	0		...			...		1 Month.	Calais and Paris
Munich	6	14	9		...		5	18	3	30 Days.	Calais and Cologne
Munich	6	11	0		...		5	14	6	do.	Ostend and Cologne
Naples	12	3	0	8	16	0		...		17 Days.	Boulogne or Calais, Paris, and Mont Cenis Tunnel
Nice	8	5	3	6	4	0		...		15 Days.	Boulogne or Calais
Ostend	1	17	9	1	6	9		...		7 Days.	Dover
Paris	2	16	0	2	2	0		...		do.	Boulogne
Paris	3	0	0	2	5	0		...		do.	Calais
aParis		...		1	11	16	†1	1	0	3 Days.	Boulogne or Calais
Pau	6	16	6	5	2	6		...		15 Days.	Boulogne and Paris
Rome	10	16	0	7	17	6		...		17 Days.	Boulogne or Calais, Paris, and Mont Cenis Tunnel
Rotterdam		...			...			...			
Rotterdam		...			...			...			
Ruhrort	3	11	9	2	13	6		...		7 Days.	Folkestone and Boulogne
Spa	3	0	3	2	5	0		...		30 Days.	Calais
Spa	2	16	6	2	0	6		...		do.	Ostend
St. Pe'sburgh	13	17	6		...		11	3	6	do.	Calais, Cologne, & Stendal
St. Pe'sburgh	13	13	6		...		10	19	9	do.	Ostend, Cologne, & Stendal
Strasburg	5	6	3	3	19	6		...		15 Days.	Boulogne and Paris
Strasburg	5	10	3	4	2	6		...		do.	Calais and Paris
Turin	6	19	0	5	3	6		...		17 Days.	Boulogne or Calais, Paris, and Mont Cenis Tunnel
Venice	9	0	6	6	12	6		...		do.	Do. do. do.
Vienna	10	4	3		...			...		30 Days.	Boulogne and Paris
Vienna	10	8	3		...			...		do.	Calais and Paris
Vienna	8	13	6		...		7	7	3	do.	Calais, Cologne, & Passau
Vienna	8	9	9		...		7	3	6	do.	Ostend, do. do.
Vierzen	3	9	0	2	11	3		...		do.	Calais and Bleyberg
Wiesbaden	4	8	3		...		4	3	6	do.	Calais, Cologne, & Rud'h'm
Zurich	5	10	9	4	0	9		...		do.	Ostend and Luxemburg

For a complete list of Through Tickets which want of space prevents being given here, see Campbell's Continental Time Books. Pages 6, 7, & 8.

a Night Services only. † Third Class.

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LONDON, CHATHAM, AND DOVER RAILWAY.

PARIS, ITALY, via MONT CENIS (the Overland Route to India), MARSEILLES, and the CONTINENT,

By the Steam-Packets carrying the English and French Government Mails.

VIA DOVER AND CALAIS.—THREE SERVICES DAILY.

SHORTEST SEA PASSAGE.

MARSEILLES IN 32 HOURS ONLY.

The new and magnificent Steamers of the English and French Mail Service convey Passengers daily and every night between Dover and Calais, *en route* to Paris, Marseilles, Malta, Brussels, Antwerp, Cologne, &c.; leaving Dover for Calais every day at 9.35 a.m , and every night at 10.20 p.m. (Sundays included). Calais for Dover every morning at 1.30, and every afternoon at 1.20 (Sundays included).

The splendid new Twin Steamship "Calais Douvres" will commence running in the Day Mail Service on May 4, and will run daily, Sundays and Mondays excepted, throughout the Season.

MAY, 1880.

MAIL EXPRESS SERVICES.

VIA DOVER AND CALAIS. 80 MINUTES' SEA PASSAGE.

			1 & 2 Class. Day Service.	1st Class. Night Service.
FROM LONDON	LONDON (Holborn Viaduct)	dep.	7.35 a.m.	8.30
	,, (Ludgate Hill)	,,	7.38 ,,	8.33
	,, (Victoria)	,,	7.40 ,,	8.35
	DOVER	,,	9.35 ,,	10.30
	CALAIS	,,	12.35 p.m.	1.30
	PARIS	arr.	6. 5 ,,	6.55
TO LONDON	PARIS	dep.	7.35 a.m.	7.45
	CALAIS	,,	1.20 p.m.	1.30
	DOVER	,,	3.45 ,,	3.55
	LONDON (Victoria and Ludgate Hill)	arr.	5.95 ,,	6.5
	,, (Holborn Viaduct)	,,	5.48 ,,	5.58

Return Tickets.—London to Paris and back, available for one month. First Class, £4 15s.; Second Class, £3 0s.

REDUCED FARE SERVICE.

MIXED, SECOND, AND THIRD CLASS THROUGHOUT.

LONDON TO PARIS		PARIS TO LONDON.	
VICTORIA dep.	6 25 p.m.	PARIS dep.	4 0 p.m.
HOLBORN VIADUCT dep.	6 20 ,,	CALAIS arr.	12 5 a.m.
LUDGATE HILL dep.	6 22 ,,	Do. dep.	1 30 ,,
DOVER arr.	9 35 ,,	DOVER arrive about	3 0 ,,
Do. dep.	10 20 ,,	Do. dep.	*7 40 ,,
CALAIS arr. about	12 10 a.m.	LONDON Victoria and Ludgate Hill arr.	10 30 ,,
Do. dep.	7 25 ,,	LONDON Holborn Viaduct arr.	10 33 ,,
PARIS arr.	4 30 p.m.		

* Passengers from Paris by this Train on Saturdays will be conveyed from Dover to London on Sunday mornings by the Train leaving Dover at 4 15 a.m , and reaching London at 6 15 a.m.

FARES BETWEEN LONDON AND PARIS by the Reduced Fare Service.

SINGLE (available 3 days) .....Second Class, **21s. 6d.**.... ...Third Class, **21s. 6d.**
CHILDREN .....Second Class, **22s 6d.** .....Third Class, ...
RETURN (available 14 days) .....Second Class, **47s. 6d** .....Third Class, **31s. 6d.**

NO RETURN TICKETS WILL BE ISSUED FOR CHILDREN.

These Tickets are only available to go and Return by the Cheap Night Service.

See next page

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Continued from previous Page.

BRUSSELS, COLOGNE, BERLIN, & HAMBURG.

(Via DOVER & CALAIS.)

THE SHORT SEA ROUTE.

TWO EXPRESS SERVICES DAILY.

The Splendid new Twin Steamship "Calais Douvres" will commence running in the Day Mail Service on May 4, and will run daily, except Sundays and Mondays, throughout the Season.

Daily from	Day Service.	Night Service.
	a.m.	p.m.
London (Holborn Viaduct) dep.	7 35	8 15
„ (Ludgate Hill) ..... „	7 38	8 18
„ (Victoria) ..... „	7 40	8 20
Dover ..... „	9 35	10 20
	p.m.	a.m.
Calais ..... „	12 15	1 27
Lille..... „	2 0	2 55
Brussels (Midi.) ..... arr.	4 55	.....
„ (Nord.) .....dep.	5 20	6 15
Aix-la-Chapelle ..... „	9 53	10 16
Cologne ..... arr.	11 15	11 34
Aix-la-Chapelle via Bleyberg and		a.m.
Dusseldorf.....dep.	.....	10 8
		p.m.
Berlin (Potsdam Ry. Sta.) „ arr	... .	10 15

Daily from	Night Service.	Day Service.
	p.m.	a.m.
Berlin (Potsdam Ry. Sta.) via		
Dusseldorf & Bleyberg .....dep	1 0	.....
Aix-la-Chapelle „ ... . arr	12 9 a.m	.....
Cologne .....dep.	10 30p.m	11 40a.m
		p.m.
Aix-la-Chapelle.....dep.	12 7a.m	1 17
Brussels (Nord).....arr.	4 28	5 3)
„ (Midi).....dep.	7 42	8 27
Lille..... „	10 18	10 55
	p.m	a.m
Calais .....dep.	1 20	1 10
Dover ..... „	3 45	4 15
London (Vic. & Ludgate Hill) arr.	5 45	6 10
„ (Holborn Viaduct)... „	5 48	6 13

Return Tickets—LONDON to BRUSSELS and BACK, available for One Month. First Class, £3 16s. 6d. Second Class, £2 17s. 0d.

The Express Trains leaving the West End and City Terminal in the morning, carries 1st and 2nd Class Passengers; but where the Trains on the Continent are 1st Class only, Passengers must pay the difference of Fare—the Night Train is 1st Class only.

The holders of Through Tickets are entitled TO STOP at all the principal towns en route, and to continue their journey at pleasure; the names of the towns are attached to the Tickets.

The Customs examination of all Registered Luggage from all parts of the Continent for Victoria Station, takes place at Victoria; but if for Ludgate Hill or Holborn Viaduct, at Dover, in the Dover Station.

The QUEENBORO' and FLUSHING ROUTE to the CONTINENT is now OPEN for Passengers, Goods, and Parcels, by Special Express Trains on the LONDON, CHATHAM, and DOVER RAILWAY, from Victoria, Holborn Viaduct, and Ludgate Hill Stations, daily (Sunday included) at 8.35 p.m., and the Royal Mail Steamers, of the Zeeland Company. The Trains run alongside the boat from the new Pier at Queenborough, and Passengers land and embark under cover. Great Reduction of Fares. Sleeping Accommodation on board the steamers. For fares and particulars apply to the Continental Manager's Office, London, Chatham, and Dover Railway, Victoria Station, or to Messrs. T. COOK & SON, Ludgate Circus, and Messrs. BEST, RYLEY & Co., 122, Cannon Street.

OFFICES, AGENTS, AND CORRESPONDENTS OF THE MAIL STEAMERS.

Where Direct Through Tickets, *via* Dover and Calais; *via* Dover and Ostend; and *via* Queenborough and Flushing, can be obtained.

LONDON, Chief Office, Victoria Station; City Offices; Ludgate Hill and Holborn Viaduct Stations, Messrs. T. Cook & Son, Ludgate Circus, London Agents.—PARIS, 30, Boulevard des Italiens—BRUSSELS, M. Suffell, 81, Montagne de la Cour, and North Railway Station.—COLOGNE, Mr. J. Niessen, 4 and 6, Domhof Platz.—CALAIS, Mr. Thomsett; and at De Keyser's Royal Hotel, Blackfriars.

THE CONTINENTAL TIME BOOK of the London, Chatham, and Dover Railway contains full INFORMATION as of the above ROUTES, Fares, &c., and can be obtained on application to the Continental Manager, Victoria Station.

Victoria Station, May 1st, 1880. [3.B.—13

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EXPRESS MAIL TRAINS

BETWEEN

ENGLAND, BELGIUM, FRANCE, GERMANY, and RUSSIA,

VIA BLEYBERG-DUSSELDORF,

DOVER and CALAIS, and DOVER and OSTEND.

STATIONS.		St. Leopold.	
	p.m.		a.m.
LONDON { Victoria, & Charing Cross Stations...dep.	8 15		...
	a.m.		p.m
CALAIS ..... ,,	1 27		...
OSTEND ..... ,,	3 50	7 20	...
BRUSSELS ..... ,,	6 15	10 40	...
	p.m.	a.m	
PARIS ..... ,,	9 10	7 20	8 0
	a.m.	p.m.	a.m
LIEGE ..... ,,	8 14	3 32	4 39
VERVIERS ..... ,,	8 59	4 40	5 30
BLEYBERG ..... ,,	9 31	5 33	6 10
AIX-LA-CHAPELLE, T..... ,,	10 8	6 15	7 0
DUSSELDORF ..... ,,	11 31	7 58	9 3
	p.m.		
ELBERFELD ..... ,,	12 15	9 0	10 0
		a.m.	p.m
SCHERFEDE ..... ,,	3 52	12 33	1 27
LEIPSIC, via Scherfede Cassel ,,	...	...	9 10
BORSSUM ..... ,,	6 36	3 33	4 48
MAGDEBURGH ..... ,,	8 0	5 12	6 28
LEIPSIC, via Zerbst..... arr.	11 18	10 12	11 18
		p.m.	
DRESDEN, via Wittenb. Falkenb.	...	12 20	...
		a.m.	
BERLIN (Berlin Potsd. Station)	10 15	7 42	9 0
BERLIN ..... dep.	11 0	9 0	11 0
	a.m.	p.m	a.m.
BRESLAU ..... arr.	6 23	3 50	6 23
	p.m	a.m.	p.m
BERLIN (East Railway)...dep	11 15	9 30	11 15
		p.m.	
KONINGSBERG ..... arr.	12 5	9 18	12 5
WARSAW ..... ,,	2 45	a.m.	2 45
ST. PETERSBURG ..... ,,	6 0	11 15	6 0

STATIONS.			
	p.m		p.m.
ST. PETERSBURG ..... dep.	1 30		5 30
WARSAW ..... ,,	2 35		...
KONINGSBERG ..... ,,	5 45		1 2
	a.m.		p.m.
BERLIN (East Railway) ...arr.	6 10		6 0
	p.m.		a.m.
BRESLAU ..... dep.	10 30		2 44
	a.m.		p.m
BERLIN ..... arr.	5 0		9 19
			p.m.
BERLIN (Berlin Potsd. Station)	8 45		1 0
DRESDEN, via Falkenb. Wittenb.	...		8 35
LEIPSIC (via Zerbst) ..... dep.	4 15		9 10
			p.m
MAGDEBURGH ..... ,,	11 0		3 3
BORSSUM ..... ,,	12 25		4 31
	a.m.		a.m.
LEIPSIC, via Cassel Scherfede ,,	7 40		9 36
	p.m.		p.m.
SCHERFEDE ..... ,,	3 55		7 9
ELBERFELD ..... ,,	8 2		10 12
DUSSELDORF ..... ,,	9 2		10 45
			a.m
AIX-LA-CHAPELLE, T..... ,,	11 26		12 22
BLEYBERG ..... ,,	12 32		
VERVIERS ..... ,,	1 28		
			p.m
LIEGE ..... arr.	2 4		11 46
PARIS ..... ,,	2 45		7 40
BRUSSELS ..... ,,	4 38		2 5
OSTEND ..... ,,	9 49		5 30
	p.m.		a.m.
CALAIS ..... ,,	12 20		1 5
	p.m.		a.m.
LONDON { Victoria, & Charing Cross Stations...arr.	5 30		3 45

LUGGAGE REGISTERED THROUGHOUT.

1.—Through Carriages (First Class) between **Ostend** as well as **Calais (via Brussels)** and **Berlin** (both directions) are attached to the Trains leaving **Calais** at 1.27 a.m., **Ostend** 3.50 a.m. and **Berlin** at 1.0 p.m. Also Through Carriages (First and Second Class) between **Paris** and **Berlin** attached to the Trains leaving **Paris** at 7.20 a.m. and 9.10 p.m., and **Berlin** at 1.0 p.m. and 10.0 p.m.

2.—Sleeping Carriages between **Aix-la-Chapelle** and **Berlin** attached to the Trains leaving **Berlin** at 10.0 p.m. and **Aix-la-Chapelle** at 6.15 p.m.

3.—First Class as well as mixed Tickets for all Trains. Mixed Tickets entitle the holder to the First Class from **London** to **Aix-la-Chapelle** and to the Second Class from **Aix-la-Chapelle** to **Berlin** (both directions).

Notice.—Ask for Tickets via Bleyberg. These Tickets are marked by a Green Band [14

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LONDON AND PARIS.—Via Newhaven, Dieppe, & Rouen. SHORTEST AND CHEAPEST ROUTE.

FARES THROUGHOUT—Single Tickets, 1st Class 38s.; 2nd 24s.; 3rd 17s.

Return Tickets, 1st Class, 55s.; 2nd, 39s.; 3rd, 30s., available One Month.

These Tickets are available for seven days from the date of issue, thus giving passengers who do not desire to proceed direct to Paris, the opportunity of staying a short time at Dieppe or Rouen, and they are available by any of the ordinary trains, as well as by the special and express trains running in connection with the Steamers.

LONDON AND DIEPPE.

THROUGH FARES.—Single Tickets, 1st Class, 23s.; 2nd Class, 16s.

Return Tickets, available for One Month, 1st Class, 34s.; 2nd Class, 23s.

NEWHAVEN AND DIEPPE.

Single, 1st Class, 16s.; 2nd, 11s. 6d.; Return, 1st Class, 26s. 6d.; 2nd, 19s.

THE BRIGHTON COMPANY'S NEW AND POWERFUL STEAMERS

are intended to sail (wind and weather permitting)

AT THE TIMES STATED IN THE TABLE ON PAGE 688.

See also Bradshaw's General Railway and Steam Navigation Guide of Great Britain and Ireland, the pages preceding the Alphabetical List of the Sailings of Steamers for the present Month.

Trains run alongside the Steamers both at Newhaven and Dieppe.

Interpreters at Dieppe, Rouen, and Paris Stations.

Through Tickets from Newhaven to Paris, or from Dieppe to London, must be obtained at the Offices of the Company, Newhaven, or at Dieppe, 85, Quai Henri IV., as they are not issued on board the Steamer.

Passengers' Luggage.—Passengers proceeding direct from London by the Train running in correspondence with the Steamer, must book their luggage for Paris direct, and it will then be disembarked immediately upon the arrival of the Steamer at Dieppe, and at once placed in the Train for Paris. Each passenger is allowed 66lbs. of Luggage; any surplus will be charged One Penny per pound. Passengers remaining at Dieppe until a later train must have their Luggage booked for Dieppe only, otherwise it will be sent on direct to Paris. Goods will be conveyed by these steamers DAILY each way. Passengers leaving Paris for London, must be at the Terminus half-an-hour before the time appointed for starting, to book their Luggage.

For further particulars, apply at 10, Rue de 4, Septembre, Paris; 93 and 94, Quai Henry IV., Dieppe; 18 Fish Street Hill, near the Monument London Bridge; 28, Regent Circus, Piccadilly, W.; or at any Station of the London, Brighton, and South Coast, or Paris and Dieppe lines of Railway. [L.O.—15

GEE & CO.'S STEAMERS FROM HULL.

ALSTER
HELEN McGREGOR
PRINCESS

PACHA
EMPEROR
ENVOY

EMPRESS
SULTAN

One of the above, or other Steamers, are appointed to Sail (weather and casualties excepted.)

TO AND FROM ANTWERP,

EVERY WEDNESDAY AND SATURDAY;

TO AND FROM HAMBURG,

EVERY TUESDAY, WEDNESDAY, FRIDAY, AND SATURDAY;

TO REVEL & ST. PETERSBURG,

Every Week throughout the Season.

The above Steamers have superior accommodation for Passengers, and are specially fitted for the conveyance of Horses, Cattle, &c. Fares and Freights very moderate. For further information apply to

GEE and Co., 9, Pier Street, Hull.
G. E. MARSHALL, 31, Market St., Manchester.
GRISAR and MARSILY, Antwerp.

ADOLF KIRSTEN, Hamburg.
SCHACH STEENBERG, Copenhagen.
A. H. WHISHAW and Co., St. Petersburg.
[L.O. 16

Belgian Ministry of Public Works (Railway Department).

The Daily Direct Through Express Service between

ENGLAND and SWITZERLAND,

VIA

DOVER, OSTEND, BRUSSELS, THE GREAT LUXEMBURGH RAILWAY, METZ, STRASBURGH, MULHOUSE, BALE, & CONSTANCE,

Which has proved so attractive to Tourists during the time it has been in operation.

IS NOW BEING PERFORMED BY THE

BELGIAN STATE AND ALSACE LORRAINE RAILWAYS,

Under conditions far more favourable for ensuring punctuality and comfort, whilst the entire journey will not occupy more than 26½ Hours. No change of Carriage from Ostend to Bale, or *vice versa*.

ROUTE from LONDON to BALE & CONSTANCE, DAILY.

By Morning Mail or Boat Express Train, from either Station of South Eastern, at 7.40, or of London and Chatham Railway, at 7.35 a m; from Dover about 9 40 a m, on arrival of Train; Ostend arrive about 2.0 p.m. *(Buffet Restaurant)*, depart at 3.0 p m; Brussels arrive at North Station 5.59, depart from same Station 7.10 p.m; Luxemburg, arrive 12 58 a.m; Metz 2.50 a.m; Strasburg 6.27; Mulhouse 9.3 a.m; Bale arrive 9.44 a.m.; Constance 2.45 p.m.

NOTE.—At STRASBURG the Train is in correspondence with the rapid International Express from PARIS to VIENNA, and with CONSTANCE. At BALE it is in correspondence with Trains for ZURICH, LUCERNE, BERNE, NEUFCHATEL, LAUSANNE, INTERLACKEN, and GENEVA.

RETURN Route from CONSTANCE and BALE to LONDON, DAILY.

From Constance dep 9.0 a.m; Bale 5.30 pm; Mulhouse at 6.12 p m; Strasburg 8.54 pm Metz 12.16 a.m.; Luxemburgh, 1.42 a.m; Brussels arr. 6.28 a m. Luxembourg 6.45 *at the Station du Nord, Stoppage 35 min. for Refreshments, specially provided, with all other accommodation.*

Departure from same Station for Ostend at 7.20 a m; embark for Dover at 10.0 a m. on arrival of Train. Dover arrive about 2.0 p m; depart for London 3.28 p m; arrival 5.30 to 5.45 p.m., according to Station. Through stopping Tickets to be had at the Gare Centrale Bale.

SINGLE FARES BY THROUGH TICKETS BETWEEN

LONDON and STRASBURGH 1st Class £4 11s. 6d. 2nd Class £3 6s. 4d.
,, BALE - - - - £5 5s. 9d. - - £3 18s. 6d.

Return Tickets are not issued for this through Express Service.

These Tickets, with all other information, may be procured at *Cannon Street, Charing Cross, Ludgate Hill, Holborn Viaduct*, or *Victoria Stations*; they are available for a Month, and entitle the holder, during that time, to stop at the above places, and at any large city in Belgium. Information may also be obtained at the *Belgian Government Mail Packet Office, 53, Gracechurch, London*. A Stamp must be sent for a reply.

MERCHANDISE.—A rapid and cheap service between LONDON, BALE, and the principal Manufacturing districts of SWITZERLAND, is performed by this route, daily (Sundays excepted).

Rates and conditions to be had at *Continental Express Office, 53, Gracechurch Street.*

BRUSSELS, May 1st, 1880.]

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ACCELERATED DAY MAIL SERVICE
VIA DOVER AND ODTEND.

LONDON to COLOGNE 15 hrs., BONN 17 FRANKFORT 23, BERLIN 26, and BALE 20½.
(Via Luxemburg)

A Direct daily Service is also performed between LONDON and BRINDISI, the Port of Arrival and Departure of the INDIAN OVERLAND MAIL.

Via COLOGNE, MUNICH, THE BRENNER, VERONA, &c.

This Route, via Ostend, Brussels, the Banks of the Rhine, Munich, and the Brenner Pass, is by far the most direct and attractive one from England to Italy. Direct Daily Service to Bale, by Brussels, Luxemburg, Metz, Strasburg, in 24 Hours.

This Service is performed daily (Sundays included),

BY POWERFUL AND FAST GOVERNMENT STEAMERS,

Which leave DOVER every morning at 9.40, after arrival of South Eastern Mail Train at 7.40, and London, Chatham and Dover Railway Boat Express Train, leaving London at 7.35. They leave OSTEND every morning at 10, after arrival of Brussels Cologne, Swiss, and Luxemburg Mail Trains.

The same Steamers perform

THE NIGHT MAIL SERVICE,

Leaving DOVER every night, without exception, at 10.20, after arrival of Mail and Boat Express from London.

OSTEND, every night (without exception), at 8.0, after arrival of 11.40 a.m., Cologne, and 4.55 p.m. Brussels Mail Trains. AT OSTEND land & embark under cover.

At the Landing place is a New Buffet Restaurant as at Calais, with good sleeping accommodation.

ARRIVALS ON THE CONTINENT.

Passengers from London by morning Mail and Boat Express Trains to Dover at 7.35 a.m., leave Dover at 9.40 a.m., arrive in Ostend about 2.0 p.m. The train for Germany, the Rhine, Frankfort, Berlin, Vienna and Hamburg, and the Brindisi Route leaves Ostend at 3 p.m., arriving in Cologne at 11.15 p.m. Bonn at 12.47 a.m., Mayence 5.39 a.m., Frankfort 6.35 a.m. Also for Belgium the Train leaves Ostend at 3.0 p.m., arriving in Brussels at 5.50 p.m. From Brussels the Train continues for Luxembourg and Switzerland at 7.10, arriving in Bale at 9.44 the next morning, and Constance 2.40 p.m.

Accelerated Service to BRUSSELS, COLOGNE, and BERLIN, (via Bleyberg, Aix, Dusseldorf), change at Verviers.

Depart London Night Mail or Boat Train, 8.25 p.m.; Dover 10.30; Ostend 3.50 a.m.; Brussels Arrival 6.0 a.m.; Cologne 11.34 a.m.; Berlin 10.15 p.m. (Potsdam Railway Station).

NOTE. Should Boat miss 3.50 Train at Ostend. Travellers proceed by Express at 6.20, arriving Brussels 8.50; Cologne 4.10 p.m.

ARRIVALS IN ENGLAND.

Passengers by Train from Cologne at 10.30 p.m., from Brussels and Switzerland at 7.20 a.m., and by Day Boat from Ostend at 10, arrive in Dover about 2.30, and in London at 5.45p.m. From Cologne at 11.40 a.m., Brussels, at 4.59 p.m., and Night Boat at 8.0 from Ostend arrive in London at 3.45 or 6.15 a.m.

FARES, by Boat only—1st Cl., 15s. or 19fr. 15c.; 2nd Cl., 10s. or 12fr. 75c Private Cabins for any number, 10fr. 85c, all applications concerning which must be made to the Agents, P. SIECO, 3, Strand Street, at Dover, or DE BONINGE, 15 Rue de Midi, Ostend.

Sleeping Cars on the Railway from Brussels to Cologne, at 8fr., and Berlin at 12fr., in addition to 1st Class fare.

For further information see the Railway Time Tables, the various Guide Books and Bills distributed by Agents.

Through Tickets available for both Lines of Railway, are issued at their respective Stations in London, on the Continent at the Railway Stations, and by the various Agents.

RETURN TICKETS (*available for One Month*) are now issued between London, Brussels, Antwerp and Ghent, at Stations of South Eastern and London Chatham Railways MAIL PACKET OFFICE—London, 53, Gracechurch Street, where all enquiries must be addressed with stamp for reply.

PARCELS EXPRESS.—The Mail Steamers, which are in correspondence with the Belgian State Railway and the Imperial Post of Germany and Switzerland, convey Twice Daily (*Saturday Evening and Sunday Morning excepted*) between Ostend and Dover, Samples of all kinds, Merchandise Packages up to 200 lbs. weight, Luggage, and Articles for private use. Also Bullion, Specie, and Value Papers generally. The Through Rates, which are fixed and moderate both for Carriage and Insurance can be obtained *Gratis* at the Mail Packet Office, 53, Gracechurch Street, London.

[May 1st, 1860. [L.O.-18

LONDON & SOUTH WESTERN RAILWAY.—May, 1880.

LONDON & PARIS,

Via SOUTHAMPTON, HAVRE, and ROUEN,

Every MONDAY, WEDNESDAY, and FRIDAY.

THE CHEAP AND PICTURESQUE ROUTE

For Paris, Havre, Honfleur, Caen, Trouville, and Rouen.

FARES—London to Paris, or *vice versa*, 1st cl. 33s; 2nd 24s. Double Journey, 1st cl. 55s; 2nd 39s.

REGULAR SERVICE between LONDON and PARIS:

THE MAIL ROUTE FOR HAVRE.

By swift and powerful Paddle Ships. "Wolf," "Alice," and "Southampton," or other Steamers.

☞ These Mail Steamers are the Largest, Fastest, and most comfortable for Passengers in the Channel service. The average time crossing the Channel is about six and a-half hours, and about two hours additional in the River.

LONDON TO PARIS.—The latest Train (1st and 2nd class) for the Steamers, leaves Waterloo Bridge Station at 9.0 aft., every Monday, Wednesday, and Friday, but Passengers may travel by any previous Train.

The Steamers leave SOUTHAMPTON DOCKS for HAVRE every Monday, Wednesday, and Friday at 11.45 aft. Trains leave HAVRE for ROUEN and PARIS, 1st class at 12.10 mid-day and 2nd class at 9.25 morn and 12.10 mid-day. Trains arrive at ROUEN 1st class at 1.55 aft; 2nd class at 1.27 mid-day and 2.58 p.m.—Trains arrive in PARIS 1st class at 4.35 aft., and 2nd class at 4.5 and 7.35 aft.

* *Passengers holding 2nd class Through Steam Packet Tickets from London or other Stations to Paris, are allowed to travel 1st class by 12.10 mid-day Train on the day of Steamers arrival at Havre, on payment of 4frs. 40cts. at the Railway Station, Havre.*

PARIS TO LONDON.—The latest Trains for the Steamers leave St. Lazare Station, Paris, as follows:—1st class at 1 aft. and *2nd class at 12.10 mid-day, every Monday, Wednesday, and Friday, but Passengers may travel by any previous Train.

* *Passengers holding or purchasing 2nd class Through Steam Packet Tickets from Paris to London, &c., are allowed to travel 1st class by 10 p.m. Train on the day of Steamers sailing from Havre, on payment of 4frs 40cts extra at the Railway Station, Paris.*

Last Train leaves ROUEN for HAVRE, 1st and 2nd class, at 5.18 aft. St eamer leaves Havre, every Monday, Wednesday, and Friday at 9.0 aft. Train leaves South ampton for London at 6.55 morn., arriving in London, Waterloo Bridge Station, at 9.4 morn.

Additional Facilities, via Southampton.—Passengers for these Steamers travelling from London by the Last Train leaving Waterloo Bridge Station at 9.0 aft., are conveyed through in the railway carriages into the Southampton Docks, alongside of the Steamers, and their luggage placed on board without either trouble or additional expense. A French Interpreter Guard accompanies the 9.0 aft Train from London to Southampton Docks. Passengers are at liberty to travel by previous Trains, and can stop at Southampton, Farnborough (for Aldershot Camp), and Winchester; Passengers for Paris can also stop at Havre or Rouen.

A French Interpreter is in attendance in Southampton Docks on the arrival of the Steamers from Havre.

FARES (which include Steward's Fees).	LONDON.		SOUTHAMPTON.		PORTSMOUTH.		EXETER		YEOVIL.	
	Single Journey.	Double Journey.	Single Journey.	Double Journey.	Single Journey.	Double Journey.	Single Journey.	Double Journey.	Single Journey.	Double Journey.
	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.
	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Paris	33 0 24 0	55 0 39 0	33 0 24 0	55 0 39 0	33 0 24 0	55 0 39 0	70 0 56 0	88 6 60 3	40 6 29 6	67 6 49 3
Honfleur, *viâ* Havre	27 6 20 0	46 0 33 0	27 6 20 0	46 0 33 0	27 6 20 0	46 0 33 0	65 0 50 0	85 0 58 0	— —	— —
Trouville, *viâ* Havre	27 6 20 0	46 0 33 0	27 6 20 0	46 0 33 0	27 6 20 0	46 0 33 0	65 0 50 0	— —	— —	— —
Caen, *viâ* Havre	30 0 21 0	45 0 35 0	27 6 19 0	40 0 30 0	27 6 19 0	40 0 30 0	65 0 50 0	— —	— —	— —
Havre	27 6 20 0	46 0 30 0	23 0 17 0	35 0 25 0	23 0 17 0	35 0 25 0	37 0 27 0	62 0 45 0	31 6 23 0	52 6 38 0

CHILDREN.—Between any Station and Paris, Honfleur, Caen, or Trouville, under 3 years, free. 3 to 7 years, half-price: above that age, the whole price. Between any Station and Havre, under 3 years, free; above 3 and under 12, half-price.

Single Journey Tickets to or from Havre, Honfleur, and Caen, are available for 4 Days, inclusive of day of issue. All *Single Journey Tickets* to or from **Paris** are available for Seven Days. *Double Journey Tickets* are available for Two Months, except those to and from Paris which are available for One Month. Passengers (3rd class excepted) may travel by any train.

REGISTERED LUGGAGE.—London to Paris.—Passengers may book their Luggage at Waterloo Bridge Station by any Southampton Train to be forwarded through to Paris, thereby avoiding delay for Customs at Havre, and any care of their Luggage until their arrival in Paris. **Southampton to Paris.**—Passengers may book their Luggage from Southampton to Paris, on application at the Office on the Quay in the Docks at Southampton, from 1 to 11 p.m. **Paris** (St. Lazare Station) **to Southampton** at same rate as from London to Paris.

Direct Service between HONFLEUR and SOUTHAMPTON (for Merchandise only), THREE TIMES WEEKLY.

For Small Bills and further particulars apply to Mr. H. BENNETT, 3, Place Verdonne, near the Rue St. Honoré, Paris; Mr. LANGSTAFF, 67, Grand Quai, Havre; Mr. EXAULT, Honfleur; Mr. J. REACH and Mr. McGAREY, Record Building, Arthur Street West, London Bridge, E.C.; Mr. J. HADDOW, Railway Goods Manager, Nine Elms Station; Mr. VERRINDER, Waterloo Bridge Station; Mr. TAYLOR, 30, Regent's Circus, Piccadilly, W.; and any of the Station Masters on the L. & S. W. Company's Lines; or to C. K. COOKSEY, Steam Packet Superintendent; Office, No. 2, Canute Road, opposite the Docks, Southampton.

By Order. ARCHIBALD SCOTT, General Manager, Waterloo Station, London.

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LONDON AND SOUTH WESTERN RAILWAY—Continued.

MAY, 1880. DAILY STEAM PACKET SERVICE BETWEEN

LONDON AND THE CHANNEL ISLANDS,

VIA SOUTHAMPTON.

The Quickest and Best Route. Shortest Sea Passage.

DAILY DIRECT SERVICE (SUNDAYS EXCEPTED),

By the Royal Mail Steam Ships, via Southampton.

Outward.—The latest Train leaves Waterloo Bridge Station London, on Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays, at 9 aft; and on Saturdays at 5.45 aft; but Passengers may travel each day by any previous train. The Royal Mail Steam Ships **Diana, Fannie,** and **Brittany** (or other fast and powerful Steam Ships), leave Southampton Docks for **Guernsey** and **Jersey**, on Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays, at quarter before 12 midnight; and on Saturdays at 6.30 aft for **Jersey** direct

Homeward.—The Royal Mail Packets **Diana, Fannie,** and **Brittany** (or other fast and powerful Steam Ships), leave **Jersey** daily (Sundays excepted) at 6.45 mrn, calling at **Guernsey** about 9 mrn. *(Greenwich Time).*

A FRENCH INTERPRETER attends in the Southampton Docks on arrival of the Steamers from Guernsey, Jersey, and St. Malo.

FARES.—London to Guernsey or Jersey, 1 cl. 32s; 2 cl. 22s; *3 cl. 20s. Return Tickets available for 2 Months, 1 cl. 45s.; 2 cl. 30s.; *3 cl. 30s. Southampton to Guernsey or Jersey, 24s. and 14s. Return Tickets available for 2 Months 32s. and 22s. Guernsey to Jersey *or vice versa* 5s. and 3s. 6d. Return Tickets available for a Month, 7s 6d. and 5s. * On Tuesdays, Thursdays, and Saturdays only.

ROYAL MAIL SERVICE BETWEEN JERSEY AND ST. MALO.

The London and South Western Railway Company's fast and powerful Steam Ship, **Dispatch** or other Steamer, will sail as follows:—

From JERSEY to ST. MALO,
Every Monday and Thursday.

Monday	May 3	10 30 mrn	Thursday	May 20	11 30 mrn
Thursday	„ 6	1 30 aft	Monday	„ 24	3 15 aft
Monday	„ 10	4 0 —	Thursday	„ 27	6 0 mrn
Thursday	„ 13	5 30 mrn	Monday	„ 31	9 0 —
Monday	„ 17	8 0 —			

From ST. MALO to JERSEY.
Every Tuesday and Friday.

Tuesday	May 4	12 0 noon	Tuesday	May 18	10 0 mrn
Friday	„ 7	3 0 aft.	Friday	„ 21	1 0 aft.
Tuesday	„ 11	4 30 —	Tuesday	„ 25	4 0 —
Friday	„ 14	7 0 mrn	Friday	„ 28	7 0 mrn

FARES.—Jersey to St Malo, 8s. and 5s. Return Tickets, available for a Month, 12s and 7s 6d.

ROYAL MAIL SERVICE BETWEEN JERSEY AND GRANVILLE.

The London and South Western Railway Company's fast and favourite Steam Ship **Honfleur**, or other Steamer will sail as follows:—

From JERSEY to GRANVILLE.
Every Wednesday and Saturday.

Saturday	May 1	8 0 mrn	Wednes.	May 19	10 30 mrn
Wednes.	„ 5	1 0 aft.	Saturday	„ 22	1 30 aft.
Saturday	„ 8	3 0 —	Wednes.	„ 26	4 45 —
Wednes.	„ 12	5 0 mrn	Saturday	„ 29	7 0 mrn
Saturday	„ 15	7 0 —			

From GRANVILLE to JERSEY.
Every Monday and Thursday.

Monday	May 3	12 0 noon	Thursday	May 20	1 30 aft.
Thursday	„ 6	3 30 aft	Monday	„ 24	5 0 mrn
Monday	„ 10	5 45 mrn	Thursday	„ 27	7 0 —
Thursday	„ 13	7 30 mrn	Monday	„ 31	10 30 mrn
Monday	„ 17	10 15 —			

FARES.—Jersey to Granville, 8s. and 5s. Return Tickets, available for a Month, 12s. and 7s 6d. London to Granville 40s. and 28s 6d. Return Tickets available for 2 Months, 60s. and 45s.

DIRECT SERVICE BETWEEN LONDON and ST MALO, via SOUTHAMPTON.

PASSENGERS AND GOODS. The London and South Western Railway Co's new, fast, and powerful Steam Ships, "South-Western," "Guernsey," and "Caledonia," or other Steam Ships, will sail as follows:—

SOUTHAMPTON to ST. MALO.
Every Monday, Wednesday, and Friday.

Trains leave Str. leaves London.		So'mpton	Trains leave	Str. leaves London.	So'mpton
May 3	7 15 aft.	11 0 aft.	May 19	7 15 aft.	11 0 aft.
„ 5	12 45 noon	4 0 —	„ 21	12 45 noon	4 0 —
„ 7	12 45 noon	4 0 —	„ 24	3 15 aft.	6 30 —
„ 10	3 15 p.m.	6 30 —	„ 26	3 15 —	6 30 —
„ 12	3 15 —	6 30 —	„ 28	5 45 —	9 0 —
„ 14	5 45 —	9 0 —	„ 31	7 25 —	11 0 —
„ 17	7 25 —	10 30 —			

ST. MALO to SOUTHAMPTON,
Every Monday, Wednesday, and Friday.

Monday	May 3	12 0 night	Wednes.	May 19	12 0 night
Wednes.	„ 5	3 30 p.m.	Friday	„ 21	3 30 p.m.
Friday	„ 7	5 0 —	Monday	„ 24	6 30 —
Monday	„ 10	7 0 —	Wednes.	„ 26	9 0 —
Wednes.	„ 12	8 0 —	Friday	„ 28	8 0 —
Friday	„ 14	8 0 —	Monday	„ 30	10 0 —
Monday	„ 17	10 0 —			

FARES. London to St Malo 25s. and 22s. Return Tickets, available for 2 months, 52s. and 40s. Southampton to St. Malo, 23s. and 17s. Return Tickets, available for 2 months, 38s. and 28s.

STEAM PACKET SERVICE BETWEEN CHERBOURG & SOUTHAMPTON.

PASSENGERS AND MERCHANDISE.

The London and South Western Railway Company's Steam Ships will sail as follows:

Southampton to Cherbourg, every Monday and Thursday mornings, at 11.30 mrn. Last Train leaves Waterloo Bridge Station, London, at 9 mrn. **Cherbourg to Southampton,** as follows:—

Tuesday	May 4	12 45 aft.	Friday	May 14	11 0 aft.
Friday	„ 7	12 45 night	Tuesday	„ 18	12 0 night
Tuesday	„ 11	10 30 aft	Friday	„ 21	12 45 night
Tuesday	May 25	10 0 aft.			
Friday	„ 28	11 0 —			

FARES.—London to Cherbourg, 27s. 6d. and 20s. Return, available for 2 months, 45s. and 35s. Southampton to Cherbourg, 20s. and 14s. Return, available for 2 months, 33s and 24s.

For Small Bills and further particulars, apply to the Company's Agents enumerated at foot of opposite page. [Lo-19.

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CUNARD LINE.

ATLANTIC SERVICE.

The British and North American Royal Mail Steamers.

ESTABLISHED 1840.  **ESTABLISHED 1840.**

Sail from LIVERPOOL (via Queenstown) as follows:—

Abyssinia	Capt. MURPHY	For New York	Saturday,	May 1st,	2 p.m.	Tender with Cabin Passengers leaves Prince's Landing Stage at
Marathon	„ GARRETT	„ Boston	Wednesday,	May 5th,	4 p.m.	
Gallia	„ COOK	„ New York	Saturday,	May 8th,	4 p.m.	
Parthia	„ MCKAY	„ Boston	Wednesday,	May 12th,	Noon	
Bothnia	„ MC.MICKAN	„ New York	Saturday,	May 15th,	12½ p.m.	
Atlas	„ HOBKASON	„ Boston	Wednesday,	May 19th,	3 p.m.	
Algeria	„ GILL	„ New York	Saturday,	May 22nd,	4 p.m.	
Samaria	„ MOULAND	„ Boston	Wednesday,	May 26th,	11 a.m.	
Scythia	„ HAINS	„ New York	Saturday,	May 29th,	1 p.m.	

NOTICE.—With the view of diminishing the chances of Collision, the Steamers of this Line take a specified course for all seasons of the year. On the Outward Passage from Queenstown to New York or Boston, crossing the Meridian of 50 at 43 Lat., or nothing to the North of 43. On the Homeward Passage, crossing the Meridian of 50 at 42 Lat., or nothing to the North of 42.

RATES OF CABIN PASSAGE MONEY.—12, 15, 18, and 21 Guineas, according to the accommodation. Return Tickets, 25, 30, and 35 Guineas, available for 6 or 12 months. Children, between two and twelve years, half-fare.

Steerage Passage to New York, Boston, Philadelphia, or Baltimore, Six Guineas.

Passengers booked through to **San Francisco**, and all parts of the **United States** and **Canada**; also to **China, Japan, New Zealand** and **Australia**, by Pacific Railway and Mail Steamers.

Drafts issued free of charge.

For further particulars apply in London to W. and W. S. CUNARD, 6, St. Helen's Place, Bishopsgate Street, E.C., and 28, Pall Mall, S.W.; in Glasgow, to G. and J. BURNS, 30, Jamaica Street; in Queenstown, to D. and C. MAC IVER; or in **Liverpool**, to

D. and C. MAC IVER, 8, Water Street.

MEDITERRANEAN SERVICE.

The undermentioned First-class Screw Steamers are intended to be despatched from **Liverpool**, with liberty to call at any other Port or Ports. Receiving Cargo until midnight of the dates mentioned:

Aleppo ..... Wednesday ..... May 5th.	For **Syra, Smyrna,** and **Constantinople**, (calling at **Malta**). And taking Cargo at Through Rates to **Black Sea Ports.**	
Tarifa ..... Wednesday ..... May 26th.		
Sidon ..... Monday ..... May 10th.	For **Genoa, Leghorn, Naples, Trieste,** and **Venice** (calling at **Gibraltar**).	
Saragossa ..... Wednesday ..... May 19th.		
Kedar ..... Friday ..... May 28th.		
Saragossa ..... Wednesday ..... May 19th.	For **Bari** and **Ancona**, (*via* Genoa, Leghorn, and Naples).	
Kedar ..... Friday ..... May 28th.	For **Palermo, Messina,** and **Catania** (*via* Genoa, Leghorn, and Naples)	
Sidon ..... Monday ..... May 10th.	For **Patras** and **Corfu** (*via* Genoa, Leghorn, and Naples).	
Cherbourg ..... Monday ..... June 7th.		
Saragossa ..... Wednesday ..... May 19th.		
Cherbourg ..... Monday ..... June 7th.	For **Fiume** (*via* Italy)	

These Vessels have handsome and comfortable cabin accommodation, and carry Stewardesses.

HAVRE SERVICE.

Steamers from LIVERPOOL and HAVRE twice each week.

For Freight or Passage apply to W. and W. S. CUNARD, 6, St. Helen's Place, Bishopsgate Street, and 28, Pall Mall, London; G. & J. BURNS, 30, Jamaica Street, Glasgow; or

Liverpool, April 17th, 1880. **BURNS & MAC IVER, 1 Rumford Street, Liverpool.** [T.F. 23.

HULL AND LIBAU.

ACCESSIBLE THE YEAR THROUGH.

"VALDEMAR" "ODIN" "RESERVEN"
"THYRA" "ESBJERG" "ANGLO DANE."

One of the above or other First Class Steamer will be despatched in regular weekly succession.

For Freight and particulars apply to

T. B. MORLEY & CO., 3, Humber Place, Hull.

Agents to the Libau-Romny Railway Co., for Moscow, Charkow, Kiew, Kursk & Romny Through Traffic; and to the United Steamship Company, Copenhagen.

[E.C.—24

A. Lopez & Co.'s Mail Steamers,

TRANSATLANTIC LINE.

Steamers "A. Lopez," "Santander," "Espana," "Puerto Rico," "Comillas" "Guipuscoa," "Isla de Cuba," "Habana," "Ciudad Condal," "Gijon," "Coruna," "Mendez Nunez," "Alfonso XII." and "Pasages," of 3000 and 4600 tons displacement.

From Cadiz, on the 10th and 30th, for Porto Rico and Havana.
From Santander, 20th, for Corunna, Porto Rico, and Havana.
From Havana, on the 5th and 25th, for Cadiz.
From Havana, on the 15th, for Corunna and Santander.

NOTE.—During the months of May to September, inclusive, the Steamers from Havana all go to Santander.

AGENTS.—Mr. E. OLIVIERI, Marseilles, and others.

Further particulars of UHTHOFF & CO., 147, Leadenhall Street, London, E.C. [T.O 25

STEAM to HAVANA,

And other Ports in the Island of Cuba under the Spanish Flag,

FROM LIVERPOOL.

Three departures Monthly for **HAVANA**, closing dates for Cargo, 10th, 20th and 30th, (the day previous when falling on a Sunday), the Steamers sailing punctually two days later.

Steamers also at regularly appointed dates for **Matanzas, Cardenas, Sagua la Grande, Guantanamo, Santiago de Cuba and Cienfuegos.**

These steamers have excellent accommodation for Passengers and offer unrivalled advantages to shippers of cargo. Further information may be obtained from

G. H. FLETCHER, & Co.,

MERSEY CHAMBERS, OLD CHURCHYARD, LIVERPOOL. [T.F. 26

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Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft.

IMPERIAL GERMAN MAIL.

Hamburg-American Steamship Company.

FLEET OF STEAMSHIPS:

FRISIA	GELLERT	SILESIA	LOTHARINGIA	BORUSSIA (New.)
SUEVIA	WIELAND	VANDALIA	CYCLOP	BAVARIA do.
LESSING	CIMBRIA	ALLEMANNIA	HOLSATIA (New)	SAXONIA do.
HERDER	WESTPHALIA			TEUTONIA do.

LINE OF MAIL STEAMERS FROM

HAMBURG via Havre or Southampton to NEW YORK,

Returning via Plymouth and Cherbourg,

From Hamburg every Wednesday Morning; From Havre every Saturday.

		From Hamburg.	From Havre.
S. S. Westphalia	Captain SCHWENSEN.	28th April.	1st May.
„ Gellert	„ KUHLEWEIN.	5th May	8th „
„ Silesia	„ LUDWIG.	9th „	12th „
„ Lessing	„ VOSS.	12th „	15th „
„ Herder	„ BRANDT.	19th „	22nd „
„ Suevia	„ FRANZEN.	26th „	29th „
„ Wieland	„ HEBICH.	30th „	2nd June.

FARES:—First Class from HAMBURG ..... Reichmarks 500. | First Class from HAVRE ..... Francs 625
Second Class from HAMBURG ..... „ 300. | Second Class from HAVRE ..... „ 375
First Class from SOUTHAMPTON ..... £ 24. | First Class from PARIS ..... „ 615
Second Class from SOUTHAMPTON ..... £ 15 | Second Class from PARIS ..... „ 369

Including all necessaries except Beer, Wine, and Spirits.

From HAMBURG to the WEST INDIES and COLON.

Calling at Havre Outwards, to **St. Thomas. La Guayra. Puerto Cabello. Curaçao, Maracaibo Sabanilla, San Juan de Puerto Rico. Ponce, Puerto Plata. Cape Haytien. Gonaives, Port-au-Prince, Colon,** and via **Colon** and **Panama** to all Ports of the **Pacific,** and via **San Francisco** to **Japan & China,** returning from **Colon** to

Havre, and Hamburg.

From Hamburg, 7th, and 21st of each Month From Havre, 10th, and 24th of each Month

	From Hamburg.	From Havre.
S. S. Borussia ..... Captain MEESTORFF.	7th May.	10th May.
„ Saxonia ..... „ PREOLDT.	21st „	24th „

FROM HAMBURG TO MEXICO,

Calling at Havre outwards to St Thomas, Havana, Vera Cruz, Tampico, and Progreso, returning from said Ports to

HAVRE AND HAMBURG.

From **Hamburg** on the 7th, and from **Havre** on the 10th of each Month.

The Mail Steamship **Lotharingia,** Captain HANSEN, serving the Mexican Route, leaves ST. THOMAS in connection with the above Steamers on the 28th of each Month.

PRICES OF PASSAGE including an unlimited supply of provisions.

FROM HAMBURG, OR HAVRE, TO

All Ports of the West Indies and Mexico, M 210 .....£10 10 0 STEERAGE

The price for the *Home Voyage* from the aforesaid ports to Havre, or Hamburg is mks. 200 = £10.
Through Fares via Panama on application.

AGENCIES:—

HAMBURG—AUG. BOLTEN, Admiralitätstrasse 33/34
LONDON—SMITH, SUNDIUS & CO., 31, Gracechurch St. E.C.
PLYMOUTH—SMITH, SUNDIUS, & CO., 11, Millbay Road
SOUTHAMPTON—SMITH, SUNDIUS, & CO., 4, Oriental Pl
NEW YORK—KUNHARDT & CO ,61, Broad Street.
CHERBOURG—A. BONFILS & FILS.
HAVRE—A. EROSTROM & CO., Rue Edouard Larue.
PARIS—A. EROSTROM & CO., 2, Rue Scribe.
GLASGOW—
MANCHESTER—
BIRMINGHAM— } JOHN SUTCLIFFE & SON
[L.G.—7

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Netherlands Steam-Boat Company.

STEAM NAVIGATION BETWEEN

LONDON and ROTTERDAM, and the RHINE,

THE WELL-KNOWN STEAMERS

"Holland," "Maasstroom," and "Fyenoord" (New Steamer)

Are despatched alternately every WEDNESDAY, THURSDAY, and SATURDAY, from alongside Brunswick Wharf, Blackwall, returning from Rotterdam, every SATURDAY, SUNDAY & TUESDAY, circumstances permitting.

These Steamers have been built for the purpose of affording superior accommodation for Passengers having spacious Saloons and State Cabins on Deck.

First-Class Passengers by these Steamers can book from London, *via* Rotterdam, to **Amsterdam, Haarlem, Leiden, The Hague,** and all the principal places in Holland, at Through Fares.

For List of Through Fares, see monthly Time Bills, obtainable at the Company's Agents Offices.

*** Merchandise of every description, and parcels insured and forwarded with the greatest care and despatch. Apply to **PHILLIPPS & GRAVES, Agents, Saint Dunstan's House, Cross Lane, Great Tower Street, London** [E.C.]; or to the **Netherlands Steam Boat Co., Rotterdam.**

☞ RETURN TICKETS available all the Season. [L.O. 28

ROYAL MAIL STEAM PACKET COMPANY.

WEST INDIES and PACIFIC, Via Panama.

Colon or Aspinwall, Savanilla, Mexico, Central American and South Pacific Ports. San Francisco, Japan, China, and British Columbia.

The Atlantic Steamers now run through from Southampton to Colon (Aspinwall.)

THE COMPANY'S STEAMERS LEAVE

SOUTHAMPTON,

With Her Majesty's Mails on the 2nd and 17th of each Month, conveying Passengers and Parcels, also Specie and Goods, under through Bill of Lading. An additional Steamer leaves on the 11th of each month, for **Barbadoes, St. Lucia, St. Vincent, Grenada, Trinidad, La Guayra, Porto Cabello, Curaçoa, Savanilla, Carthagena,** and **Colon.**

For particulars apply to J. K. LINSTEAD, Cargo Department, Southampton, or to

J. M. LLOYD, Secretary,

Royal Mail Steam Packet Company, 18, Moorgate Street, London.

AGENTS:—IN PARIS, Geo. Dunlop & Co., 38, Avenue de l'Opera. HAVRE, Marcel & Co. HAMBURG, H. Binder. ANTWERP, F. Hilger. BREMEN, Eggers and Stallforth.

Brazil and River Plate Mail Steamers:—

The Royal Mail Steam Packets also leave **SOUTHAMPTON** on the 9th, and 24th, of each Month, carrying Her Majesty's Mails, Passengers, Cargo, Specie, &c., for **Lisbon, Cape de Verds** (9th only), **Pernambuco, Maceio** (24th only), **Bahia, Rio de Janeiro,** and **Santos,** and on the 30th of each month for **Monte Video** and **Buenos Ayres** direct, calling at **Cherbourg, Carril,** and **Vigo.** For further particulars apply as above. [L.O. 22.



WHITE STAR LINE.

ROYAL AND UNITED STATES MAIL STEAMERS.

LIVERPOOL TO NEW YORK.

EVERY WEEK ON TUESDAY OR THURSDAY.

From Queenstown the following day.

Forwarding Passengers to all parts of the United States and Canada. These well-known magnificent Steamers are appointed to sail from Liverpool as under with Her Majesty's Mails:—

Baltic,	Capt. PARSELL	....Tues.,	4th May.	**Britannic,** Capt. PERRY	....Thurs., 20th May.
Celtic,	Capt. GLEADELL	...Tues.,	11th May.	**Adriatic,** Capt. JENKINS	...Tues., 25th May.

Each Vessel constructed in seven water-tight compartments. Average Passage 8½ days in Summer, 9½ days in Winter. These splendid Vessels combine the highest speed and comfort, and are unsurpassed in their accommodation for Passengers.

For Freight and Passage apply at the Company's Offices, 34, Leadenhall Street, London, E.C.; and 37, Broadway, New York; in Paris to H. GERMTAL and J. ELKINS, 3, rue de Scribe; in Queenstown, to JAMES SCOTT and Co.; or to

ISMAY, IMRIE, and Co., 10, Water Street, Liverpool. [T.F.-30

HALL LINE.—STEAM FROM LIVERPOOL TO BOMBAY.

VIA SUEZ CANAL—CALLING AT MALTA.

Sail punctually as advertised. Passengers booked at through rates from London, *via* Genoa, Naples, and Alexandria (Rubattino Line), joining "Hall Line" Steamer at Suez, and *via* Naples (per "Florio" Line), joining the "Hall Line" Steamer at Malta. Full particulars on application.

Loading Berth, Morpeth Dock, Birkenhead.

Rydal Hall	....May 8th.	**Brankscme Hall**	....June 26th.
Wiston Hall	....May 27th.	**City of Baltimore**	....To follow.
Speke Hall	....June 12th.	**Trentham**	....To follow.

These magnificent fast Steamers are specially adapted for the East India trade, the State Rooms are spacious, airy, and well ventilated, and the accommodation for Passengers is unsurpassed.

SALOON FARE from LIVERPOOL 50 GUINEAS. SURGEON & STEWARDESS CARRIED.

Apply in London to HENRY S. KING & Co., 65, Cornhill, and 45a, Pall Mall; in Edinburgh and Leith to A. & SMITH & Co.; in Manchester to W. H. NOTT & Co., 27, Brazennose Street; or to ALEXANDER & RANKIN, 88, Liverpool and London Chambers, Exchange, Liverpool. [T.F.-31

HAMBURG LONDON STEAM SHIP COMPANY.

Hamburg London Steam Ship Company's Steamers,

VESTA, VEGA, CAPELLA, GEMMA.

One of the above splendid fast Steamers leaves from off Horsleydown for Hamburg with goods and passengers every Tuesday and Friday morning. Passengers walk on shore and on board in Hamburg. FARES.—Saloon, £2 5s. Fore Cabin, £1 9s. Return Tickets available for One Month, £3 3s. and £2 4s. No Steerage Passengers. Goods cleared and forwarded if addressed, carriage paid, to PROPENDAY and BRENNER, 40, Seething Lane, E.C.; or to Hamburg, to PEARSON and LANGENAU, of whom may be had full particulars. Arrangements have been made whereby the Return Tickets issued by this Company, are, without extra payment, available for the General Steam Navigation Company's Steamers. These Return Tickets issued by the General Steam Navigation Company are also available by this Company's Steamers. [L.O.—32.

HULL AND ROTTERDAM.

THE splendid new s.s. "Sea Gull," Capt. T. HUTTON, sails from **Hull** every Wednesday, May 5th, 4.0 p.m.; 12th, 7.0 p.m.; 19th, midnight; 26th, 7.0 p.m. from **Rotterdam** every Saturday afternoon, according to tide. Excellent accommodation for passengers. Carries a Stewardess. Average passage from Town to Town, 19 hours.

For further information apply to the Agents:

W. H. H. HUTCHINSON & SON, Hull; or J. B. CAOL and Co., Rotterdam. [B.C. 33.

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PACIFIC LINES OF ROYAL MAIL STEAMERS

TO

BORDEAUX, SPANISH PORTS,

LISBON, BRAZIL, RIVER PLATE,

AND

West Coast of South America.

The Pacific Steam Navigation Company's Steamers

ARE APPOINTED TO SAIL

FROM LIVERPOOL

AS UNDER, WITH HER MAJESTY'S MAILS:

TO	STEAMER.	TONNAGE.	CAPTAIN.	DATE OF SAILING	HOUR OF EMBARKATION AT PRINCE'S STAGE
*Bordeaux, *Spanish Ports, *Lisbon, *Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres	MAGELLAN	2,866	J. Barr	May 5	3 p.m.
*Bordeaux, *Lisbon, Rio de Janeiro, Monte Video (for Buenos Ayres), and West Coast Ports of South America	GALICIA	3,829	G. Massey	May 19	2 p.m.
*Bordeaux, *Spanish Ports, *Lisbon, *Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres	ARAUCANIA	2,877	J. Brisbane	June 2	2 p.m.

* Cargo not taken to these ports.

LOADING BERTH—MORPETH DOCK, BIRKENHEAD.

Further information may be obtained at the Offices of the Company, 31, James Street, Liverpool; in London from Messrs. N. GRIFFITHS, TATE and Co., 5 and 7, Fenchurch Street; and in Glasgow from Messrs. MACGEORGE & Co., 22, Royal Exchange Square.

T. F. 84. A. M. SAUNDERSON, Manager and Secretary.

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Liverpool and Northern Brazil Mail Steamers,

Under Contract with the Brazilian Government,

TO AND FROM

LIVERPOOL, PARÁ, MARANHAM, AND CEARÁ

Via LISBON and HAVRE.

Also Carrying Cargo and Passengers for Manaos at through rates, in conjunction with the Amazon Steam Navigation Company.

RED CROSS LINE.

Messrs. R. SINGLEHURST & Co.,

LIVERPOOL.

Lisbonense	1507 Tons	Capt.	Brooking
Parnense	1507 ,,	,,	Portbury.
Amazonense	1165 ,,	,,	Holgate.
Cearense	1358 ,,	,,	Shadwick.
Theresina	1108 ,,	,,	Kaas.

BOOTH'S LINE.

Messrs. ALFRED BOOTH & Co.,

LIVERPOOL.

Ambrose	1165 Tons	Capt.	Jackson.
Augustine	1055 ,,	,,	Pontet
Jerome	1062 ,,	,,	Hutchinso
Bernard	915 ,,	,,	Thompson.

Amazonense ..... 15th May, for Pará, Maranham, and Ceará, *viâ* Havre and Lisbon.
Ambrose ..... 30th ,, for Maranham, and Ceará, *viâ* Havre and Lisbon.
Bernard ..... 30th ,, for Pará direct.

They leave Havre on the 4th day or Lisbon on the 6th day after departure from Liverpool Letters must be posted in London, Manchester, &c., the day previous to departure, and mark "PER PRIVATE STEAMER from LIVERPOOL."

Passages must be engaged one day and Cargo shipped two days before sailing dates.

Passage-money for Brazil Ports, 1st Class, £25: For Lisbon, £6: For Manaos, £35.

Return Tickets to Brazil Ports, £40 (available for return by either Line.)

Apply to R. SINGLEHURST & Co., Red Cross Street, } LIVERPOOL.
ALFRED BOOTH & Co., 5 India Buildings, }

T.F. 35.]

INDIA, VIA SUEZ CANAL.

Messrs. CARLYLE'S DUCAL LINE.

Messrs. GREEN'S BLACKWALL LINE.

The Steamers belonging to these Lines will leave the South West India Docks, London, every 14 days, for

COLOMBO, MADRAS, & CALCUTTA

NAME	Tons.	H.P.	Commander.
Duke of Argyll	3,011	400	Wm. Quine.
Duke of Sutherland	3,013	400	J. S. Cox.
Viceroy	2,477	300	J. Comyn.
Duke of Devonshire	3,001	400	W. Turner.
Duke of Roxburgh	3,015	500	J. Russell.
Duke of Lancaster	1,695	500	J. Whittle.
Sultan	2,502	300	W. J. Hynes.

These Steamers have exceptionally good accommodation amidships, and are fitted with Bath Rooms and all requisites for the comfort of passengers.

Each Steamer Carries a Surgeon and a Stewardess.

FOR FURTHER PARTICULARS APPLY TO

F. Green & Co., or to M'Diarmid, Greenshields, & Co.,

112, Fenchurch Street, London, E.C. [Lo. 8

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BRITISH INDIA
STEAM NAVIGATION COMPANY, LIMITED.

Steam from London to Colombo, Madras, Calcutta:—

NAME.	TONS.	H.P.	TO SAIL.	COMMANDER.
Mazera	2,943	500	6th May	H. COSENS.
Merkara	2,971	400	15th "	J. J. BALLANTINE.
Navarino	3,257	400	27th "	A. BURNITT.
Chy-Anna	2,689	3 0	12th June	S. S. C. STEVENSON.

AND FORTNIGHTLY THEREAFTER.

Steam from London to Algiers, Egypt, Red Sea Ports, Aden, Karrachee, and Persian Gulf Ports.

NAME.	TONS.	H.P.	TO SAIL.	COMMANDER.
Arcot	1,783	300	13th May	F. M BURKE.
Ca ra	1,9 6	220	10th June	A. HAY
Agra	1,907	700	8th July	A. A. HANSARD.

And every Four Weeks thereafter.

These Steamers are provided with every comfort for an Indian Voyage.
The **Persian Gulf Steamers** connect at **Aden** with the Company's Steamers running to **Zanzibar, Mozambique, and other East African Coast Ports.**
Both Lines of Steamers connect with the Company's Coast Mail Services to all the important Ports in India, to which Passengers and Cargo are booked at moderate through rates from London.
Apply for full particulars to GRAY DAWES & Co., 13 Austin Friars, E.C; and to the Brokers, GELLATLY HANKEY SEWELL & Co., 109, Leadenhall Street E.C., and 51 Pall Mall, S W. and at Manchester [L. O.—37

Manchester, Sheffield, & Lincolnshire Railway.

QUICK AND REGULAR SERVICE
OF
FIRST-CLASS STEAMERS FOR GOODS & PASSENGERS
FROM THE
Port of Grimsby to Hamburg, Rotterdam, & Antwerp

Steamers are despatched from **GRIMSBY** (weather and other circumstances permitting) every **Wednesday and Saturday for Hamburg, Rotterdam, and Antwerp,** after the arrival of the Trains due at Grimsby Docks at 3.50 p.m.; leaving Liverpool (Central Station) 11.15 a.m.; Manchester, 12.40 p.m.; Sheffield, 1.55 p.m.; Bradford, 12.35 p.m.; Leeds, 1.5 p.m.; Wakefield (Westgate), 1.27 p.m.; Huddersfield, 12.50 p.m.; Derby, 10.30 a.m. Nottingham, 11.15 a.m.; Lincoln, 1.15 p.m. **Returning from HAMBURG every Tuesday and Friday; ROTTERDAM, every Tuesday and Saturday; and from ANTWERP every Wednesday and Saturday.**

These Steamers are of great carrying capacity, power, and speed, and the saloons are fitted up with every convenience, affording the utmost comfort to Passengers.

FARES between Grimsby and Hamburg.—Best Cabin, Annual Ticket, £3; Return Ticket, £2 5s.; Single Passage, £1 10s. **Grimsby and Rotterdam.**—Annual Ticket, £2; Return Ticket, £1 10s.; Single Passage, £1. **Grimsby and Antwerp.**—Annual Ticket, £2; Return Ticket, £1 2s. 6d.; Single Passage, 15s. Return Tickets issued to **Rotterdam** are available for returning from **Antwerp.**

Every information as to Rates of Freight, &c., will be given on application to

Messrs. JOHN SUTCLIFFE & SON, Shipping Agents ..... Grimsby.
Messrs. RUYS & Co, Shipping Agents ..... Antwerp.
Messrs. RUYS & Co, " " ..... Rotterdam.
Mr. H. C. ROVER, " " ..... Hamburg.

Or to Mr. C. SCOTTER, Manchester, Sheffield, and Lincolnshire Railway, Manchester.

[S.B.—36] R. G. UNDERDOWN, General Manager.

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MESSAGERIES MARITIMES DE FRANCE.

London Head Agency: 97, Cannon Street.—E. C.

Sub-Agency:—51, Pall Mall, S.W.

India, China, Japan, Batavia, Réunion, & Mauritius,

AND EASTERN AUSTRALIAN PORTS.

FRENCH MAIL SERVICE, via SUEZ CANAL.

PROPOSED DEPARTURES FROM MARSEILLES, NAPLES, AND SUEZ

LEAVE			DESTINATIONS.	STEAMERS
Marseilles.	Naples.	Suez		
Sunday.	Tuesday.	Monday.		
2nd May, 1880	4th May, 1880.	10th May, 1880.	Mauritius, Batavia, China and Japan.	YANGTSE.
16th " "	18th " "	24th " "	India, Batavia, China, & Japan	AVA.
30th " "	1st June "	7th June "	Mauritius, Batavia, China, and Japan.	DJEMNAH

Rates of Passage Money to

INDIA, CHINA, JAPAN, RÉUNION, AND MAURITIUS, FROM MARSEILLES

TO	From MARSEILLES and NAPLES.		
	Saloon Class.	Second Class.	Third Class.
	£ s.	£ s.	£ s.
Port Said	21 0	16 0	8 0
Suez	21 0	16 0	9 12
Aden	35 0	24 0	14 0
Columbo, Galle, and Pondicherry ...	45 0	32 0	18 0
Madras, Calcutta, and Singapore ...	53 0	38 8	22 6
Batavia	56 0	41 6	17 4
Saigon	70 0	50 0	28 0
Hong Kong	75 0	53 8	29 4
Shanghai and Yokohama	85 0	61 8	33 5
Réunion	50 0	60 0	36 0
Mauritius	60 0	60 0	36 0

Reserved accommodation for One Passenger can be obtained by application to the Company under a special tariff.

Beer and Table Claret are supplied Free to First and Second Class Passengers; extra Wines, Spirits and Liquors are charged for apart.

*** Passengers eastward of Suez securing their berths in London are entitled to the free conveyance of their luggage to Marseilles, as explained in the Company's handbook.

Through Tickets from London to Marseilles.

The Company issues First Class Through Tickets by the South Eastern Railway, from London to Marseilles, available for 15 Days, with option for the holders to break the journey by stopping at Folkestone and Boulogne (or Dover and Calais), Amiens, Paris, Dijon, and Lyons, as follows:—

Via Dover and Calais, £7 5s. 0d. Via Folkestone and Boulogne, £7 15s. 0d

Also by Brighton Railway, via Newhaven & Dieppe, to Marseilles: £5 19s. 6d. First Class

BOMBAY, VIA MARSEILLES.

Through Tickets from Marseilles to Bombay by the M. M. Steamers from Marseilles to Alexandria and thence by the P. & O. Co.'s Service to Bombay, are issued at the P. & O. Co.'s Offices, 122, Leadenhall Street, E.C.; and at the M. M. Co.'s Offices, 97, Cannon Street, E.C.

For all further information apply to the Messageries Maritimes de France Company's Offices, 97, Cannon Street, London, E.C., and 51, Pall Mall, S.W.

LONDON, 1st *May*, 1880.

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Continued from previous Page.]

MEDITERRANEAN AND BLACK SEA LINES

(As altered from 1st May, 1880.)

DEPARTURES FROM MARSEILLES.

EVERY SUNDAY	12 a.m.	Spain	for Barcelona.
THURSDAY	13 May, '80 noon	Egypt and Syria	for Naples, Alexandria (Bombay), Port Said, Jaffa, Beyrout, Tripoli, Lattakieh, Alexandretta, Mersina, Rhodes, and Smyrna.
	27 " "		
THURSDAY	6 May, '80 noon	Egypt	for Naples, Alexandria (Bombay.)
	20 " "		
FRIDAY	7 May, '80 noon	Levant and Syria	for Palermo, Messina, Syra, Smyrna, Rhodes, Mersina, Alexandretta, Lattakieh, Tripoli, Beyrout, Jaffa, Port Said, and Alexandria.
	21 " "		
EVERY SATURDAY	5 p.m.	Algiers	for Algiers (and Oran by Rail).
SATURDAY	1 May, '80 5 p.m.	Levant Via Syra and Smyrna	for Syra, Smyrna, Dardanelles, Constantinople, Samsoun, Kerasounde, Trebizonde, Galatz and Ibrailla.
	29 " "		
SATURDAY	8 May, '80 5 p.m.	Levant Via Naples & Piræus	for Naples, Piræus, Dardanelles, Constantinople, Salonica, Cavalla, Dedeagh Samsoun, Kérasounde, Trebizonde, Galatz and Ibrailla.
	22 " "		

Through Tickets from London to Paris.

The Company issues First and Second Class Through Tickets by the South Eastern Railway, from London to Paris, available for 7 Days, with option for the holders to break the journey by stopping at Dover or Folkestone, and at Calais or Boulogne, at the following rates:—

Via Dover and Calais, First-class, £3 0s. 0d. Second-class, £2 5s. 0d.
Via Folkestone & Boulogne, First-class, £2 16s 0d. Second-class, £2 2s. 0d.

Also, by the London, Brighton, and South Coast Railway,
Via Newhaven and Dieppe, First-class £1 13s 0d. 2nd, £1 4s. 0d. 3rd, £0 17s 0d.

BRAZILS AND RIVER PLATE LINES

DEPARTURES FROM BORDEAUX.

On the 20th of each Month, at 10 a.m., for Vigo, Lisbon, Dakar, Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres.

On the 5th of each Month, at 10 a.m., for Corunna, Lisbon, Dakar, Monte Video, and Buenos Ayres.

Steamers:—"Equateur," "Senegal," "Orenoque," "Niger," "Gironde," "Congo."

PASSAGE MONEY FROM BORDEAUX TO	First Class. Aft. Cabins. £ s. d.	First Class. Fore Cabins. £ s. d.	Second Class. Steerage. £ s. d.
Lisbon	8 0 0	6 0 0	3 12 0
Dakar	28 0 0	20 0 0	10 0 0
Pernambuco	30 0 0	22 0 0	12 0 0
Bahia	32 0 0	23 0 0	12 0 0
Rio de Janeiro	34 0 0	24 0 0	12 0 0
Montevideo	40 0 0	28 0 0	12 0 0
Buenos Ayres	40 0 0	28 0 0	12 0 0

Through Tickets from London to Bordeaux.

The Company's London Agency issues Through Tickets by the South Eastern Railway at the following Rates:—

	1st Class.	2nd Class
From London to Bordeaux, via Dover and Calais	£5 17s. 9d.	£4 7s. 9d.
" " via Folkestone & Boulogne,	£5 13s. 9d.	£4 4s. 9d.

Also by the London, Brighton, and South Coast Railway, at the following Rates:—

	1st Class	2nd Class.
From London to Bordeaux via Newhaven and Dieppe	£4 10s. 0d.	£3 6s 9d.

LUGGAGE.—The Luggage is received 9 days before the departure from Bordeaux, at the Company's Offices 97, Cannon Street, E.C., or at the Sub-Agency, 51, Pall Mall, S.W., and forwarded at moderate rates in transit without examination by the customs.

For all further information apply to the Messageries Maritimes de France Company's Offices.

LONDON, 1st *May*, 1880. 97, Cannon Street, London, E.C. [S.B.—39.

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STEAM BETWEEN SCOTLAND AND ICELAND.

The First Class S. S. **Camoens**, 1,054 Tons Register, will leave **Leith** or **Granton** for **Iceland** (unless prevented by unforeseen circumstances), on Wednesday, 23rd June and continue to sail fortnightly during the summer. This Steamer has spacious Saloon on Deck, and Superior Passenger accommodation. First Cabin, £5. Return, £

For Sailing bills, and further information, apply to

41 J.R.] R. & D. SLIMON, LEITH.

EGYPTIAN MAIL STEAMERS.

MEDITERRANEAN SERVICE.

DIRECT COMMUNICATION BETWEEN

ALEXANDRIA, ATHENS [Piraeus], SYRA, SMYRNA, and CONSTANTINOPLE.

His Highness the Khedive of Egypt has established a Line of First Class Mail Steamers to run between the above-named Ports, carrying Mails, Passengers, & Goods, on the lowest scale of charges.

The Steamers employed on this Line are all First Class, provided with every accommodation for the comfort and convenience of Passengers. The Steamers are commanded by European Officers, and provided with European Stewards and Stewardesses, and excellent cooking.

The departures from Alexandria to Constantinople will be weekly, on Sunday. From Constantinople to Alexandria every Wednesday.

OUT.			HOME.		
FROM	ARRIVALS.	DEPARTURES.	FROM	ARRIVALS.	DEPARTURES.
Alexandria	.....	Sunday.	**Constantinople**	.....	Wednesday.
Piraeus	Tuesday	Tuesday.	**Gallipoli**	Thursday	Thursday.
Syra	Wednesday.	Wednesday.	**Dardanelles**	Do.	Do.
Chio	Thursday.	Thursday.	**Metellin**	Do.	Do.
Smyrna	Do.	Friday.	**Smyrna**	Friday.	Friday.
Metellin	Friday.	Do.	**Chio**	Saturday.	Saturday.
Dardanelles	Saturday.	Saturday.	**Syra**	Do.	Sunday.
Gallipoli	Do.	Do.	**Piraeus**	Sunday.	Do.
Constantinople	Sunday.	.....	**Alexandria**	Tuesday	.....

RED SEA SERVICE.

Departures from **Suez** every alternate Thursday Evening, from January 22nd, 1880.

FROM	ARRIVALS.	DEPARTURES.	FROM	ARRIVALS.	DEPARTURES.
Suez	.....	Thursday	**Hodeida**	.....	Wednesday.
Djedda	Monday	Wednesday.	**Massaoua**	.....	Do.
Souakin	Thursday.	Saturday.	**Souakin**	Thursday.	Saturday.
Massaoua	Sunday	Wednesday.	**Djedda**	Sunday.	Tuesday.
Hodeida	Saturday.	Do.	**Suez**	Do	.....

NILE SERVICE.

From **Cairo** to the **First and Second Cataract** every fortnight during the Winter Season.

FROM	ARRIVALS.	DEPARTURES.	FROM	ARRIVALS.	DEPARTURES.
Cairo	.....	Tuesday.	**Wady Halpha**	.....	Thursday.
Assouan	Monday.	Monday.	**Philae**	Saturday.	Thursday.
Philae	Tuesday.	Tuesday.	**Assouan**	Monday.	Tuesday.
Wady Halpha	Tuesday	.....	**Cairo**	Monday.	.....

N.B.—The Trip from Cairo to the Second Cataract (Wady Halpha), and back, to be performed in 26 days.

For information and Tickets, apply to THOS. COOK & SON, Ludgate Circus, London, Sole Agents. [41

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ALLAN LINE
ROYAL MAIL STEAMERS.

Liverpool to Quebec and Montreal.

S. S. Scandinavian	Wednesday, May 5	S. S. Scandinavian	Wednesday, June 16
S. S. Circassian	Thursday, May 6	S. S. Circassian	Thursday, June 17
S. S. Sardinian	Thursday, May 13	S. S. Sardinian	Thursday, June 24
S. S. Nestorian	Wednesday, May 19	S. S. Nestorian	Wednesday, June 30
S. S. Peruvian	Thursday, May 20	S. S. Peruvian	Thursday, July 1
S. S. Polynesian	Thursday, May 27	S. S. Polynesian	Thursday, July 8
S. S. Prussian	Wednesday, June 2	S. S. Prussian	Wednesday, July 14
S. S. Moravian	Thursday, June 3	S. S. Moravian	Thursday, July 15
S. S. Sarmatian	Thursday, June 10	S. S. Sarmatian	Thursday, July 22

For St. John's, Newfoundland, Halifax & Baltimore.

S. S. Hibernian	Tuesday, May 11	S. S. Nova Scotian	Tuesday, June 8
S. S. Caspian	Tuesday, May 25	S. S. Hibernian	Tuesday, June 22

OCEAN FARES:—£12, £15, and £18.

These Rates include Steward's Fee and Provisions, but without Wines or Liquors, which can be obtained on board.

OCEAN RETURN TICKETS issued at £22, £25, or £30, available for Twelve Months, from any of the American or Canadian Ports from which the Company's Steamers sail.

☞ THE COMPANY'S "ILLUSTRATED GUIDE"
EMBRACING A LIST OF
"Summer Tours"
AND
"ROUND TRIP TICKETS,"
can be had on Application.

☞ Passengers taking "RETURN TICKETS" by this Line of Steamers can go out by way of Halifax or Quebec, and return by way of Baltimore or *vice versa*.

☞ INTERMEDIATE, £8 8s.; STEERAGE AT LOWEST RATES.

Passengers booked through to San Francisco, Victoria (Vancouver Island), Sandwich Islands, China, Japan, New Zealand, and Australia, by Pacific Railway and Mail Steamers, at Reduced Rates.

All Cabin Passengers are allowed twenty cubic feet of Personal Luggage, free of freight, but the Agents do not guarantee to receive more than that quantity, and Passengers will be charged freight on their personal luggage when it exceeds the limit. Intermediate and Steerage Passengers are allowed ten cubic feet of luggage free.

For further particulars apply in Portland and Montreal, to HUGH & ANDREW ALLAN; in Quebec, to ALLANS, BAIN & Co.; in Halifax, Nova Scotia, to S. CUNARD & Co.; in Havre, to JOHN M. CURRIE, 21, Quai d'Orleans; in Paris, to ALEXR. HUNTER, 7, Rue Scribe; in Antwerp, to AUG. SCHMITZ and Co., or RICHARD BERRY in Rotterdam, to P. A. VAN ES & Co., or REYE & Co.; in Hamburg, to W. GIBSON & HUGO; in Belfast, to W. H. MALCOLM; in London, to MONTGOMERIE & WORKMAN, 17, Gracechurch Street; in Glasgow, to JAMES & ALEX. ALLAN, 70, Great Clyde Street; in Queenstown, to JAMES SCOTT & Co.; or to
ALLAN BROTHERS & Co., Alexandra Buildings, 19, James Street, Liverpool, and 50, Foyle Street Londonderry T.F 42

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INMAN LINE

Royal and United States Mail Steamers.

SAILINGS, 1880.

Liverpool, via Queenstown, to New York, carrying the Royal Mail

Steamers.	May.	June.	July.	Aug.	Sep	Oct.	Nov.	Dec.
City of Berlin	27	—	1	5	9	14	18	23
City of Montreal	—	1	6	10	14	19	23	28
City of Richmond	6	10	15	19	23	28	—	2
City of Chester	13	15	22	24	30	—	2	9
City of Brussels	18	22	27	31	—	5	9	14
City of New York	—	—	—	—	—	—	—	—

These well-known magnificent Steamers, built in water-tight compartments are amongst the strongest, largest, fastest on the Atlantic, thereby reducing the passage to a minimum and giving especial comfort to passengers.

The Saloons, which are specially well lighted, ventilated, fitted with revolving arm-chairs, and luxuriously furnished are amidships, occupying the whole width of the ship. The principal State-rooms are amidships, forward of engines, where least noise and motion is felt; and all are fitted with late improvements, double berths, electric bells &c. Ladies' and Gentlemen's Sitting-rooms, pianos, libraries, barber's shops, bath-rooms, &c., provided.

The Steerage accommodation cannot be excelled. Passengers of this class will find their comfort and privacy particularly studied, and the provisioning unsurpassed.

Experience Surgeons and Stewardesses carried.

Saloon passage 15, 18, and 21 guineas, according to accommodation. Return Tickets at reduced rates.

Steerage passage to New York, Boston Philadelphia, or Baltimore, 6 guineas.

These Steamers have through booking arrangements for goods and passengers with the Erie Railway Company from New York to all points in the West South, North Western States, and Dominion of Canada.

Passengers forwarded, via San Francisco, to Australia, New Zealand, India, China, and Japan at lowest through rates.

For further particulars apply to JOHN G. DALE, 31 & 33 Broadway New York; ALFRED H. JOHNSON, 9 Boulevard Haussmann Paris; ELVIES and ALLEN, 99, Cannon Street, London E.C.; A. W. WILSON, 25 Fountain Street, Manchester; ROBERT JOHNSTON, 9 Commercial Buildings, Bridge Street, Bradford; ANDREW MALCOLM, 60, St. Enoch Square, Glasgow; JOHN McKEE, 42 and 43 Donegal Quay, Belfast; C. & W. D. SEYMOUR & Co., Queenstown; or WILLIAM INMAN, Tower Buildings, Water Street, Liverpool. [T.F.—G

THE MOSS STEAMSHIP COMPANY (Limited)

Despatch their first-class Screw Steamers from

LIVERPOOL TO THE MEDITERRANEAN

AND FROM

LIVERPOOL TO FRANCE,

AS UNDER:—MEDITERRANEAN LINE.

Canopus	3,000 Tons	Capt. HORSFALL.		**Nephtis**	2,000 Tons	Capt. HALL.	
Magdala	2,500 "	"	GRKIG.	**Osiris**	2,250 "	"	PAUL.
Neera	2,500 "	"	COBURN.	**Pera**	2,250 "	"	R. H. JOY.
Scaostris	2,500 "	"	JENKINS.	**Isis**	2,250 "	"	WILLOX.
Thebes	2,500 "	"	BAKER.	**Atlantic**	1,500 "	"	SMITH.

Marcotis—2,500 Tons—Capt. OSBORNE. **Osmanli** 2,500 Tons, and **Pharos** 2,500 Tons, (Building.)

BORDEAUX LINE.

Olinde	800 Tons.	Capt. OWEN.
Lotus	650 "	" JOY.
Cecile	550 "	" LARGE.

To **Gibraltar, Malta,** and **Alexandria** every week, taking Goods at through rates for **Cyprus, Beyrout, Alexandretta Barbara Jaffa,** and other **Syrian Ports.** These Steamers call occasionally at **Algiers.**

To **Syra, Smyrna,** and **Constantinople,** every three weeks, taking Goods at through rates to **Piraeus Volo Dedeagatch, Salonica, Trebizonde, Varna, Burgas, Batoum Samsoun, Poti, Kustendjie Galatz and Ibrail.**

To **Bordeaux** every week, taking Goods at through rates to **Nantes, Bayonne, Marseilles, Toulon** and other Towns in the **South West of France.**

The Steamers have excellent accommodation for Passengers, and the following are their Fares, First Class:—Gibraltar £8; Algiers £12; Malta, £12; Alexandria, £15; Beyrout or Alexandretta, £25, with transhipment at Alexandria; Syra, £13; Smyrna, £14; Constantinople £15. Bordeaux, £5. Provisions and all requisites included, but not liquors. Family Tickets and Return Tickets issued on liberal terms.

For Freight or Passage and further information apply in **Gibraltar,** to **SMITH IMOSS & Co.; Algiers,** E. DE LA CROIX; **Malta,** SMITH & Co.; **Alexandria,** R. J. MOSS & Co.; **Bordeaux,** JAMES MOSS & Co., 47, Rue de Chartrons; **Syra,** N. C. PETROPULO; **Smyrna,** C. WHITTALL & Co.; **Constantinople,** J. W. WHITTALL & Co.; in **Manchester,** H. M. MACLURE, 23, Cross Street; and in **Liverpool** to

JAMES MOSS & Co. Managers 31, James Street. [T.F.44

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R. RUBATTINO & Co.'s

ITALIAN MAIL STEAMERS.

BOMBAY LINE.

From **Genoa** on the 24th of each month.
„ **Naples** on the 27th of each month.

From **Bombay** on the 1st of each month.
„ **Aden** on the 8th of each month.

CALCUTTA LINE.

From **Genoa** on the 15th February. 15th August.
„ „ „ 15th April. 15th October.
„ „ „ 15th June. 15th December.

From **Calcutta** on the 15th January. 15th July
„ „ „ 15th March. 15th Sept.
„ „ „ 15th May. 15th Nov.

SINGAPORE & BATAVIA LINE.

Calling at Suez, Galles and Colombo.

From **Genoa** on the 1st January; 1st April; 1st July; 1st October.

From **Batavia** on the 16th February; 16th August.

From **Singapore** on the 20th February; 20th May; 20th August; 20th November.

MEDITERRANEAN LINES.

GENOA TO ALEXANDRIA. (Egypt.)

From **Genoa** to **Alexandria** every Monday evening.
From **Naples** to **Alexandria** every Thursday evening.

From **Alexandria** to **Genoa** every Saturday morning.
From **Naples** to **Genoa** every Thursday evening.

MARSEILLES, GENOA, TUNIS.

Marseilles to **Genoa** every Saturday evening.
Genoa to **Cagliari** every Thursday evening.
Cagliari to **Tunis** every Sunday evening.

Tunis to **Cagliari** every Wednesday morning.
Cagliari to **Genoa** every Thursday evening.
Genoa to **Marseilles** every Monday evening.

TUNIS, MALTA, TRIPOLI.

Tunis to **Malta** each Tuesday morning.
Malta to **Tripoli** each Wednesday evening.

Tripoli to **Malta** every Friday noon.
Malta to **Tunis** every Saturday evening.

TUNIS to SFAX.

Tunis to **Sfax** every Wednesday, noon.

Sfax to **Tunis** every Saturday morning.

GENOA, CAGLIARI, PALERMO.

Genoa to **Cagliari** every Monday evening.
Cagliari to **Palermo** every Thursday evening.

Palermo to **Cagliari** every Saturday evening.
Cagliari to **Genoa** every Monday, noon.

GENOA, CAGLIARI, NAPLES.

Genoa to **Cagliari** every Saturday evening.
Cagliari to **Naples** every Wednesday, noon.

Naples to **Cagliari** every Friday, noon.
Cagliari to **Genoa** every Saturday evening.

GENOA, LEGHORN, NAPLES.

Genoa to **Leghorn** every Thursday evening.
Leghorn to **Naples** every Friday evening.

Naples to **Leghorn** every Monday evening.
Leghorn to **Genoa** every Wednesday morning.

GENOA, BASTIA, PORTOTORRES.

Genoa to **Bastia** every Saturday evening.
Bastia to **Portotorres** every Sunday evening.

Portotorres to **Bastia** every Wednesday morning.
Bastia to **Genoa** every Thursday morning.

LEGHORN, PORTOFERRAIO.

Leghorn to **Portoferraio** every Sunday morning.

Portoferraio to **Leghorn** every Monday morning.

For Freight, Passage, and particulars, apply at **Bombay**, to CH. GRONDONA, Managing Agent to India; at **Alexandria**, to CESARE PERRINI; at **Marseilles**, to R. RUBATTINO & CO.; at **London**, to A. LAMING & CO., 8, Leadenhall Street; at **Paris** to F. PUTHET & CO.; at **Berlin** to CH. MESSING, gare of Postdam; and in other ports to the Company's Agencies.

R. RUBATTINO & Co. (GENOA). [45

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General Steam Navigation Compan

Chief Office, 71, Lombard Street, London, E.C.

When the Company's Vessels do not come alongside the Wharf in London, Passen and their Luggage are conveyed to or from the Ships, Free of Charge.

HAMBURG and LONDON

From London, three times a week. See Bills of Sailing.
From Hamburg, three times a week. See Bills of Sailing.
Fares (steward's Fees included)—
Chief Cabin, £2 5s.; Fore Cabin, £1 9s.
Return Tickets (available for One Month)—
Chief Cabin, £3 8s.; Fore Cabin, £2 4s.
Agent in Hamburg, Mr. W. POTT, bei St. Annen

ANTWERP and LONDON

BRUSSELS and COLOGNE

From Antwerp every Tuesday, Friday, and Sunday.
From London every Tuesday, Thursday, and Saturday.
Fares (Steward's Fees included)—
Chief Cabin, £1; Fore Cabin, 12s 6d.
Return Tickets (available for One Month)—
Chief Cabin, £1 11s.; Fore Cabin 19s. 3d.
Passengers are booked through from Cologne or Brussels. For full particulars, apply in Cologne to Offices of Du seldorf Steam Navigation Company, to Mr. J. BIL, 2, Place Royale, Antwerp to Messrs. KENNEDY & HUNTER, Quai Jordaens

BORDEAUX and LONDON

From Bordeaux every Friday, according to tide
From London every Thursday, according to tide
Fares (no Steward's Fees)—
Chief Cabin, £3 0s.; Fore Cabin, £2.
Return Tickets available for one Month:—
Chief Cabin, £5. Fore Cabin, £3 6s 8d.
No Steward's Fees.
The magnificent New Steam Ships, Kestrel and Lapwing, with splendid Passenger accommodation, are now on th s Station. For full particulars, apply in Bordeaux to Messrs. ALBRECHT & FILS, Rue Fov. 21.

STETTIN and LONDON.

Departure from each end every ten Days.
Single Fares (no Steward's Fees)—
Chief Cabi s, £3 3s Cabies, 10s. extra
For particulars apply in Stettin to MR. GUSTAV METZLER

OPORTO and LONDON

Departures from each end every 8 weeks
Single Fares (no Steward's Fees)—
Chief Cabin, £4 4s.; Ladies', 10s. extr
For particulars apply in Oporto to Mr. HENRY KE

OSTEND and LONDON

BRUSSELS and COLOGNE

From Ostend every Tuesday and Friday
From London every Wednesday and Sunda
Fares (Steward's Fees included) :
Chief Cabin 18s ; Fore Cabin, 12s
Return Tickets available for One Month.
Chief Cabin, £1 7s. 6d ; Fore Cabin,
Passengers b oked through from Col gne or
for full particulars apply in Cologne to
Dusseldorf Steam Navigation Company; I
Mr. J. BIL, 2, Place Royale; Ostend, Mes
ST. AMOUR and SON on the Quay.

BOULOGNE and LONDON—PA

Departures Six times a week, each way, accor
to tide.
Fares (Steward's Fees included)
Chief Cabin, 12s ; Fore Cabin, 8s.
Return Tickets available for One Month
Chief Cabin, 18s 6d; Fore Cabin, 1
Passengers are booked through from P ris, and re
to London, Edinburgh, Newcastle, Hull or Yarm
via London, for full particulars apply in Pa
the Company's Agent, 11, Rue Notre Dame
toires Boulogne to Mr. A DELATTRE, 22, Qu
Douane

HAVRE and LONDON—PAR

From Havre every Sunday, according to tide.
From London every Thursday, according to Ti
Fares (Steward's Fees incled 1s)
Chief Cabin, 12s. Od; Fore Cabin, 9s
Return Tickets available for One Month
Chief Cabin, £1 0s. 6d ; Fore Cabin, 14
For full particulars apply in Havre to Mr. A. SCA
14, Rue de la Cirque.

The above arrangements are made subject to such Alterations as wind, weather, o other circumstances may render desirable.

THROUGH TICKETS to Edinburgh, Newcastle, &c., from the Contin and vice versa.

				Edinburgh To Paris, or vice versa, via London & Boulogne			Newcastle To Paris, or vice versa, via London & Boulogne			Hull To Paris, or vice versa, via London & Boulogne			Yarmou To Par or vice vers London & Bo		
				£	s.	d.	£	s.	d.	£	s.	d.	£	s.	
Chief Cabin and 1st Class Rail				2	0	0	1	17	0	1	14	0	1	13	
Do	do	2nd	do	1	16	0	1	13	0	1	9	6	1	9	
Fore	do	do	do	1	9	0	1	6	0	1	5	6	1	5	
Do	do	3rd	do	1	6	0	1	3	0	1	0	6	1	0	

RETURN TICKETS available for Five Weeks, as regards the Sea portion, and fo Fourteen Days as regards the Railway portion.

Chief Cabin and 1st Class Rail				3	18	0	3	2	0	3	2	0	3	0	
Do	do	2nd	do	3	2	0	2	11	6	2	10	0	2	9	
Fore	do	do	do	2	12	6	2	7	0	2	1	0	2	2	
Do	do	3rd	do	2	4	6	2	0	6	1	18	0	1	16	

				Edinburgh To Brussels, or vice versa, via London & Antwerp			Newcastle To Brussels, or vice versa, via London & Antwerp			Hull To Brussels, or vice versa, via London & Antwerp			Yarmou To Brus or vice vers London & A		
				£	s.	d.	£	s.	d.	£	s.	d.	£	s.	
Chief Cabin and 1st Class Rail				2	2	0	1	16	0	1	14	6	1	13	
Fore	do	2nd	do	1	10	6	1	2	6	0	18	3	1	1	
				Via OSTEND.			Via OSTEND.			Via OSTEND.			Via OSTE		
Chief	do	1st	do	2	5	0	1	18	0	1	10	6	1	14	
Fore	do	2nd	do	1	13	6	1	5	6	1	1	0	1	4	

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NORTH GERMAN LLOYD

ROYAL MAIL STEAMSHIP COMPANY.

OFFICES:—Fenchurch House, 5 and 7, Fenchurch St., City, London, E.C.; 73, Piccadilly, Manchester, and at Southampton.

From SOUTHAMPTON to NEW YORK, Direct,

Every TUESDAY at Noon.

By the magnificent Steamers of the North German Lloyd, of 3000 Tons, 700 Horse-power.

Passengers may leave **London** by the 9.0 a.m. Train from Waterloo Station on the day of Sailing.

FARES, from **Southampton**, First Class, £23; Second Class, £13, including Steward's Fee and all necessaries, except Beer, Wine, and Spirits.

Apply to KELLER, WALLIS, & POSTLETHWAITE, at above addresses; or to PHILLIPPS, AND GRAVES, St. Dunstan's House, Cross Lane, Great Tower Street, London, E.C. [L.O.—47

GOTHENBURG FROM LONDON DIRECT.

ORIGINAL STEAM LINE.

THE FIRST CLASS STEAMERS,

"BELE," "BJORN," "INGEBORG," "FRITHIOF,"

Are despatched from MILLWALL Docks alternately every Thursday, circumstances permitting.

Fares, Saloon £3 3s.; Second Cabin £2 2s.; Deck £1.

Apply to **Messrs. August Leffler & Co.**, Gothenburg; **Messrs. Phillipps & Graves**, St. Dunstan's House, Cross Lane, Great Tower Street, London, E.C. [48

NATIONAL LINE TO NEW YORK.

LARGEST PASSENGER STEAMERS.

NOTICE.—This Company takes the Risk of Insurance [up to £100 0/0] on each of its vessels, thus giving Passengers the best possible guarantee for safety and avoidance of danger at sea.

The most southerly route has always been adopted by this Company to avoid Ice and Headlands

The magnificent full-powered Steamers of the National Line, renowned for SAFETY, COMFORT, and REGULARITY, are appointed to sail as under for NEW YORK:—

From Liverpool (via Queenstown).		From London.	
Erin	Friday, May 7th.	Canada	Saturday, May 1st.
Egypt	Wednesday, May 12th.	* Holland	Saturday, * May 15th.
England	Wednesday, May 19th.	Italy	Wednesday, May 26th.
Spain	Wednesday, May 26th.	The Queen	Wednesday, June 2nd.

From Queenstown the following day.

* Holland carries no Saloon Passengers.

The Saloon accommodation is unusually spacious and airy, the State Rooms on main deck being roomy, well lighted and ventilated. Pianos, Ladies' Saloons, Gentlemen's Smoke Rooms and Bath Rooms on board.

Saloon Fares to New York, 10, 12, and 15 Guineas, according to position of State Rooms, all having equal Saloon privileges.

Return Tickets 22 and 24 Guineas.

Steerage Passage SIX POUNDS to **New York, Boston, Philadelphia, and Baltimore.**

The Steerage Accommodation is unsurpassed for space, light, and ventilation. Provisioning abundant, and of best quality. Stewardesses for Saloon and Steerage. Surgeon on board each Steamer.

Passengers booked through to SAN FRANCISCO and all Inland Towns of the UNITED STATES and CANADA, on favourable terms, via the Erie Railway.

Apply in New York at the Company's Offices, 69, Broadway: in London at the West End Offices, 57, Charing Cross; or Moss and Mitchell, 54, Gracechurch Street: in Paris, at the Offices of Sidney L. Spark, 7, Rue Scribe: in Queenstown to **N. & J. Cummins & Bros.**; to the Local Agents of the Company in all Towns or to the NATIONAL STEAMSHIP COMPANY, LIMITED, 23, Water Street, Liverpool; and at 36 and 37, Leadenhall Street, London. [T.F.—49.

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GREAT WESTERN RAILWAY.

NEW THROUGH ROUTE

BETWEEN ENGLAND & the CONTINENT.

Via WEYMOUTH and CHERBOURG.

SPECIAL FIXED SERVICE

DAILY (EXCEPT SUNDAYS),

BY FAST TRAINS AND STEAMERS.

THE service has been organized by arrangements between the Great Western Railway and the Western of France Railway, and affords a convenient attractive, and economical new Route to Normandy, the West and South of France, Paris, and Spain.

The passage between Weymouth and Cherbourg occupies about six hours.

The Steamers from Weymouth to Cherbourg start daily (Sundays excepted), at 11.30 p.m. (weather and circumstances permitting), in connection with fast Trains from London, Bristol, Exeter, Plymouth Liverpool, Manchester, Swansea, Cardiff, Birmingham, Worcester, and all important towns on the Great Western Railway, reaching Cherbourg in time for a Fast Train to Paris arriving there in time for the evening Trains to the Interior of France, Switzerland, Germany, and Italy, and also having a connection via Meaidon, Le Mans, and Tours with the Paris and Orleans Railway.

The Steamers from Cherbourg to Weymouth start daily (Sundays excepted) at 7.0 p.m (weather and circumstances permitting), in connection with Fast Trains from Paris, and other parts of the Continent leaving Paris [illegible], reaching Weymouth in time for Fast Trains to the above mentioned Towns on the Great Western system.

Passengers Goods, and Parcels are booked through by this service to and from all principal towns on the Great Western Railway, and Paris, and Stations on the Western of France Railway, and also the principal towns on the Continent.

Arrangements have been made for the speedy transit at moderate rates, of Butter, Fruit, Vegetables, and Perishables and General Merchandise traffic.

Single Tickets are available for seven days, and Return Tickets for Two Months.

Passengers may break their journey at Weymouth, Cherbourg, or at any Station on the Western of France Railway.

Particulars of Fares, Rates, and other Information, can be obtained at the Stations, and also at the Company's Receiving Offices.

Paddington Terminus. J. GRIERSON, General Manager. [9]

STEAM BETWEEN BREMEN, LONDON, AND HULL.

THE NORTH GERMAN LLOYD'S SERVICE,

THE WELL-KNOWN MAGNIFICENT SCREW STEAMERS

Sperber, Reiher, Strauss, Albatross, Adler, Möwe, Schwan, Schwalbe, and Falke.

LONDON for **BREMEN**, every Wednesday & Saturday, from Brunswick Wharf, Blackwall.
BREMEN for **LONDON** every Sunday and Thursday.
HULL for **BREMEN**, every Saturday evening.
BREMEN for **HULL**, every Monday morning.
(Circumstances permitting.)

FARES—Saloon £2; Fore Cabin £1 Deck, 10s Return Tickets at a fare and a half.

These Steamers have been fitted with a Spacious Saloon on deck and have superior accommodation for Passengers.

For particulars, apply to the Managers of the North German Lloyd, Bremen; Messrs. Phillipps & Graves, Agents, Saint Dunstan's House, Cross Lane, Great Tower Street, London, E.C., Messrs. C. Veltmann & Co., Agents in Hull. [L.o.—91.

PASSENGERS WALK ON BOARD FROM ST. KATHARINE'S WHARF.

Antwerp, Brussels, Cologne, Hamburgh, Berlin, Leipzic, Dresden, &c.

THE ANTWERP COMPANY'S New Fast and Powerful Paddle Steam Ship, **Baron Osy**, 1150 Tons Burthen, J. VERBIST, Commander, leaves St. Katharine's Wharf, near the Tower, every Sunday, at 12 o'clock noon. Returning from Antwerp every Wednesday, at 4 o'clock (afternoon).

The general accommodation for passengers on board this splendid Steamship, as well as its spacious Ladies' and Private Cabins, is entirely unequalled.

Fares, including Steward's Fee.—Chief Cabin, £1 4s.; Chief Cabin Return Tickets, available for one month, £1 12s. Fore Cabin, 16s Return Tickets, £1 4s. 6d. Children under ten years, half-price; horses, £3 3s For Passage and to secure berths apply to Messrs. ARNATI and HARRISON, 11 and 12, Great Tower Street, E.C., and Mr. K. PRITCHARD, Old White Horse Cellar, 155, Piccadilly, W., where as well as at the wharf every information may be obtained

Application at Antwerp to be made to Messrs. HUYSMANS and BULCKE, Ship Brokers; and at Brussels, to Mr. LELOUTRE TOWN, 88, Montagne de la Cour.

There is a regular communication by Railroad between Antwerp and Rotterdam.

Return Tickets issued by this Company are available by the Steamers belonging to the General Steam Navigation Company. The Return Tickets issued by the General Steam Navigation Company are available by this Company's Steamers. [L.o. 21

Compagnie Générale Transatlantique.

FRENCH MAIL STEAMERS.

At **PARIS**: { Central Offices, 5, Rue Halevy.
Passenger Office, 12, Boulevard des Capucines (Grand Hotel)
Freight Office, 108, Faubourg St. Denis.

At **HAVRE**: Principal Agent, M. PAULIN VIAL, 35, Quai d'Orleans.

At **ST. NAZAIRE**: Principal Agent, M. ALBERT LAURENT, Quai de la Marine.

At **BORDEAUX**: Agent, M. THOMAS DE VIAL, 28, Allees d'Orleans.

At **MARSEILLES**: General Agent, M. PASSEMARD, 5, Quai de la Joliette.

At **NEW YORK**: Agent, M. LOUIS DE BÈBIAN, 55, Broadway.

At **LONDON**: Agent, J. CAPEL, 4, Royal Exchange Buildings.

At **LIVERPOOL**: Agents, Messrs. POTHONIER & Co.

The Compagnie Générale Transatlantique, being awarded the contract for carrying the Mails to Algeria, will inaugurate **on the 1st July next**, the following lines:

MARSEILLES to **ALGIERS**, twice a week.

PORT VENDRES to **ALGIERS**, once a week.

MARSEILLES to **ORAN**, once a week.

PORT VENDRES to **ORAN**, once a week.

MARSEILLES to **BONE**, once a week.

MARSEILLES to **PHILIPPEVILLE**, twice a week.

THE WEST INDIES.

From St. NAZAIRE the 6th of every month for

Guadeloupe, Martinique, the Guayra, Puerto-Cabello, Savanilla and Colon, and by transhipment 1st at PORT-DE-FRANCE for Saint-Lucia, Demerari, Surinam, Cayenne, Havana, and Vera Crux; 2nd at PANAMA for the Central American Ports, and Ports of the North and South Pacific.

From St. NAZAIRE the 21st of every month for

Santander, Saint-Thomas, Havana, Vera-Cruz, and by transhipment at Saint-Thomas, for Guadeloupe, Martinique, Trinidad, Carupano, Cumana, Barcelona, San Juan (Porto Rico), Mayaguez, Cap Haytien, Port-au-Prince, Santiago de Cuba, and Kingston.

From HAVRE the 21st, from PAULLAC the 25th of every month for

Santander, Guadeloupe, Martinique, Guayra, Puerto, Cabello, Curacao, Savanilla, Colon, and the Pacific.

From MARSEILLES the 28th of every month for

Barcelona, Cadiz, Tenerif, Martinique, Havana, and Vera Crux; returning by Havana, New York, Lisbon, Gibraltar, and Marseilles.

HAVRE TO NEW YORK.

Departure from HAVRE every Saturday.

Departure from NEW YORK every Wednesday.

1st Class, 500 and 400 frs.; 2nd, 275 frs.; 3rd, (Emigrants), 112 frs. 50 c.

RETURN TICKETS AVAILABLE FOR ONE YEAR, DISCOUNT 10 PER CENT. [52

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WILSON LINE OF STEAMERS.

ALBANO,	CATO. COMO.	HIDALGO,	MILO,	PANTHER,	SORRENTO,
ANGELO,	DIDO.	HUMBER,	NERO,	QUITO.	TASSO,
APOLLO,	DOMINO	IRWELL,	OTRANTO,	RIALTO.	TH. WILSON
ARGO	ERATO.	KELSO,	ORLANDO,	RINALDO,	TIGER
BASSANO,	FALCON,	LEO.	OTHELLO,	ROLLO	VIRAGO,
BRAVO,	FIDO.	LEPANTO,	OTTO	SALERNO,	XANTHO,
CALYPSO,	FLAMINGO	MARENGO.	PACIFIC,	SAPPHO.	YEDDO.
CAMEO,	GOZO HERO	MARSHAL,	PALERMO.	SILVIO.	ZEBRA. ZERO

HULL TO SWEDEN AND NORWAY.

To GOTHENBURG (carrying the Royal Mails).—Steam Ships **Rollo** or **Orlando**, at 4.32 every Saturday morning; returning from Gothenburg to Hull, every Friday at noon during the season. Fares, £3 3s. and £2 2s. Return, £5 5s. and £3 3s.

To CHRISTIANSAND and CHRISTIANIA.—Steam Ships **Angelo** or **Hero**, every Friday evening; returning from Christiania to Hull (calling at Christiansand) every Friday afternoon during the season. Fares, £4 and £2 13s. 4d. Return, £6 and £4.

To STAVANGER and BERGEN.—Steam Ship **Domino**, Thursday, 13th May, and every alternate Thursday during the season.

To DRONTHEIM.—Steam Ship **Tasso**, Thursday, 6th May, and every alternate Thursday; returning from Drontheim each intermediate Thursday during the season.

N.B.—Commencing on **Domino's** intended voyages from Hull, 27th May, 10th June, 24th June, she is intended to proceed on from Bergen to Drontheim; thus, in conjunction with "**Tasso**," the service from 20th May to 1st July from Hull, and from 27th May to 8th July from Drontheim, is intended to be "**WEEKLY.**"

For the convenience of Travellers to Norway and Sweden, Through Carriages are attached to the Trains leaving King's Cross, London, for Hull at 6.30 p.m., 8 p.m., and 5.30 p.m., Thursdays & Fridays.

HULL TO DANZIG.—Steamers weekly during the season.

HULL TO STETTIN.—Steamers every Wednesday and Saturday.

HULL TO LIBAU.—Steamers weekly during the season.

HULL TO RIGA.—Steamers weekly during the season.

HULL TO ST. PETERSBURG.

First-class passenger Steamers weekly throughout the season of open navigation

FARE, £5 5s RETURN, fare and a-half.

HULL TO CONSTANTINOPLE AND ODESSA.—Steamers about every 21 days.

HULL TO NAPLES, MESSINA, PALERMO, TRIESTE, VENICE, and BARI.—Steamers fortnightly.

HULL TO BOSTON AND NEW YORK,

With liberty to call at **SOUTHAMPTON**—**Bassano, Lepanto, Marengo, Othello, Otranto, Rialto, Salerno, Sorrento.**—One of the above splendid Steamers weekly. Fare £9.

HULL to HAMBURG.—Every Tuesday. Returning from Hamburg to Hull every Tuesday. Fares, £1 10s. and £1. Return, £2 5s. and £1 10s.

HULL to ANTWERP.—Every Saturday evening. Returning to Hull every Wednesday noon Fares, 15s. and 10s. Return, 22s. 6d. and 15s.

HULL to DUNKIRK.—Every Saturday. Returning from Dunkirk every Wednesday. Fares, 15s. and 10s. Return, 22s. 6d. and 15s.

LIVERPOOL to BERGEN and CHRISTIANIA.—(Taking Goods at through rates to other Norwegian Ports). Steamer—**Humber** regularly

LONDON (Millwall Docks) to CHRISTIANSAND & CHRISTIANIA.

Steam Ship **Cameo**, Thursday, 6th May, and alternate Thursdays during the season; returning from Christiania (calling at Christiansand) intermediate Thursdays. Fares, £4 4s. and £2 13s. 4d Return, £6 6s. and £4.

LONDON to RIGA, taking Goods for Moscow, Charkoff, Kieff, and interior of Russia. Steamers weekly during the Season of open navigation

NEWCASTLE to STETTIN, DANZIG, LIBAU, and RIGA.—Weekly during the season

COPENHAGEN to HULL.—Every Friday during the season Fare £3 3s.

For Passage or Freight apply to THOMAS WILSON, SONS, & CO, HULL; or to W. E. BOTT & Co., 1, East India Avenue, Leadenhall Street, London, E C. [46.

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Compagnie Marseillaise de Navigation à Vapeur.

Fraissinet et Cie., Place de la Bourse, 6 — Marseille.

RENSEIGNEMENTS GÉNÉRAUX—TARIF DES PASSAGERS.

TRANSPORT DES DEPÊCHES, 21, PAQUEBOTS.

LIGNES DESSERVIES PAR LA COMPAGNIE.

La Corse et l'Italie.—(Service Postal.)—Départs de **Marseille** le Vendredi à 9 heures du matin pour **Ajaccio, Porto Torres**, et alternativement tous les huit jours pour **Propriano ou Bonifacio.**
Départs de **Marseille** le Dimanche à 9 heures du matin, pour **Bastia** et **Livourne.**
Départs de **Marseille** le Lundi à 9 heures du matin pour **Calvi** ou **l'Isle Rousse**, alternativement.
Départs de **Marseille** le Mardi à 8 heures du matin pour **Nice, Bastia**, et **Livourne.**
Départs de **Nice**, pour **Bastia** et **Livourne**, le Mercredi à 5 heures du soir.

Malte et Egypte.—Départs de **Marseille** tous les Mardis alternatifs à 9 heures du matin pour **Naples, Malte** et **Alexandrie**, (le 11 et le 25 mai).

Ligne de Constantinople.—Départs de **Marseille**, le Jeudi à 8 heures du matin, pour **Gênes, Naples, Le Pirée, Volo, Salonique, Dedeagh, Dardanelles. Gallipoli, Rodosto** et **Constantinople.**—En transbordement à **Constantinople** pour **Galatz, Braila, Odessa, Ineboli, Sinope, Samsoun, Kerassunde, Trébizonde** et **Poti**

Ligne du Danube.—Départs de **Marseille** toutes les deux Semaines, le Lundi à 9 heures du matin pour **Gênes, Syra, Smyrne, Mételin, Dardanelles, Constantinople. Sulina, Toultcha, Galatz** et **Braila.** (le 3 et le 17 mai).

Ligne d'Italie.
Départ de **Marseille** directement pour **Naples** tous les Mardis alternatifs à 10 heures du matin.
Départs de **Marseille** le **Jeudi** à 8 h. du matin pour **Gênes** et **Naples.**
Départs de **Marseille** le Dimanche à 8 heures du matin pour **Gênes, Livourne, Civita-Vecchia** et **Naples.**

Ligne de Cannes et Nice.—Départs de **Marseille** le Mercredi à 7 heures du soir pour **Cannes, Nice**, et **Genoa.**

Ligne du Languedoc.—Départs de **Marseille**, les Mardis, Jeudis, et Samedis, à 7 heures du soir pour **Cette.**
Do. do les Lundis, Mercredis et Vendredis, à 7 heures du soir, pour **Agde.**

Billets d'Aller et retour et billets aux familles sont delivrés à prix réduits.
Pour prix et conditions, s'adresser à **FRAISSINET** et **CIE**, Place de la Bourse, 6, à Marseille;
ACH. NETON, Rue Rougemont, 9, à Paris; **BISCHOFF** de St.-ALBAN, à Bâle et à Zurich.

SMITH, SUNDIUS & CO., Gracechurch Street, 33, London, E.C.
Do. à Plymouth.
Do. à Southampton

[L.C 50.

HAMBURG TRAFFIC.

STEAM COMMUNICATION

BETWEEN HULL AND HAMBURG

Every TUESDAY, WEDNESDAY, FRIDAY, and SATURDAY,
Unless interrupted by Casualties or ice

The splendid new Steamship **"Sprite,"** Captain **HARRISON**, is intended to sail from **Hull** to **Hamburg**, May 8th and 22nd, midnight; and from **Hamburg** to **Hull**, May 1st, 15th and 29th and **"Fairy"** Captain **CUTTILL**, from **Hull**, May 12th and 26th, at 6 p.m.; and from **Hamburg** to **Hull**, May 5th and 19th.

FARES: First Cabin, £1 10s; Second Cabin, £1. RETURN TICKETS: Fare and a Half.

Applications for news of sailings to and from Hamburg must be addressed to Messrs. **C. M. Lofthouse & Co.**, Hull; **Mr. M. Clark**, Prince's Chambers, Chapel Walks, Manchester; or Messrs. **Nissle & Gunther**, 23, Admiralität Street, Hamburg.

The Hull Steam route offers anequalled advantages to shippers generally, and to visitors to the Continent.

Through Tickets are now issued from Ashton, Accrington, Bradford, Barnsley, Batley, Bolton, Bury, Burnley, Blackburn, Belfast, Bacup, Birmingham, Dewsbury, Dublin (N.W.), Guide Bridge, Halifax, Huddersfield, Liverpool, Lincoln, Leeds, Manchester, Normanton, Oldham, Preston, Rotherham, Retford, Rochdale, Sheffield, Stockport, Staley Bridge, Sowerby Bridge, Wakefield, Wigan, Warrington and *vice versa* to Hamburg.

Hull, May, 1880. [R.C. 48

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SUMMER TOUR TO THE NORTH CAPE.

Bergen-Nordland Steam Ship Company.

The magnificent scenery of the Norwegian coast between Christiania and the North Cape, may now be visited with the utmost comfort, by means of the weekly summer voyages of the Bergen-Nordland Company's Steamers, which sail from Christiania every Saturday, from Bergen every Wednesday, and from Drontheim every Saturday. These vessels offer in all respects a most agreeable home. The Saloons are cheerful and roomy, each being furnished with a Piano; the Cabins are airy and comfortable; the Cuisine excellent; the Captains and Officers all speak English; and the route from Stavanger north, lies for the most part inside a fringe of protecting islands, so that the water is almost always smooth. The North Cape is reached on the 13th day from Christiania, on the 9th from Bergen, and on the 6th from Drontheim. The route taken leads through the grand scenery of the Lofoten Islands, and ample time is given to visit the attractions of Bergen and Drontheim, and the interesting Lapp encampment in the neighbourhood of Tromsö. The arrival at the North Cape is timed so that the tourist may see the Midnight Sun shining on the Polar Sea.

Fares to the North Cape from Christiania, £7 7s. 9d.; from Bergen, £5 6s. 8d.; and from Drontheim, £4 0s. 0d. Return Tickets one and a half fare. Provisions 5/7 per day. Time-tables and descriptive programmes may be procured from Messrs. Thomas Cook and Sons, Ludgate Circus, London; Messrs. Thomas Wilson, Sons, and Co., Hull; and from Messrs. J. Currie and Co., Leith, also from the Managers of the Company, Messrs. Gundersen and Schöning, Bergen, Norway.

HULL TO ROTTERDAM.

(Weather and other casualties permitting.)

The favourite Iron Steamer **"SEA-HORSE,"** 500 Tons, and 110 Horse Power, M. B. Richks, Commander.

WILL LEAVE HULL

Every Saturday, May 1st, at 10 p.m.; 8th, at 5 p.m.; 15th, at 9 p.m.; 22nd, at 4 p.m.; 29th, at 9 p.m.

Also the powerful New Iron Steamer, "SEA GULL," T. Hutton, Commander.

WILL LEAVE HULL

Every Wednesday, May 5th, at 4 p.m.; 12th, at 7 p.m.; 19th, at 10 p.m.; 26th, at 6 p.m.

ROTTERDAM FOR HULL

Every Tuesday afternoon or night and Saturday night.

FARES:—Best Cabin, £1. Steward's Fee, 2s. 6d. Deck, 3s. 6d.

Return Tickets available for One Month, and by either of the above Steamers, £1 15s.

For further particulars apply to W. & C. L. Ringrose, and W. H. H. Hutchinson & Son, Hull and to Messrs. Boutmy & Co., and J. B. Crol & Co., Rotterdam

HULL TO AMSTERDAM,

EDDYSTONE every Wednesday; EUROPEAN every Saturday, about the same time as to Rotterdam.

Fares the same.

For further particulars, apply to W. and C. L. Ringrose, Hull; and Messrs. Gerkens and Lenning, and Scheuer Brothers, Amsterdam.

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FAST AND COMPLETE STEAMSHIP LINES IN NORWAY.

The BERGENSKE and NORDENFJELDSKE Steam Navigation Company's large, fast-sailing, and Comfortable PASSENGER STEAMERS, CARRYING THE ROYAL NORWEGIAN MAILS, will run regularly.

A—Weekly between **Hamburg, Christiansand, and Vadsø,** leaving Hamburg every Friday Night, Christiansand Monday, Bergen Friday, **Drontheim** Wednesday. Calling at Bodö, Tromsö, Hammerfest, and many other Stations, passing **North Cape** to Vardö and Vadsö. 16 Days from Drontheim to Vadsö and back.

B—Weekly between **Christiania, Hammerfest,** and **North Cape,** leaving Christiania every Thursday, Christiansand Friday, Bergen Sunday, **Drontheim** Saturday, calling at Bodö, Tromsö, and Hammerfest, and many other Stations, reaching the **North Cape** Wednesday. 10 Days from Drontheim to North Cape and back.

The Midnight Sun can be seen at the North Cape up to July 30th.

Both lines corresponding at Drontheim going North.

Moderate fares. Reduction for Families and Return Tickets

For further information apply to the Companies' Agents. [8 B.B. 53

GLASGOW & THE HIGHLANDS.

(Royal Route via Crinan and Caledonian Canals.)

THE ROYAL MAIL STEAMERS,

Columba	**Mountaineer**	**Cygnet**	**Inveraray Castle**
Iona	**Pioneer**	**Plover**	**Islay**
Chevalier	**Glengarry**	**Clansman**	**Lochiel**
Gondolier	**Clydesdale**	**Staffa**	**Fingal**
Loch Awe	**Linnet**	**Glencoe**	**Queen of the Lake**

Sail during the Season for Islay, Oban, Fort William, Inverness, Staffa, Iona, Glencoe, Loch Awe, Tobermory, Portree, Strome Ferry, Gairloch, Ullapool, Loch Inver, and Stornoway; affording Tourists an opportunity of visiting the magnificent scenery of Glencoe, the Coolin Hills, Loch Coruisk, Loch Scavaig, Loch Maree and the famed Islands of Staffa and Iona.

These vessels afford in their passage a view of the beautiful scenery of the Clyde, with all its watering places, the Island and Kyles of Bute, Island of Arran, Mountains of Cowal, Knapdale, and Kintyre, Loch Fyne, Crinan, with the Islands of Jura, Scarba, Islay, Mull, and many others of the Western Sea; the whirlpool of Corryvrechan, the Mountains of Lorn, of Morven, of Appin, of Kingairloch, and Ben Nevis; Inverlochy, the Lands of Lochiel, the scene of the wanderings of Prince Charles and near to where the Clans raised his Standard in '45, Lochaber, the Caledonian Canal, Loch Lochy, Loch Oich, Loch Ness, with the Glens and Mountains on either side, and the celebrated Falls of Foyers. From Ardrishag to Ford, the route passes through the picturesque valley of Kilmartin and by Kilmartin Castle, Carnassarie Castle, Bull's Pass, Dog's Head Loch, and Ederline Loch. The attractions on Loch Awe are numerous. There are 24 Islands, many of them richly wooded, and crowned by the ruins of four Castles and two monasteries. At the foot of the Lake is the romantic Pass of Brander, where MacDougall of Lorne encountered the Bruce, and where Ben Cruachan rises about 4,000 feet from the Awe. Books descriptive of the Route may be had on board the Steamers.

Official Guide Book, 2d. Time Bills, with Maps, sent post free, and for further information apply to the Proprietor, DAVID MACBRAYNE, 119, Hope Street, Glasgow.—1880. [J.B.—54.

The following ADVERTISEMENTS are arranged in the Alphabetical Order of the Towns, irrespective of Geographical Position.

AIGLE.

GRAND HOTEL DES BAINS D'AIGLE.

CANTON DE VAUD (Switz.)

SITUATED 20 Minutes from the Station at the entrance of the "Valléo des Ormonts," healthy position, large Park and charming Promenades and Environs, suit of comfortable apartments. Saloons. Billiard Rooms. Good Table. Baths of all kinds. Moderate charges and arrangements made for a protracted stay. Omnibus at the Station. E. MERMER, Manager.

AIX-LA-CHAPELLE.

HOTEL DU GRAND MONARQUE.

DREMEL'S HOTEL.

THIS Magnificent and Large Hotel for Families and Single Travellers, continues to maintain its European reputation for being the favoured residence of Travellers of all nations. The Proprietor, Mr. FRITZ. DREMEL, obtained this unusual patronage by the extreme cleanliness and the comfort of his apartments, the richness and excellence of the viands and Wines added to the attention and civility of the attendents. Table d'Hote at 2 and 6 o'clock.

Hotel Nuellens.—Proprietor, Mr. G. F. DREMEL, opposite the fountain Elisa, and situated in the most fashionable part of the City, has great attractions to Tourists and Travellers. This House possesses excellent accommodation for single persons or large Families, and the Cuisine department will afford satisfaction to the most fastidious taste. *Extract from the 18th Edition of Murray's Handbook.* "This Hotel in the best situation is recommended as capital. Table d'Hote at 6 o'clock.

Kaiserbad Hotel.—Bains de l'Empereur. This new and splendid Bath establishment has been recently fitted up in the most comfortable and elegant manner. The principal spring of Aix rises in the Hotel itself.

The Neubad Hotel.—(New Bath attached to the Hotel also belongs to Mr. DREMEL; it has extensive accommodation, 1879).

Mr. DREMEL, the well known Landlord of the "**Grand Monarque,**" "Neubad," and "Nuellens" Hotel, is also Proprietor of the "Kaiserbad Hotel," and personally superintends the Management of the four establishments. Mr. DREMEL spares no expense or efforts to render the accommodation of these superior First Class Hotels preferable to all others. The combination in one hand of 4 Establishments of such magnitude, enables the Proprietor to afford suitable accommodation "**at all Prices.**" These establishments are especially arranged for Winter Cures.

GRAND HOTEL DUBIGK COMPHAUSBADSTRASSEN, one of the oldest and best Family Hotels in the town; recently enlarged and embellished, is situated opposite the three principal Bath Establishments. Table d'Hôte at 2 and 5 o'clock. Patronised principally by English Families. J. HENRION, Proprietor. [60

HOTEL DU DRAGON D'OR, CARL ROHMER, Proprietor.—This large and well-known Establishment close to the Kur aal, and opposite the principal bath houses, has an excellent reputation for its general comfort, cleanliness, superior accommodation, and very moderate charges. The Proprietor lived several years in England. Table d'Hôte at 1 and 5 o'clock. Carriages at the Hotel. Arrangements for the Winter season, from the 1st October. [37

HOYER'S IMPERIAL CROWN HOTEL, near the Kurhaus. An old historical house, in which Napoleon I., and Alexandre I. resided. Recently enlarged and embellished, well known for its superior accommodation, excellent cooking and moderate charges. Quiet family apartments. Very advantageous arrangements from the 1st October to the 1st May. Beautiful garden. [58

HOYER'S UNION HOTEL, situated close to the Railway Stations, entirely and newly furnished, and highly recommended for its cleanliness, good accommodation, and reasonable prices. English Newspapers.

N.B.—No Touters are employed for this Hotel. [52

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AIX-LA-CHAPELLE—Continued.

HOTEL DU NORD.

Just Opposite the Rhenish Railway Station.

Extremely clean and comfortable. Excellent cooking.

MODERATE CHARGES. ENGLISH NEWSPAPERS.

(The Proprietor lived many years in England). [61

AIX-LES-BAINS.

GRAND HOTEL D'AIX, kept by M. GUIBERT.—First-rate Establishment, admirably situated near the Casino, the Public Garden, and the Thermal Establishment. Large and Small beautifully furnished Apartments. 80 Rooms, 8 Saloons, Reading and Music Saloons, fine dining-room, good Table. Omnibuses at the Railway Station. Carriages for hire. The Hotel is open all year. [63

GRAND HOTEL DE L'EUROPE And DU GLOBE.

Mr. BERNASCON, Proprietor.

A FIRST Class Establishment, in the best and most delightful situation near the Railway Station, &c., and commanding an extensive and beautiful view. It contains large and small apartments, all furnished in the most elegant and comfortable style. English and Foreign Newspapers. The Hotel is open all the year. [64

HOTEL VENAT AND BRISTOL.

Kept by G. ROSSIGNOLI.

FIRST Class Establishment entirely re-built and re-furnished. 150 Bedrooms and 25 Sitting-rooms. It is surrounded by an extensive Garden and Park, and commands a fine view of the Lake of Bourget. Lawn Tennis Game. Omnibus at all Trains.

OPEN ALL THE YEAR.

GRAND HOTEL DE L'UNIVERS.

FIRST Class establishment, open all the year. Splendid situation. Vast garden in full south. Extensive view on the Lake and the Mountains. Large and small Apartments. Saloons for families. Every desirable comfort. Arrangements for Pension. Omnibus at all Trains. Carriages. **RENAUD, Proprietor.** [66

HOTEL DAMESIN AND CONTINENTAL.

OPEN ALL THE YEAR ROUND.

THIS HOTEL is situated in one of the finest, healthiest, and most central situations of Aix, comfortable American and English Family Hotel. Large and shady garden. Ladies drawing Room. Smoking and Billiard Room. Terms from 7 frs. per day. English spoken. Omnibus to all Trains. American Prop[illegible]

GRAND HOTEL DU PARC.

THIS Hotel, kept by Mr. T. B. LUTHAUT, is situated near the Thermal Establishment, the Casino, the Station, and opposite the Public Garden. Large and comfortable Gardens and beautiful Saloons. Excellent Cooking. Moderate prices. Arrangements with Families. Omnibus to every Train. Splendid view on the mountains. [68

ALEXANDRIA.

TO VISITORS TO EGYPT.

EGYPT HOTEL BEAU SEJOUR. EGYPT

Alexandria. (ESTABLISHED IN 1872.) *Alexandria.*

SITUATED at Ramle, close to Fleming Station, 20 minutes by rail from Alexandria, near the Sea, and kept cool by constant sea breezes. This establishment is surrounded by gardens, and being situated on high ground near the Sea-shore, is free from dampness and mosquitoes. Tourists staying at the Beau Sejour can wait for the best Season for the Trips to Upper Egypt, or for the return to Europe. Private Sitting Rooms, Bed Rooms, well furnished Saloons. Special arrangements made for lengthened stay. Moderate prices for board and lodging as well as for Wines.

French Cuisine. N.B. Baths in the Hotel. [69

ALGIERS.

HOTEL D'ORIENT.

THIS First Class Hotel, is beautifully situated on the Boulevard Republic, the finest and healthiest part of the Town, near the Promenades, the most frequented. The Proprietor who speaks English, leaves nothing undesired on his part, to make his visitors as comfortable as possible, having provided an excellent Table and choice Wines, combined with moderate charges. Table d'Hote. Salon de lecture. Smoking Room. Baths. Arrangements made for a protracted stay. English and American Papers. The attendants speak English. Proprietors: SCHOTT & CO. [70

J. DUFFAUT,

5,—RUE DU HAMMA,—5.

House Agent and General Information Office.

AMIENS.

HOTEL DE L'UNIVERS.

First Class Hotel, facing St. Denis' Square, near the Railway Station, three minutes walk from the Cathedral.

Drawing and Bathing Rooms. English Interpreter.

OMNIBUS OF THE HOTEL AT EVERY TRAIN. [72

AMIENS—Continued.

HOTEL DE FRANCE ET D'ANGLETERRE, 23, RUE ROYALE, by M. BRULÉ-GLENÉ—Persons visiting or passing through Amiens will find this Hotel combines superior accommodation, with the most moderate scale of charges. It is one of the oldest establishments on the Continent, and, having recently been newly furnished and decorated, it offers great comfort and agreeableness. Mr. Brulé-Glene is desirous that every attention be paid to the comfort of English travellers. Families and Gentlemen accommodated with convenient suites of apartments, or single rooms, well furnished. Attendance is good Refreshments of the first quality, and Wines of the best vintage, at moderate prices.

ENGLISH SPOKEN. [73

HOTEL DU RHIN, PLACE ST. DENIS, close to the Railway Stations Amiens.—This Hotel is situated in the handsomest part of the town, and is extensively patronised by the English Nobility, Clergy, and Gentry. It is particularly recommended for its extreme cleanliness, domestic comfort, and moderate charges. The apartments are well arranged for families and single persons. They are all large and airy; some of them are so disposed as to look over a handsome garden, and others on a beautiful square. N.B.—Attendance punctual. Table excellent, and superior wines. Omnibuses to and from each train. [74

AMPHION-LES-BAINS (Northern Savoy.)

On the Shores of the Lake of Geneva. Alcaline Springs (bicarbonate mixture.) Ferruginous Mineral Springs.

EXCEPTIONAL situation on the shores of the Lake of Geneva in the proximity of most beautiful Sites in Switzerland. First Class Hotel. Large English Park. Boats on the Lake. Carriages for Excursions. Omnibus of the Hotel on the arrival of the Trains, at Evian. Steamer Service from Geneva to Amphion. Telegraph Office in the Hotel. Opening 1st of June. The Establishment is managed by G. GOUGOLTZ, Proprietor of the Grand Hotel Beau Site, at Cannes. [75

AMSTERDAM.

AMSTEL HOTEL.

The largest Hotel in the Town. Patronized by the highest class of English Travellers

STRONGLY RECOMMENDED TO FAMILIES.

Every modern comfort, combined with moderate prices. [76

BIBLE HOTEL.

THIS FIRST CLASS HOTEL, most centrally situated near the Exchange, Telegraph and Post Offices, highly patronised by English and American Families, has, by rebuilding, been greatly improved, enlarged, and embellished, so as to offer every modern comfort. **70 Bed-rooms and Saloons, elegantly furnished. Dining-room for 120 persons. Conversation and Reading-rooms,** with English, French, and German Newspapers; excellent **Table d'Hote at 5½ o'clock. Superior Wines. Moderate charges,** whereof Tarif in every Room. Private Carriages of the Hotel. Hotel Omnibus at the Station.

W. P. WERKER, Proprietor.

N.B.—The name of this Hotel is derived from the circumstance that the First Bible issued in Holland, was printed and published in this building. A copy of the same dated 1642 is still in the possession of the Proprietor, for the perusal of Visitors of the Hotel.

Google

AMSTERDAM—Continued.

BRACK'S DOELEN HOTEL.—Situated in the healthiest part of the Town, and most convenient for Visitors on pleasure or business. It commands a splendid view of the Quays, &c.; and, being conducted on a liberal scale, it is patronised by the highest classes of society in Holland, and also by English Travellers for the comfort and first-rate accommodation it affords, as well as for the invariable civility shown to visitors. Cold and warm baths may be had at any hour—Carriages for hire. Omnibus at the Station. Table d'Hôte at half-past 4. or dîner à la Carte. H. F. HANN, Proprietor. [78

ANTWERP.

NOTICE TO TRAVELLERS ON THE CONTINENT.

THE HOTEL DE L'EUROPE, in the PLACE VERTE, next the Post-Office known for many years as the HOTEL DU PARC, has been much enlarged and improved by the present Propretor having built a splendid *Salle à Manger*, capable of dining upwards of 200 persons, and added many bed-rooms and sitting-rooms entirely new furnished; re-decorated it, and fitted it up with every English comfort; pledges himself to spare no exertions to render it one of the most popular hotels on the Continent. Excellent Table d'Hôte. A Choice selection of Wines. Hot and Cold Baths at any hour. Coach-house and Stabling. English and French Newspapers. [80

HOTEL ST. ANTOINE.—Spacious house of first order, under new management, and skilfully directed, exceedingly well situated, Place Verte. Superior Apartments; Saloon for Ladies; fine "Salle à manger"; excellent Cuisine and choice Wines. Hot and Cold Baths at any hour. Great comfort, combined with moderate charges. Patronized by the high class of English and American Travellers. English, American, and French Newspapers in the Reading-room. Coach-house and Stabling. [81

HOTEL DE HOLLANDE (STROOBANT'S), Rue de l'Etuve, close to the London and Hull Steam-boat Wharf. This Hotel, being now entirely under a new management and being newly fitted up with great comfort, is recommended to English travellers, who will find every convenience. Choice Wines of the best vintages. English Daily and Weekly Newspapers. Every attention is paid to travellers by the landlord, Mr. STROOBANT, who speaks English, and being well acquainted with the Continent, can furnish every information required. Table d'Hote at half-past twelve and five o'clock. Private dinners at any hour. 79

HOTEL DE LA PAIX, Rue des Menuisiers, opened the 1st May, 1869 This Hotel, formerly the Hotel des Pays Bas, has been entirely re-built and newly furnished No expense has been spared to make it one of the most comfortable hotels on the continent. Excellent Table d'Hôte. Choice Wines. Central situation. English, French, and German Newspapers. [82

HOTEL DU COMMERCE.

Rue de la Bourse, close to the Exchange and place de Meir.

E. COLLIN, Proprietor.

THIS Excellent Second Class Hotel, entirely re-built and newly furnished, may be, by its moderate charges, recommended to English Travellers. Excellent Table d'Hôte 2 francs. Bedroom 2 francs. [83

ARCACHON.

GRAND HOTEL (Summer Season).

WITH all the amusements appertaining to first-rate watering places. **Winter Season:** Pension from 10 francs, according to Rooms. **Casino** open all the year. Furnished Villas in the Pine Forest, near the Casino. For particulars, apply to the Director. [84

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ARCACHON—Continued.

AGENCE SPECIALE DE LA VILLE D'HIVER.

LETTING of Villas in the Pine-Forest, surrounding the Casino, from 50 frs. up to 1,500 frs. per month. Letting of Linen and Table Services. Information gratis. For visiting the Villas, and to have information apply to M. DUCOS, local agent near the Casino Villa Ducos. [85

A. BRANNENS.

LETTING OF VILLAS.

The oldest Agency of Arcachon. Information gratis.

WINES AND LIQUORS. [86

"Station Medical d'Arcachon. Usine de la Foret," Established, 1864.

THE Sap of the Pine Trees is especially recommended by the faculty for all cases of chest affections and Asthma. To be had of all principal Chemists, or forwarded direct on application to Mr. DEHELLY, Director, de l'Usine de la Foret, Arcachon.

Preparations for Turpentine Baths. Prospectus sent free on application. Sirup 4sh. per Bottle. Lozenges, 2s. 6d. the Box. [87

BANKERS.—Messrs. T. DUBOS, and T. MAURIAC, house established 1868. Banking, Discount, Cash, and change of French and Foreign Money. Letters of credit on France, England, Russia, Belguim, and Spain. Payment of "Coupons" of French and Foreign stocks at the rate of the Exchange of Paris. Purchases, Sales, Cash and transfer of securities of all sorts quoted at the Exchange of Paris.

"PARCS REUNIS D'ARCACHON."

BROWNE & CO.,

BOULEVARD DE LA PLAGE.

MESSRS. BROWNE & CO., beg to inform the Proprietors of Fisheries in England and Ireland, that they are in a position to furnish any quantity of young Oysters for laying down.

OYSTERS.—E. LARROQUE-GUJAN MESTRAS.

Arcachon—Parks of Courbey, La Réousse, Arams, Garrèche, Marrouquets, Mousettes & Cauclon.

MARENNES.
LA TREMBLADE.
LE CHATEAU.
CAPBRETON.

Parks and Ponds of White and Green Oysters.

Oysters of Gravette, fattened, and Portuguese exported to all parts. Agents in London: DUCHE & SON, No. 150, Fenchurch Street, (E.C.) [90

ARNHEIM, HOLLAND.

GRAND HOTEL DU SOLEIL.

THIS magnificent well known First Class Establishment, situated in the most delightful part of the Town, near the Railway Station, with a beautiful view of the Rhine, is highly recommended to English and American Families, and Single Travellers. Sixty Rooms, splendid Saloons, Reading Room, Conversation Room, and large Dining Room, with spacious terrace and garden. Table d'Hote at 5 o'clock. Omnibus at all Trains. Carriages for Hire. COOK'S Tickets taken. Moderate charges. G. C. SMEENK, Proprietor. [91

ARNHEIM, HOLLAND—Continued.

HOTEL DE BELLE VUE.

ONE of the finest Hotels in Holland, situated near the Railway Station, and the banks of the Rhine, on one of the most elevated points of the country; this Hotel commands the most extensive and picturesque views in the Netherlands. The accommodation is both elegant and comfortable. Patronized by the Queen Dowager of Holland. Table d'Hote, Hot and Cold Baths, Good Stabling. Pension for a long or shorter stay, 12 frs. 1st floor, and 10 frs. 2nd floor.

FROHNHAUSER, Proprietor. [751

ARONA.

HOTEL D'ITALIE, and DES POSTES.

THIS Hotel is not very large, but beautifully situated opposite the Lake and the Landing place, and near to the Railway Station. Travellers will find here, good and very clean Apartments and Rooms, and every comfort of a first class hotel. The proprietors, Messrs. ZANETTA, are very civil and obliging. Office for the Diligence to Simplon. Private Carriages and Carriages for extra post. Moderate charges. [92

ATHENS.

GRAND HOTEL D'ANGLETERRE.

Kept by J. STAMBELOPOULO, and J. LIVADA.

FIRST CLASS HOTEL, opposite the Royal Palace. (French and English Cook and Service.) Newspapers, Baths, Smoking, Reading and Sitting Rooms. All Languages Spoken. Terms moderate. [93

AURAY—Brittany.

HOTEL DE LA POSTE.

Patronised by S. M. EMPEROR of BRAZIL, in 1877.

THIS First Class Hotel is recommended to Families. Centrally situated. Carriages for Excursions. Correspondence with the Boats and Steamers for Belle Isle en Mer. Omnibus to all the Trains. Trout Fishing in the neighbourhood.

Proprietor, A. TALHOUIDEC. [94

AVIGNON.

HOTEL D'EUROPE.

HIGHLY recommended to English Travellers on their journey to Nice. Italy, &c. First class, and moderate prices. The Proprietor and his wife having lived in England, are aware of the wants of English travellers, and he assures them that their comfort shall be studied. Omnibus at all trains. [95

BADEN-BADEN.

HOTEL VICTORIA.

FRANZ GROSHOLZ, Proprietor.

THIS favourite First Class Hotel is one of the best in Europe, and is principally frequented by English and American travellers. The situation is one of the finest in Baden, very near to the Conversation House, with a charming view. Charges very reasonable. excellent cooking, choice Wines. Reading and Smoking Rooms. [101

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HOTEL de HOLLANDE
AND DEPENDENCE: AU BEAU SEJOUR.

A. ROESSLER, Proprietor.—This favourite and first-class Hotel, situated near the Kursaal, Promenade, and Theatre, commands one of the most charming views in Baden. The Hotel and Dependance consist of one hundred and sixty Sleeping Apartments, elegant sitting-rooms, and a garden for the use of visitors. Extensive and airy dining-room, and a comfortable public sitting-room, with piano and library. It is conducted under the immediate superintendence of the Proprietor, who endeavours, by the most strict attention and exceedingly moderate prices, to merit the continued patronage of English and American visitors. English and American Newspapers. The Table d'Hôte and Wines of this Hotel are reputed of the best quality in Baden. Breakfast, 1s. 2d. Table d'Hôte at *One* and at *Five*.

Pension in the early and later part of the season [96

HOTEL and BAINS de DARMSTADT,
R. SCHMID, Proprietor.

THIS Hotel is particularly recommended for its excellent "Cuisine" and superior Wines; "Table d'Hote" at 1 and 5 o'clock. The Bath establishment in the Hotel is one of the best in Baden, and for many years has enjoyed the patronage of her Majesty the Empress of Germany. Most moderate charges. *Pension* all the year. [96

HOTEL DE L'EUROPE, Mr. OTTO KAH, Proprietor.—This excellent Hotel is one of the best situated in Baden, opposite the Conversation House and Trinkhall, and combine every comfort of a First Class Hotel with moderate charges. Good *Cuisine* and superior choice of Wines. Table d'Hote at 1 and 5 o'clock. Reading Room, &c. Well-furnished Apartments. [97

HOTEL DE COUR DE BADE—BADISCHER HOF—(*Not to be confounded with the Hotel de la Ville de Bade opposite the Railway Station*)—A first-rate and large Establishment, with extensive Gardens, Warm, Mineral, and other Baths; enjoying a well-merited reputation for its great comfort and attention. It is patronised by the most distinguished families MANAGER, MR. F. ZIEGLER. [98

HOTEL DE FRANCE.

FIRST CLASS Hotel, one of the best situated in the town, with a garden and facing the Trinkhall, and conversation house. Elegantly furnished, excellent Cooking and moderate charges. PENSION in the early and later parts of the season.

CARL ULRICH, Proprietor. [99

HOTEL D'ANGLETERRE.

LARGE First Class Hotel, agreeably situated facing the Promenade, the Conversation House, and the entrance of the Allée Lichtenthal. Table d'Hote at 5 o'clock, good Cuisine and superior choice of Wines. [102

HOTEL DE RUSSIE.
MOLBACH, BROTHERS, Proprietors.

THIS delightfully situated Hotel, near the Kursaal and Trinkhall, surrounded by a beautiful garden, affords well furnished apartments for families and single Gentlemen. It is celebrated for its excellent Cuisine, superior choice of Wines, and moderate charges. Table d'Hote at 1 and 5 o'clock. Arrangements made for the early and later part of the Season. Open all the year round. Reading Room. [103

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BADEN-BADEN—Continued.

HOTEL DU CERF.—(Pension all the year; 5 shillings and upwards per day.) Excellent second-class Hotel, highly recommended in the *Field*, 2nd September, 1871, for its excellent *Cuisine*, comfortable and clean rooms, combined with the most moderate charges.

TH. SIEFERT, Proprietor. [104

HOTEL DE LA VILLE DE BADE (Stadt Baden.)

On the right hand side close by the Station, and near the Baths.

COMMANDING a delicious view, and overlooking the Old Castle, high rocks, and one part of the Black Forest. Spacious and elegantly-furnished Apartments and Airy Bed-rooms. Saloon with Piano for the use of visitors. Good cooking, strict attendance, and moderate charges. Rooms from 2 frs. Pension from 6 francs and upwards. Travellers having only a few hours to spend in Baden, can have Refreshments or Dinners at any hours. Post and Telegraph Offices close to the Hotel. **Ed. ROKSSLER, Proprietor.** [105

BAGNERES DE BIGORRE.

Summer Station. **BAGNERES DE BIGORRE.** Winter Station.

18 h. from PARIS. 24 h. from MARSEILLES.

IN the centre of the Pyrenean thermal Stations. Salt ferruginous arsenical waters, for drink and bath. Sulfurous waters of Labassere. Douches. Vaporarium, Casino, Theatre, Museum, Library. Band playing in the open air. Easy excursions to the mountains. (The Observatory of the Pic du Midi corresponds with Bagneres by a Telegraphic Line. [106

BALE.

HOTEL DES TROIS ROIS OR THREE KINGS.

Proprietor, C. FLUCK.

LARGEST First Class Family Hotel at Bale, in the finest situation on the Banks of the Rhine, between the Swiss and German Railway Stations. Cool house throughout the Summer, with every desirable comfort. Omnibuses at the Station. [107

HOTEL SCHWEIZEROF.

FIRST CLASS HOTEL, opposite the Swiss, French, and German Railway Stations.

Combines every comfort and is the most frequented by English Families and Single Gentlemen. L. MERIAN, Proprietor. [111

HOTEL EULER,

First-class Hotel, opposite the Swiss, French, and German Railway Stations.

A. EULER, Proprietor. [112

HOTEL DE LA CROIX BLANCHE (WHITE CROSS HOTEL), Mr. A. GUELER, Proprietor. This Hotel, beautifully situated on the Banks of the Rhine, close to the German Railway Station, is a very excellent house for families and single gentlemen. Prompt attendance. Moderate Charges. Recommended.

OMNIBUSES IN THE HOTEL. [108

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HOTEL LORENZ.

Close to the Central and Alsace Station.

Beautiful Modern Building, constantly improved. Comfortably arranged.

MODERATE PRICES. MUCH FREQUENTED BY ENGLISH TRAVELLERS.

A. LORENZ, Proprietor. [109

HOTEL DE LA CIGOGNE, kept by J. KLEIN-WEBER.—This Hotel recommends itself for its excellent Table d'Hôte at 12½ o'clock, at 3 frs. (Wine included), and at 6 o'clock, at 4 frs. (Wine included). Rooms and Apartments from 2 frs. and 2 frs. 50 c. &c. Omnibuses at the Stations. English Spoken. Well situated close to the Rhine. [110

HOTEL KRAFFT.

NEW FIRST CLASS HOTEL, beautifully situated on the bank of the Rhine, close to the Bridge and the German Station. Rooms, attendance and light included, from 2 frs. 50 c. Dinner from 3 frs. Breakfast, Tea, from 1 fr. 25 c. Pension per week from 50 frs. Baths in the Hotel. Omnibus at the Station. [718

BARCELONA.

GRAND HOTEL DES QUATRE NATIONS.

RAMBLA.

THIS First Class Family Hotel, much frequented by English and Americans, is situated in the most fashionable quarter of the Town, in the centre of the Theatres, and other places of amusements, near the Post and Telegraph Offices. French Cuisine, Table d'Hote. English, German, and French spoken. Terms moderate. Special terms for the Winter Season.

Proprietors: FORTIS & CO.

BAVENO.

GRAND HOTEL DE BELLE VUE.—TH. PEDRETTI, Proprietor, Delightfully situated, with the landing places of all the Steamboats in front of the house: this magnificent hotel, newly built after the best modern style, is the best situated, commands a delicious view, and is only 15 minutes from the Borromean Isles. The house is surrounded by a magnificent garden continued as far as the Lake, so as to allow visitors to enjoy the beautiful Panorama without being disturbed. Divine Service in the house, Post Office, Swiss Diligences Office, Carriages for Simplon and St. Gothard. Charming Excursions can be performed from here to the Isles, to Orta on the Lake Orta, &c. [114

BELLAGIO, ON THE LAKE OF COMO (ITALY).

GRAND HOTEL BELLAGIO.

ONE of the finest Hotels in Europe, situated on one of the most beautiful parts of the Lake, and surrounded by a splendid Garden and Park. Superior accommodation, 30 Sitting-rooms. Saloons. Fine Dining-room, and every comfort combined with moderate charges. N.B.—The Hotel is patronised by the high class of English and American travellers. **L. BRKITSCHMIDT, Manager** [115

BERLIN.

HOTEL DE RUSSIE.

THIS well known First Class Hotel, overlooking the residence of the Crown Prince, is situated in the most attractive part of the city, near the Imperial Palace, the principal promenades and public institutions, and recommends itself as much for its excellent position as for its interior comfort. Table d'Hote, and Restaurant à la Carte. Charges strictly moderate.

C. J. KUHRT, Proprietor. [116

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BERLIN—Continued.

GRAND HOTEL DE ROME, under the Tilleuls, 39, corner of Charlotten Street. This great and beautiful Hotel, the largest and best situated of the capital, combines real English comfort with reasonable prices, and is kept in a very fashionable manner Two hundred Rooms, Twenty-five Saloons, Three large Dining Rooms for more than 600 persons. Reading Rooms, supplied with all foreign Newspapers. Music Saloon, and conversation Room, &c. Restaurant "à la Française." The prices are placed in every room. Cold and Warm Baths. Post Office; Telegraph, &c. Omnibuses at the Station. [117

HOTEL ROYAL.

Unter den Linden, No. 3, and Corner of Wilhelm Street.

OPPOSITE the English Embassy, Mr. FRIEDRICH LANGE, Proprietor.—This Hotel is in the best situation in the Town, near the Promenade, the King's Theatre, the Museum, &c.: it is most elegantly furnished. Saloons and large apartments for Families. Baths in the Hotel. Carriages. Private dinners and suppers at any hour. Prompt attendance and moderate prices. [118

HOTEL D'ANGLETERRE, 2, PLACE ANDER BAUACADEMIE. Situated in the finest and most elegant part of the town next to the royal palaces, museums, and theatres. Single Travellers and large families can be accommodated with entire suites of apartments consisting of splendid saloons, airy bed-rooms, &c., all furnished and carpeted in the best English style, First rate table d'hôte, baths, equipages, guides. *Times* and Galignani's Messenger taken in. Residence of her British Majesty's Messengers. R. Siebelist, Proprietor. [119

The KAISERHOF

WILHELMSPLATZ-ZIETHENPLATZ.

The largest and most commodious first-class Hotel in Berlin.

Situated in an elegant, quiet, and magnificent part of the city.

300 Comfortable and well-furnished Rooms and Saloons.

TABLE D'HOTE AT FOUR O'CLOCK.

"GRAND RESTAURANT A LA CARTE."

CHARLES TRAUT, Manager. [120

MARKGRAF'S HOTEL DE L'EUROPE, TAUBENSTRASSE, 16.—First-class Hotel for families and single gentlemen; and very well situated in the richest quarter of the town, near the Promenade called "Unter den Linden," the Museum, the King's Palace, the Theatres, &c. A Bath house has been newly attached to the Hotel. Omnibuses at the Station. English newspapers. English spoken. Moderate charges.

N.B.—The Hotel "Coupons" of Messrs. Cook & Son, are accepted here. [121

ST. PETERSBURG HOTEL,

31, UNTER DEN LINDEN.

RENOWNED First Class Hotel. Well furnished apartments for families and Single Gentlemen. Table d'Hote at 4 o'clock. Reputed Cuisine. Reading-room Saloon. Baths, and First Class Service. JULIUS HEUDTLASS Proprietor. [122

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BERNE.

BERNERHOF HOTEL.

THIS beautiful First Class Establishment, is the most important and the best situated in the Town, at two minutes' walk from the Station, and close to the House of Parliament. It is surrounded by a beautiful garden, with a large terrace, and commands a full view of the Alps. Its superior interior arrangements, the comfort of its Private Apartments, Public Parlours, Reading Saloon, &c., make it the most desirable residence for English Families and single Travellers. Reduced prices for protracted stays and in winter season.

HOTEL DE BELLE VUE.

Admirably situated close to the "Monnaie Federale," with a beautiful garden and terrace commanding a splendid view of the "Alpes de l'Oberland."

FIRST RATE HOUSE.

Recommended to English travellers for its comfort and excellent accommodation. [719

HOTEL DU FAUCON,

One of the most ancient Hotels of the Town, much frequented by ENGLISH TRAVELLERS.

Apartments for Families and Single Gentlemen. Moderate Charges.

BLAU, Proprietor. [720

BEX.

GRAND HOTEL DES BAINS.

(HOTEL ET PENSION.)

THIS favourite Hotel thoroughly renovated and newly re-furnished, with its new addition of 50 rooms, and a Path establishment with Salt Baths and 2 Salles des douches, Russian and Turkish Baths, and inhaling rooms, will now be open all the year. Carriages. Omnibuses at the Station. Large park with shaded walks. Pension from 6 frs. and upwards.

P.S.—Not to be confounded with another Hotel, the Villa des Bains. [124

CANTON DE VAUD BEX, (Switzerland.)

GRAND HOTEL ET BAINS DES SALINES.

SALINE Baths. Hydrotherapy. Turkish Baths, &c. Under the medical direction of Dr. ESCHAQUET, formely interne of the hospitals of Paris. The Hotel contains 160 Bed Rooms and Saloons. The Reading Room is supplied with English, French and German Papers. Billiard Room and extensive covered Promenade. English Divine Service in the Hotel. Large and well wooded Park. Chalet. Omnibuses and Carriages. Telegraph Office. From the 1st of November to the 1st of May, the prices are reduced for a stay of at least a week.

F. KUSSLER, Manager. [721

BIARRITZ.

BIARRITZ, WINTER SEASON.

HOTEL D'ANGLETERRE, Mr. CHAMPAGNE, Proprietor.—The best situated, facing the sea. 120 Rooms Large conversation Saloon. Smoking Room. Billiard Room and Bath Rooms. 80 Sunny Apartments. English Newspapers. Sherry and Port Wine Merchants. [125

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BIARRITZ--GRAND HOTEL.

This magnificent Establishment, just opposite the Sea and the Baths the finest situation in the Town, recommends itself to Travellers for its great comfort, excellent cooking, and moderate charges.

THE GRAND HOTEL is open all the Year Round.

During the Winter Months the prices will be (for Board and Lodging inclusive) **FROM 10fr. to 14fr. PER DAY,** according to floors occupied.

Nothing will be neglected to secure Visitors every possible comfort.

HOTEL DES PRINCES.

A LARGE and beautiful Hotel with a fine view of the Sea. This Hotel will be found most suitable for English families and Gentlemen. Excellent cooking. Exceptional arrangements can be made for pension. English spoken. E. COUZAIN, Proprietor. [127

PHARMACIE CENTRALE.

FELIX MOUREU.

English prescriptions and Recipes accurately prepared by an English Assistant, with Drugs and Chemicals from London.

5, PLACE DE LA MAIRIE. [128

BINGEN.

HOTEL DU CHEVAL BLANC.

VERY good First Class Hotel, in a charming position, overlooking the Rhine. Large garden. Excellent cooking, choice Wines (Opposite the Monument "Germania.") L. ERNE-SOHERR, Proprietor.

BLOIS.

GRAND HOTEL DE BLOIS.

Very comfortable Table d'Hote and private Dinners.

Apartments for Families. Close to the Castle of Blois. Comfortable Carriages for visiting Chambord and the Environs. [130

BOLOGNA.

GRAND HOTEL BRUN.

W. WELLER & CO., Proprietors.

FIRST-rate accommodation for families and single gentlemen; magnificent dining-room; conversation-room, with piano-forte; reading-room, supplied with the *Times* and other principal papers. Smoking-room. Moderate charges. Personal Superintendence of the Proprietor.

THE GRAND HOTEL FEDER, TURIN, is kept by the same Proprietors. [131

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BOLOGNA—Continued.

GRAND HOTEL D'ITALIE. This First-class Establishment, newly re-fitted up enjoys the most central situation in the town, and is close to all the most interesting public buildings. Large and small well-furnished Apartments and Rooms. Well supplied Reading-rooms Sitting-room with Piano. English and French Newspapers. All the attendants speak English and French. Baths on the premises. GIUSEPPE NICOLA, Proprietor. [132

HOTEL PELLEGRINO.

Good Second Class Hotelinacentral situation.

RECOMMENDED to Single Gentlemen and Families, who desire to combine economy with good accommodation. Reading Saloon with Piano. Rooms from 1½ to 2 francs. Table d'hote Wine included: 3 fr. 50 c. English, French and German spoken Omnibus to all Trains. **FRANCOIS RAVALDONI, Proprietor.** [133

BONN.

THE GOLDEN STAR HOTEL.—This first-rate and unrivalled Hotel, patronised by the English Royal Family, the English Nobility, and Gentry, is the nearest Hotel to the Railway Terminus, and to the landing places of the Rhine Steam-boats. The Proprietor, MR. J. SCHMIDT, begs leave to recommend his Hotel to English Tourists. The apartments are furnished and carpeted throughout in the best English style, and the charges are moderate. Apartments during the Winter at moderate prices. The London Times and New York Herald taken in during the whole year. Six excellent pianos to be found in the different sitting-rooms. [134

GRAND HOTEL ROYAL.—This excellent Hotel, one of the best on the continent, patronised by H.M. the King Leopold of Belgium, and by the Royal Family of England, is admirably situated on the banks of the Rhine, and commands the most beautiful view of the Seven Mountains, facing the landing-place of the Rhine Steamers, and near the Railway Station. This Hotel contains every comfort, with moderate charges. Large English Garden. Advantageous arrangement for winter. H. ERMEKIEL, Proprietor. [135

HOTEL RHEINECK.—The only Hotel actually on the Rhine, situated near the Landing-place, and close to the Railway. Fine view on the River and the Seven Mountains. Excellent Cooking. Choice Wines. First-rate accommodation for families and single gentlemen. Moderate terms. Omnibus at the Station. The Proprietor, Mr. A. Falkenhayner has for many years resided in England. [136

BORDEAUX.

HOTEL DE NANTES.

Winter Season from 1st November to 1st April.

ROOMS FROM 3 FRANCS, UPWARDS.

Pension, including a Good Table and Wine, at 10 shillings a day. Arrangements made per Week or Month.

Special Charges for Families.

Applications for Apartments to be addressed to Mr. ARTHUR B. LAW

BORDEAUX—Continued.

HOTEL DE FRANCE.

New Proprietor, L. PETER.

FIRST CLASS HOTEL, entirely renewed, beautifully situated opposite the landing place, central for business. Large Saloon for Ladies. Reading Saloon, Smoking Room, and "Restaurant." The prettiest "Salle à Manger" of Bordeaux. Saloons. 90 Rooms, from 3 francs upwards. French, Belgian, and English Newspapers. Baths on all floors. All languages spoken. Arrangements for a protracted stay

HOTEL DES PRINCES ET DE LA PAIX.

FIRST CLASS HOTEL,

SITUATED opposite the "Grand Theatre," and the "Prefecture," and frequented by the best of families travelling on the Continent. Large and comfortable apartments from 2 to 6 frs. per bed. Saloons from 10 to 15 frs. All languages spoken.

P. QUEUILLE and DARIC, Proprietors. [1

EVARISTE DUPONT & CO.,

CLARET AND BRANDY MERCHANTS,

11, QUAI DES CHARTRONS, 11.

HAVE forwarding Agents at all English and Foreign Ports, so that purchasers can have their Casks or Cases delivered in any part of the World. An inspection of their cellars is invited. [143

E. MELIN, English and French Chemist.

1, Place du Chapelet, close to the Hotel de France.

Ex-preparator of the Medical Academy of Bordeaux.

Large assortment of English and Continental Goods [142

BORDIGHERA.

GRAND HOTEL BORDIGHERA.

The Riviera of Italy. The Home of the Palm Trees.

THE Large Family Hotel, is situated in the middle of a beautiful Garden, planted with Palm Trees, full South. Every modern comfort. Moderate charges. Pensions for a protracted stay. Bath. English Church close to the Hotel. Conducted in the Swiss style by the Proprietor, A. AUGST. (Well furnished Villas to let belonging to the same Proprietor.)

HOTEL BEAU RIVAGE.

English and American Visitors will find every comfort in this First Class Hotel. Excellent Cuisine.

CHARGES STRICTLY MODERATE.

P. GUGLIELMI, Proprietor. [141

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HOTEL AND PENSION WINDSOR.

NEWLY OPENED.

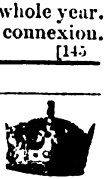
BEAUTIFULLY situated, full South, with a Garden, close to the Station. English comfort. Good attendance, and good cooking. Open the whole year. Pension from 7 to 11 francs per day. The Proprietor has an old English connexion.

O. NEGRO, Proprietor. [145

BOTZEN.



HOTEL KAISERKRONE.



Patronised by H. S. M. The Emperor of Austria.

SITUATED in the best part of the Town close to the Railway Station. English spoken. English papers taken in. Excellent attendance, and moderate charges. Winter Pension for Families and Gentlemen. Magnificent view of the Rosengarten range of Dolomite Mountains, favourite spot for travellers by the Brenner Pass to break their journey. Botzen is most favourably situated for Excursions. Batty Carriages, Horses, Guides, Baths, &c

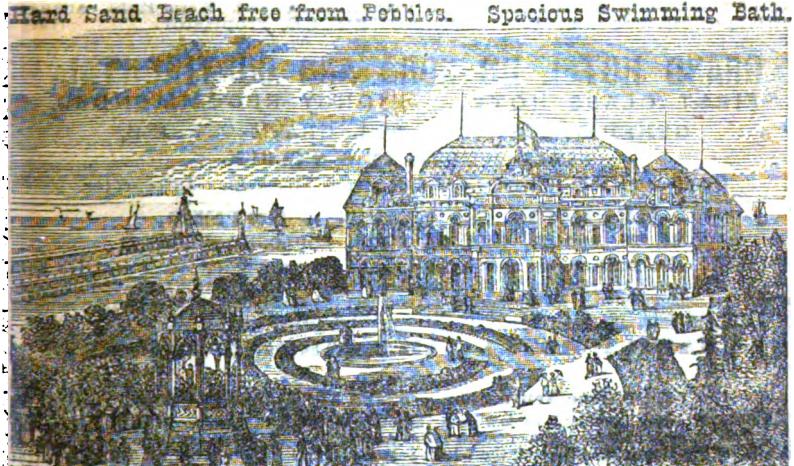
A stock of the celebrated Eisack Trout kept at the Hotel. [146

BOULOGNE-SUR-MER.

Easy of Access by S. E. R. & G. S. NAV. CO'S.

BATHING.

Hard Sand Beach free from Pebbles. Spacious Swimming Bath.



ETABLISSEMENT DES BAINS.

BILLIARD, Card Conversation and Reading Rooms. Terraces. Gymnasium. Shooting Gallery Lawn Tennis, Skating Rink. **Sea Baths Hot and Cold. Hydropathy** Riding School, and Hunting Ground. Dress Balls. Children's Balls. Daily Concerts in the Saloon Fetes in the Grounds. Omnibus and Tramway to and from Etablissement. **Theatre**, Opera and Comedy, 4 Representations Weekly, Feeries de Nuit in Jardin des Tintelleries. Library, Museum. Pigeon Shooting. Circus, Races. Regattas. Boating on Liane, Fancy Fair, Pilgrimages, Protestant Church, Synag., Hotels and Apartments. [147

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HOTEL DES BAINS ET DE BELLE VUE.

Mr. MUNTON, Proprietor.

FIRST Class Hotel, situated Rue de l'Ecu, and on the port facing the Railway Station and Steamers. Table d'hôte at Six o'clock, exclusively for the residents in the Hotel. Hot and cold Sea Baths and vapour Baths in the house. [148

GRAND HOTEL CHRISTOL AND BRISTOL.

FIRST CLASS HOTEL. HIGHLY RECOMMENDED.

Situated near the Railway Station and Steamers.

BRIGHTON and MARINE HOTEL, EDWARD LECERF, Proprietor.—A large First-class Hotel—best situation in the town, facing the sea and the "Etablissement des Bains," the garden of which is separated from the Hotel by the road only. Visitors to this Hotel have the advantage of hearing from their own rooms the military band which plays in the garden. The Hotel has been newly furnished. [150

HOTEL DE L'EUROPE.

THIS First rate establishment situated opposite the Steam Packet Station, Custom House, and New Railway Terminus, affords every accommodation. Apartments with airy Bed-rooms, Private and Public Saloons, etc. Stabling, Coach House, and large Garden. This Hotel has been newly furnished, and offers every comfort to residents. Warm Baths. Arrangements by the day, week, or month. **M. MONROGER, Proprietor.** [151

GRAND HOTEL DU NORD AND CONTINENTAL.

FIRST CLASS HOTEL. HIGHLY RECOMMENDED.

GENERAL POST, AND TELEGRAPH OFFICES.

TABLE D'HOTE AT 6 O'CLOCK.

Omnibus at the Station. Servants at the Steamers. Interpreter.

MEURICE and UNIVERS HOTELS,

35, 26, and 28, RUE DE L'ECU, BOULOGNE-SUR-MER.

THESE Establishments are most highly recommended to Families and Tourists, and are situated in the immediate vicinity of the Port, Railway, Telegraph-office, and the Theatre. Advantageous arrangements offered during the winter months. Moderate charges. Proprietor. Mr. VERMERSCH-DUCHOCHOIS. [153

FAMILY HOTEL AND BOARDING HOUSE.

ESTABLISHED, 1845.

87, 89, Rue Neuve Chaussee, and 15, Rue de la Coupe.

PUBLIC Drawing Room and Table d'Hote. Smoking Room, Bath Rooms. Private Apartments with or without attendance. Coach house and Stables. Moderate terms per day, week, or month. Reduction in the prices for the Winter Season. Proprietor, BOUTOILLE BRYANT. [154

BEDFORD AND RHINE HOTEL.

THIS HOTEL is highly recommended for its good situation facing the Sea, Harbour, and opposite the Casino Gardens. Visitors can hear the Band from the Hotel. Beautiful large Garden. Arrangements made for the Winter Season. The Hotel is under new management.

Letters to be addressed: A. FAUCHOIS.

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HOTEL DERVAUX.

73 to 80, Grande Rue, and 24, Rue des Vieillards.

The most healthy part of Boulogne, near the Post Office, English Church, Theatre, and Market.

Under the personal management of **Mr. Dervaux**, the founder and Proprietor.

Arrangements by the day, week, or month. [156

HOTEL D'ANGLETERRE & FAMILY HOTEL.

NEWLY entirely re-furnished, this First Class Hotel, recommends itself to families for its comfort, cleanliness and excellent cooking. Arrangements by day, week, or month. Reduced prices during the Winter Season. Moderate charges. Letter Box in the Hotel. **A. LOUIS, Proprietor.** [157

HOTEL DE FOLKESTONE.

VERY comfortable house close to the landing place of the Steamers. The Proprietor Mr. J. PREVOST, has charge of the Buffet, under the Superintendence of the Railway Administration, where dressing Rooms and every accommodation are provided at moderate prices. [158

HOTEL PRIANT AND DU COMMERCE,

FAMILY HOTEL.

A. PRIANT, Proprietor.

VERY clean and comfortable. Situated in the healthiest and most central part of the Town, renowned for its excellent Table d'Hote. Terms: 8 shillings per day, everything included except Wine. Terms for the Winter Season, from 1st October, 275 fr. (£11); per lunar month, for Room, Board (three repasts with Wine or Ale), attendance and light (no extra). The Proprietor and waiters speak English. Saloon. Smoking Room. Omnibus to all Trains and Steamers, when required. [159

BERRY'S (Late ROBERT'S.)

Hotel and Boarding Establishment, 82, 86, & 88, Rue de Boston. Established 30 years.

THE house has been lately enlarged, and is well situated near the Casino, Baths, and landing place. Extensive Gardens attached to the Hotel. Terms moderate, and special arrangements for Winter. [160

Boulogne-Sur-Mer, Nos. 62, 83, 91, 93, 103, and 105, Grande Rue; 1, Rue du College, and 4, Rue Desille.

GEORGE HOWE, English Restaurateur, in consequence of the increasing support he continues to receive from Families visiting Boulogne, begs to state for the information of those who have not yet done so, that the arrangement, which after about 30 years experience, he has found most agreeable, is to furnish a sitting and as many bed rooms as may be required, Bed, Table Linen and washing thereof, knives, forks, spoons, glass and china—with attendance, kitchen fire and Board of *his* servants. The Family Dinner to consist of Soup or Fish, Joint and Poultry, or a made Dish with Vegetables, Tart, or Budding.

G. H. has in his employ first-rate Cooks. Dinner is always served in the sitting room at the hour desired, there is no Table d'Hôte, every thing is provided fresh each day, under the personal inspection of G. H., and of the best quality. The servants (chiefly English) are civil and well ordered, and as much at the control of the occupiers as if they were their own, and in each house, is one especially appointed for extra requirements. The Dinner is the only meal G. H. undertakes to provide. The usual agreement is by the week, and no notice is necessary before leaving, payment to the day of so leaving, only, is required to be included in the Bill.

As the terms must always be matter of arrangement, by sending particulars of what number of persons the party consists including children, and if the latter, whether a separate dinner is required for them, how many beds and rooms, &c. Information would at once be forwarded as to prices

There are *no Extras whatever* except for wines or fires for sitting room, and which can be supplied by G. H. or not. All postages pre-paid. [161

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BREMEN.

HOTEL DE L'EUROPE.—C. A. Schulze, Proprietor. One of the best Hotels in the North of Germany, is situated on the Boulevards, close to the Station, Post Office, and Exchange. The rooms are carpeted and furnished in the best English style. English and French Journals are taken in. Advantageous arrangements can be made with Families remaining any length of time. Warm and Cold Baths. Omnibus to and from every Train [162

BRUCKENAU.

15 Kilometres from Tossa Station (Elm-Gemuenden Line) 8¾ Miles from the Baths of Kissingen.

CASTEL HOTEL (Schosshotel.)

FIRST Class Establishment with a beautiful view of the Rhone. Well lighted and airy Bedrooms. French Kitchen and excellent Wines. Charges moderate. Arrangements made for a long stay. Bruckenau may be recommended for its Chalybeate, Mineral and Mud Waters. Baths. Whey. Season from the 15th May, to 14th October. Post and Telegraphic Offices. [163

BRUGES.

HOTEL DE FLANDRE.—The established reputation of this old Hotel is the best guarantee to the travelling public, and the proprietors beg to inform their friends and the public in general that they have spared no trouble nor expense in re-fitting and re-furnishing the house, and laying out the garden. Visitors to Bruges are desired to be cautious not to be conducted to a house of a similar name, opposite the Railway Station. N.B.—The Proprietors of this Hotel are the sole agents for the celebrated sparkling Rhine Wine "Rheingold," and have in stock all the Rhine and Moselle Wines for exportation to England and all parts.

ROSZMANN-SCHUPP, PROPRIETORS. [165

GRAND HOTEL DU COMMERCE, near the Grande Place and the Railway Station. This first-class establishment, the largest and oldest in the town, offers to families well-furnished apartments and rooms, very good accommodation, excellent cooking, and good wines An omnibus of the Hotel conveys passengers and luggage to and from the Station. The proprietor, Mr. Vanderbergh, in recommending his Hotel to the notice of travellers, begs they will not permit themselves to be misled by touters. [164

BRUSSELS.

HOTEL DE L'EUROPE,

PLACE ROYALE, BRUSSELS.

In a fine, Open, and Healthy Situation,

FOR FAMILIES AND GENTLEMEN.

Excellent accommodation, and moderate charges, civility and attention recommend this Hotel to the esteemed patronage of English and American visitors. Most of the rooms overlook the Place Royale and the Park. Families or Gentlemen can pre-engage rooms by letter or telegram.

Table d'Hote at 6 o'clock. Dinners at any Hour.

ENGLISH SPOKEN. [168

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BRUSSELS—Continued.

HOTEL DE FLANDRE, Place Royale.—This First-rate old established and highly recommended Hotel has been considerably enlarged, and elegantly furnished, and has a new dining saloon which is the admiration of every visitor. The situation of the Hotel de Flandre in the Place Royale, its capital table d'Hote and Wines, added to the attention and civility shown to all visitors have made it deservedly popular. Passengers are recommended not to permit themselves to be misled by Touters, or to be put down at the wrong Hotel by omnibus conductors. [166

HOTEL DE BELLE VUE, PLACE ROYALE.—This unrivalled Establishment, overlooking the Park, the Place Royale, and the Rue Royale, has been considerably enlarged and embellished by the present Proprietor, Mr. E. DREMEL. Public Saloons, Reading and Smoking Rooms, as well as a Spacious Terrace Garden, overlook the whole Park. Rooms from 2 frs 50 c. Table d'Hôte at 6 o'clock. [167

HOTEL MENGELLE

(RUE ROYALE).

This large and beautiful First-class HOTEL is situated in the finest and most healthy part of the town, near to the Promenades the most frequented, and is supplied with every modern accommodation and comfort.

Table d'hote at Half-past Five and Seven o'clock, FIVE francs.

Restaurant a la carte" at any hour. Excellent "Cuisine" and Choice Wines

Smoking-room, Reading-room, and Carriages.

Arrangements made with Families during the Winter Season. [170

GRAND HOTEL DE SAXE,

77 and 79, RUE NEUVE.

ADMIRABLY situated, near the Boulevards, Theatres, and two minutes walk from the North Railway Stations. This Establishment, which has been considerably enlarged, possesses now a most splendid Dining-room, and offers to Families and Single Travellers spacious, comfortable, and airy Apartments.

Tariffs in Every Room.

Fixed Prices:—Plain Breakfast 1 fr. 25 c. Two chops or steak, or ham and eggs, 1 fr. 50 c. Table d'Hote at Five o'clock, 3 fr. 50 c. Table d'Hote at Half-past Six, 5 frs. Private Dinners from 5 frs. Bed-rooms, including light, 4 fr. 25 c.; 3 frs. 75 c.; 6 frs. for the first night, and for the following night 3 frs. 50 c.; 3 frs.; 5 frs.; and 4 frs. Sitting-rooms from 3 frs. to 12 frs Attendance 1 fr. per night.

London "Times" and "Illustrated London News" taken in.

Travellers having only a few hours to spend in Brussels, between the departure of the Trains, can have Refreshments or Dinners at any hour.

The Waterloo Coach leaves the Hotel at 9.30 o'clock every morning. Private Carriages for Waterloo 28fr., every expense included. KERVAND, proprietor. [169

HOTEL DE SUEDE,

RUE DE L'EVEQUE.

In the centre of the town, overlooking the New Boulevards. Recommends itself for its excellent "Cuisine," and the care given to its Service.

VAN CUTSEM, Proprietor. [172

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BRUSSELS—Continued.

HOTEL DE LA POSTE.

28, Rue Fossé aux Loups, near the Place de la Monnaie.

VERY CENTRAL SITUATION.

Family Hotel specially recommended to English Travellers.

OMNIBUS TO THE HOTEL AT THE STATION.

English spoken. **HYACINTHE TILMANS, Proprietor.** [173

GRAND HOTEL BRITANNIQUE.

3, PLACE DU TRONE, 3.

THIS Hotel is one of the best situated of Brussels, near the King's Palace, the Park, and the Boulevards. It is much frequented by English and American families, and Visitors are certain to meet with every comfort possible. Rooms from 2fr. 50c Arrangements for Pension, per day or per week; Reading Saloon; Excellent Cuisine. All languages spoken.

A. CASTREUIL, Proprietor. [174

HOTEL DE L'UNIVERS.

RUE NEUVE,

SCHOEFFTER-WIERTZ, Proprietor.

THIS First Class Hotel may now be recommended as one of the best in the Town. It possesses a Reading Saloon, and a Smoking Room, both very agreeable. The situation of the Hotel is central, and in the best quarter of the Town, and has a way out on to the "Boulevard du Nord." Moderate prices and arrangements made for pension per week. [175

BARBER'S HOTEL DE FRANCE.

FACING THE PARK.

The healthiest part of Brussels.

MR. BARBER, having taken this favourite Hotel, travellers patronising it may rest assured that nothing will be spared by him to make it one of the most comfortable Hotels on the Continent. Personal attention of the Proprietor. Good Table d'Hote. Wines of the First Vintages. Moderate charges. Most of the Rooms are front, overlooking the beautiful Park. [176

HOTEL WELLINGTON.

43, RUE NEUVE, 43.

CENTRAL Situation, about four minutes walk from the North Railway Station. Recommended to English and American Visitors. Fixed prices. Plain Breakfast: 1 fr. 25 cts. Dinners from 3 frs. Bedrooms from 2 frs., light 50 cts. Attendance, 50 cts. English spoken. L. De KEUKELAERE-LEUZ, formerly Proprietor of late CALLO'S HOTEL. [177

HOTEL DE HOLLANDE.

THIS old-established Hotel is well known for its extreme cleanliness, domestic comfort, good living, and moderate charges. The Proprietor, Mr. LEVAUX, respectfully assures English families and travellers they will find this Hotel a very desirable residence after the fatigue of a journey from its retired, though central, situation—the quiet order and regularity with which it is conducted presenting a favourable contrast with the generality of other Hotels. [178

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HOTEL WINDSOR,

14, RUE DE LA REGENCE, NEAR THE PLACE ROYAL.

THIS Hotel, which has been considerably enlarged and embellished by the present Proprietor, and possesses now a splendid Dining-room for fifty persons, is situated in the healthiest part of Brussels, and deserves the attention of travellers for its cleanliness and moderate prices. Comfortable apartments, consisting of a saloon, with 2, 3, or 4 bedrooms. Private Dinners from 3 fr. and upwards. Table d'hôte at 5 o'clock. Excellent Wines. Boarders taken by the week or month. Conveyances for Waterloo can be had in the hotel. Mr. Vasseur, Proprietor. [179

HOTEL DU GRAND MIROIR.

28, RUE DE LA MONTAGNE, 28.

CENTRAL for business and pleasure, near the Theatres and the "Galeries St. Hubert." This Hotel entirely changed and re-fitted, is especially recommended for its good management. Table d'hote at Five o'clock. Excellent Wines. Omnibus to and from the South and North Stations. [180

GRAND HOTEL-GERNAY,

Kept by Mr. GERNAY, formerly proprietor of the HOTEL DE PORTUGAL, at Spa.

15, Corner of the BOULEVARD BOTANIQUE, close to the Station, for Antwerp, Cologne, Ostend, &c., and principal establishments, Theatres, Exchange, &c. A real Family House, with large and small elegantly furnished Apartments and clean Rooms, at moderate charges. Recommended.

ENGLISH HOTEL.

No. 44, rue de Brabant, opposite the North Station (Arrival Platform).

THIS second class Hotel is situated in a most convenient position. The proprietors and waiters speak English, and any information required by visitors is willingly given. The charges are very moderate, it being the wish of the Proprietor t make his Hotel especially valuable to Tourists and commercial Travellers. ANT. OEBRECHTS, Proprietor. [182

PRIVATE BOARDING HOUSE.—26, Rue de Vienne, most fashionable part of the city, near the Quartier Leopold, and the Avenue Louise. Board and residence, including all extra, 4s. 6d. per day, or with Private Sitting Saloon, 5s. 6d. Families received on very moderate terms, as also for protracted stays by week, month, or year.

Every information on application to **Madam JANSSENS.** [183

ENGLISH BOARDING HOUSE

45, Avenue de la Toison d'or, 45.

(Formerly No. 47, the same Avenue).

This well known house, situated on the best part of the Boulevards, recommends itself by its moderate charges. **B. DE BOECK, Proprietor.** [184

ENGLISH BOARDING HOUSE, 6, Rue Jourdan (Avenue Louise), the most fashionable part of the city. Mrs. BOURGOUD receives English families at very moderate terms, and, for a protracted stay, according to arrangements to be made by week, month, or year. References to English families who have resided here. Letters attended to. The American Railway, passes within a few yards of the door. [185

ENGLISH AND FRENCH FAMILY BOARDING HOUSE.

10, Rue Caroly, Quartier Leopold, Brussels, near the Park and Boulevards.

Mrs. GACHET receives Families by the Year, Month, and Week.

Home comfort. Highest References. Private Sitting Room if required.

Terms £1 14s. per week, service included. Excellent occasion for English Visitors to learn French.

Stop in Brussels at Horton's.

PRINCE OF WALES HOTEL AND TAVERN, 8, Rue Villa Hermosa, at the top of the Montagne de la Cour. It will be found a central and economical residence. The charges are in accordance with the liberal spirit of the times. Excellent Bed-rooms. Mutton chops, rump steaks, Welch rarebits, sandwiches, soups, joints, tea, coffee, &c., &c., at exceedingly moderate prices. Bass and Co.'s ales and stout, on draught, wines, spirits and liqueurs. English soda-water and lemonade (iced). Commodious Coffee and Smoking Rooms. "Times" and other English newspapers. [187

BOARDING HOUSE,

22, RUE BELLIARD (Quartier Leopold.)

MISSES VAN LOO receives boarders at moderate terms. The house is pleasantly situated in the healthiest part of the Town, near the Boulevards and the Park. Great attention shown to visitors. [188

MRS. MATHYS, 42, RUE DU PRINCE ROYAL, well-furnished Rooms, Saloons, and Bed-rooms to Let, by the Week, Month, &c., with linen and attendance, Good situation, near the Boulevards and the Avenue Louise. Moderate terms. Mrs. MATHYS speaks English and German.

AN English Lady residing in the best part of Brussels: No. 11, Rue Marnix, overlooking the Boulevards, offers to a few Boarders all the advantages of a refined and comfortable home. Terms, £2 per Week. [190

PRIVATE HOTEL,

37, BOULEVARD DE L'OBSERVATOIRE, 37,

Well Furnished Apartments, and Excellent Table at very moderate prices. No extra charges. Highest references.

L. SCHAAR. [191

BUTLER, SUCCESSOR TO
SCOTT, BROTHERS,
HOUSE AGENTS AND WINE MERCHANTS,

17, RUE DES PETITS CARMES,

Will be happy to give all information to families intending to reside in Brussels, concerning Furnished or Unfurnished Houses or Apartments, &c.

W. & A. GILBEY'S,

GUARANTEED BRANDS OF WINES AND SPIRITS.

BASS, ALLSOPP'S & SALTS,

PALE ALE AND STOUT. Forwarded to any part of Europe.

Address to the Head Office for the Continent, 2, Rue de Loxum, Brussels.

BRUSSELS—Continued.

OLD ENGLISH BANK.

BIGWOOD & MORGAN

8, RUE ROYALE, Opposite the Park.

CORRESPONDENTS of all the principal English and American Banks Circular letters of credit cashed and issued for all parts of the Continent. Purchases and sales effected in British and Foreign Stocks and Securities. Register held for English and American travellers. [194

LACE MANUFACTORY.

LADIES desirous of purchasing the genuine Brussels Lace, White and Black, are invited to visit the Celebrated Establishment of **Mr. O. DE VERGNIES ET SŒURS, 26, Rue des Paroissiens, near the Cathedral** of St. Gudule, where they may witness the process of manufacturing lace of the finest texture, and inspecting an Unrivalled Stock of Royal Black Lace, and various articles of the Richest and Newest Patterns at fixed prices. This House is the recipient of the Prize Medal of the Great Exhibition, the Gold Medal of the Belgian Government, Medal at the Exhibition of Philadelphia, and was awarded the first medal at the late Universal Exhibition at Paris. Visitors should be particular in not mistaking the House, or confounding this Establishment with others, which may be easily avoided, AS THE NAME IS ON THE DOOR. [195

LACE MANUFACTORY
BOVAL DE BECK,
74, RUE ROYAL.

ONE of the oldest and largest houses in Brussels. Strangers are invited to visit the working rooms and witness the processes of Lace making. The house has received Diplomas, and Medals at several Exhibitions

The Price of each Article is marked in plain figures. [196

LACE MANUFACTORY.
DES MARES & WALKER,
15, RUE DE LA CHANCELLERIE, 15, BRUSSELS.
Near the Cathedral of Saint Gudule.

THIS MANUFACTORY, one of the most ancient in Brussels, celebrated for the Sale of Articles of the finest quality and texture. **Mr. DES MARES, having all** his Lace made by his own work-people upon the premises, as also in the neighbourhood of Brussels, where he has founded several Schools, is able to offer his goods at very low prices, (marked in plain figures) defying all competition, both as to richness of design and fineness of work. Visitors should be particular in not mistaking this establishment, or confounding it with other houses in the neighbourhood, and not to be misled by Guides or Commissionaires. The Trade Mark of the Firm is on a front window of the house, with the engraving of "**a woman making Lace.**" "T. DES MARES," is written on the door of the house. Visitors are invited to inspect the work-rooms, where every description of Lace making is in process. Medals at several Exhibitions, also at the Exhibition of London, 1874, and the Great Universal Exhibition of Paris, 1878. **Exhibitor at the coming Exhibition of Brussels May, 1880.**

BRUSSELS—Continued.

CARVED OAK FURNITURE MANUFACTORY & CABINET MAKER.

T. F. VANGINDERDEUREN,

6, Rue Steenport near the "Eglise de la Chapelle."

CARVED WOOD, OBJECTS OF ART, AND FANCY GOODS.

Furniture in the Ancient Style, viz:

CHAIRS, SOFAS, COUCHES, TABLES, &c.

Wholesale and Retail Export.

Strangers are admitted to visit the Show Rooms and Working Rooms. [198

ANGLO-BELGIAN FAMILY STORES.

5, Rue des Petits Carmes, 5.

AMERICAN and French Groceries. English Hams, Bacon and Cheese. Bass's ale in casks and bottles. Agent for W. & A. Gilbey's Wines and Spirits. Cleaver's soaps and perfumes. Spratts dog biscuits. Brand's Essence of beef, &c. All information gratis relative to houses or apartments. (NO SUBSCRIPTIONS.) [199

AU BON MARCHE.

RUE NEUVE 87, 89, 91, and corner of Rue de la Blanchisserie.

CONFECTIONS for Ladies, Children, and Gentlemen. Drapery and Merino stuff for mourning purposes. Fancy Stuffs. Silks and Shawls. Table Linen, Millinery, Chemises, Petticoats, Corsets and Furs. Bed Furniture, Umbrella and Parasols. Gloves, Cravats, etc. Samples and Goods from the value of 20 frs. sent free to all Parts. [202

WINE AND SPIRIT MERCHANT.

MAISON GRANDCHAMPS COCHE.

LOUIS MESSIAEN.

70, RUE DE NAMUR, 70.

THE only house in Belgium for Martell Brandy. Fine Wines in Bottle: Bordeaux, Burgundy. Rhine, and best marks of dry Champagne, Royal Port, and Madeira, Pale and Golden Sherry. Marsala, Malaga, English Whiskey, Rum, Stout, and Pale Ale. Genuine liquors and all kinds of English Tea. Moderate charges. [203

BUDAPEST.

HOTEL DE L'EUROPE.

FIRST CLASS HOTEL.

JOS. RAINER, Proprietor. [200

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CADENABBIA (Lake of Como).

HOTEL BRITANNIA.

Lake of Como. 3 Minutes from Cadenabbia.

THIS large and beautiful First Class Hotel, entirely newly re-furnished, offers now to Visitors every modern comfort. Reading Room, Conversation Room, Billiard; Hot and Cold Baths, Douches, etc., and a large beautiful garden. The exceptional situation of the House just at the point of division of the three branches of the Lake, makes it especially during the Summer heats, a most desirable residence, commanding the most splendid views.

MELLA, Proprietor. [722

HOTEL DE BELLE VUE.

First-rate Hotel, situated on the western bank of the Lake opposite Bellagio Its situation is delightful for its beautiful views and fine shady walks along the shore. Cadenabbia, already favourably known, is rising into repute for the salubrity of the climate. English comfort. New and beautiful Reading Saloon, with piano, &c.; and Conversation and Smoking-rooms. Moderate and fixed prices. Divine Service in the house. Telegraph Office.

A new route between Cadenabbia and Menaggio has just been opened.

N.B.—The best landing-place is the pier just opposite the Hotel.

CAEN.

HOTEL D'ANGLETERRE.

First Class Hotel, best in the Town.

L. MANCEL, Proprietor. [201

GRAND HOTEL PLACE ROYALE,

In the centre of the Town.

70 Rooms and Saloons. Table d'Hote.

Also Proprietor of Hotel Belle Plage, Luc-s-m, 14 miles from Caen.

Arrangements for Families. Moderate charges. [202

HOTEL DE FRANCE,

AVENUE DE LA GARE.

NEAR THE RAILWAY STATION AND THE LANDING PLACE.

AZE-DUPREY, Proprietor.

Table d'Hote. "Dinners à la Carte." Restaurant Café. [203

CALAIS.

HOTEL DESSEIN.—L. DESSEIN, the Proprietor, has the honour to inform his numerous patrons, and travellers in general, that since the 1st of JANUARY 1861, his establishment has been transferred to the HOTEL QUILLAC, which has been entirely newly done-up, and which has taken the name of "**HOTEL DESSEIN.**" The premises of the old Hotel Dessein having been purchased by the town of Calais, it ceases to be an hotel for travellers. [206

HOTEL MEURICE, RUE DE GUISE, near the Grande Place, Two Minutes walk from the Railway Station and Steam Packet Quay. Very clean, comfortable, and moderate charges. English waiters. Carriages from the Hotel attend Trains and Boats. [205

CALAIS—Continued.

HOTEL DE PARIS.

THIS First Class Family Hotel, has been newly re-furnished under a new Proprietor. It is very conveniently situated for travellers, being the nearest Hotel to the Station, and to the London and Dover Packets. Terms moderate.

HIPPOLYTE ROBERT, Proprietor. [207

CANNES.

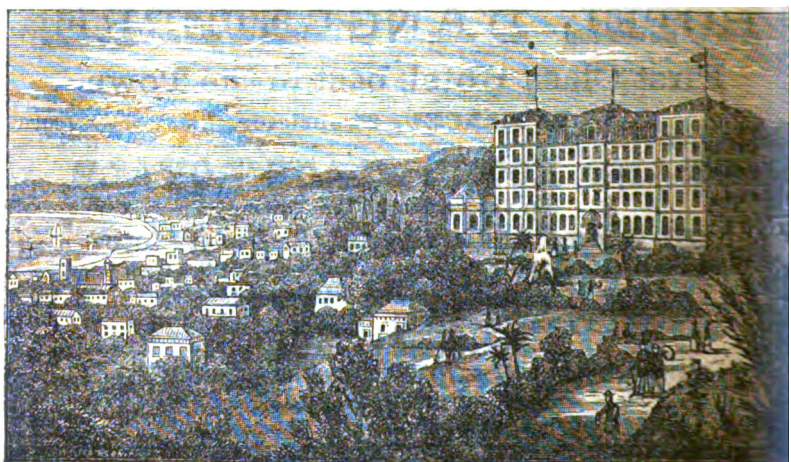
HOTEL GRAY AND D'ALBION.

HONOURED by the visit of R.H.H. the Prince and Princess of Wales. This first-class Hotel, newly enlarged, is situated in one of the most beautiful quarters of the town, very agreeably sheltered, and contains 180 Rooms and Saloons; Reading and Billiard Rooms, Smoking Room, Baths, &c. The garden is considered the largest and finest in Cannes, and contains Lawn Tennis. Every modern comfort. Excellent Cuisine.

H. FOLTZ, Proprietor. [208

THE

PRINCE OF WALES HOTEL,



OPENED BY

Mr. H. J. GROSSMANN.

For the Season of 1878, has re-opened for the Season of 187

It is built with all the latest improvements, and is charmingly situated inland, in one of the most sheltered positions near St. Paul's Church, commanding, at the same time, a splendid view of the Sea. There are extensive grounds for Croquet and Lawn Tennis. Lift and apparatus. Visitors will find great comfort for a long or short stay, and it is highly

CENTRAL HOTEL.

NEWLY enlarged, large garden, with Lawn Tennis, and a Gymnasium. all well sheltered. Fine view. Great comfort and good Cuisine. Reading and Billiard Rooms. Smoking Room. Arrangements made for the Season for Families.

OPEN 1st OCTOBER. [210

HOTEL DE BELLE VUE,

SITUATED in the finest and best part of the west quarter, in the middle of a large Garden, planted with Olive and Orange Trees. Splendid view on the sea, the mountains "Esterll," and Lerins Isles. Reading Saloon; Billiard and Smoking-rooms.

J. COINTET, Proprietor [211

PAVILLON HOTEL,

Situated in the West part of the town,

CONTAINS Twenty Saloons. English comfort. Reading-room. English Billiard Table. Baths. Large Garden.

N.B.—The proprietor of this Hotel, Mr. MARTIN ELLMAR, late Director of the Hotel Baur au Lac, Zurich, begs to announce to English and American travellers that, owing to the retirement of Mme. Gougols, he is now sole proprietor of the Pavilion Hotel, and to assure them that he will do all in his power to afford them every attention and comfort. [212

GRAND HOTEL DE CANNES.

Situated in the midst of two Gardens facing the Sea.

Great comfort. Very good attendance. [213

GRAND HOTEL CALIFORNIE.

MOST delightfully situated in extensive pleasure grounds, with magnificent views. Distant from the Sea. It combines every comfort and elegance. CHABASSIERE, Proprietor, and also of the Continental Hotel, at Royat (Baths of) [214

HOTEL DE L'ESTEREL.

SITUATED in the West end of Cannes, commanding unsurpassed views of the Esterel. Well lighted, and airy Bedrooms, Smoking and Billiard rooms, and good cooking. H. ROST, Proprietor. [215

HOTEL BEAU SITE.

SITUATED on the West end of Cannes, adjoining Lord Brougham's property, the finest part of the town. Newly enlarged 200 rooms: 20 private Sitting-rooms: Reading, Smoking, and English Billiard rooms. Bath Rooms. Lift. Sheltered situation commanding an unequalled view of the Sea, the St. Marguerite Islands, and the Esterel Mountains. Large beautiful gardens and promenades belonging to the estate, with extensive Croquet Ground and Lawn Tennis. Arrangements made for the season for families. Charges moderate. Omnibuses at the Station. Opened 1st October.

GEORGES GOUGOLTZ, Proprietor. [216

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CANNES—Continued.

GRAND HOTEL MONT FLEURY.

THIS New Hotel containing 130 Rooms, Saloons, Reading, Billiard, and Smoking rooms, is delightfully situated at the East of Cannes, on a high elevated and sheltered spot, a good distance from the sea, near the beautiful walks of California. A beautiful Boulevard has been opened, leading from the Town to the Hotel. Moderate and fixed prices. Lift. L. TAMME, Proprietor. [217

GRAND HOTEL ALSACE LORRAINE.

FAMILY HOTEL:

Situated Boulevard Cannet. Large Garden.

Reading Saloon, Billiards and Smoking-rooms. **F. BRANDLI.** [218

HOTEL DE LA TERRASSE.

Fine situation in the West part of Cannes, opposite the Christ Church.

FINE VIEW OF THE ESTEREL MOUNTAINS, AND LERINS ILES.

BILLIARDS AND SMOKING ROOMS.

Charges moderate. Omnibus at the Station

GEORGE ECKHARDT, Proprietor. [219

HOTEL RICHEMONT.

BEAUTIFULLY situated in a large garden, fine views of Town and Sea, enjoys a high reputation for its comfort, moderate charges, and the unrivalled healthiness of its situation. Warm baths. English Newspapers. Lawn Tennis. Close to St. Paul's English Church. [220

HOTEL DE HOLLANDE.

NEW first-class Hotel, with every advantage of situation, and fitted up to ensure every modern comfort for families and visitors. [221

HOTEL DU PARADIS.

SALOON FULL SOUTH. DINING ROOM.

BILLIARDS AND SMOKING ROOMS.

Omnibus of the Hotel to all Trains.

WINDSOR HOTEL.

FIRST CLASS FAMILY HOTEL, in a beautiful and sheltered situation, full South, facing the Sea, though at a convenient distance. Comfortable, airy and well furnished apartments.

ED. SCHMID, Proprietor. [223

HOTEL DESANGES,

GONNET, Proprietor.

Sheltered situation. Away from the Sea. Large garden.

This Hotel is newly enlarged and entirely restored [224

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CANNES—Continued.

HOTEL DE FRANCE.

Situated full South, on the Boulevard du Cannet, 10 minutes from the Sea. 225

HOTEL DE LA PLAGE.

EXCELLENT situation, fine view of the Island and Esterel Mountains, particular attention paid to the Table and Cellar. Moderate charges. Arrangements for Families.

H. NEEF, Proprietor. [226

HOTEL NATIONAL.

THIS HOTEL is entirely under new management, and has been elegantly re-furnished throughout. Visitors will find every English home comfort. The situation of the Hotel is full South with a view of the Islands. Terms made by Week or Month. Good cooking and attendance. The Proprietor, Mr. T. CARDON, speaks English. [227

HOTEL DE PROVENCE.

SITUATED on the Boulevard du Cannet, away from the Sea and beautifully sheltered; it commands a splendid and extensive view. Billiard and Smoking Rooms. English supervision. [228

HOTEL DES ANGLAIS.

Well situated near the English Church, (St. Paul's.)

RECOMMENDED.

Special Arrangements made for the Winter Season. [229

PENSION AND VILLA DE LA TOUR.

AT the West End of Cannes, full South, facing the Sea and the Esterel Mountains. Large Garden and Terrace walks, immediately adjoining the Pine Woods at the Croix de Garde (Family House). Lawn Tennis ground in a sheltered part of the Garden. E. BENZ, Proprietress. [230

English and French Agents and Architects.

Messrs. D'HAUTERIVE and HERVETSON.

12, BOULEVARD DU CANNET, 12.

Villas let or sold. Estates managed. All information Gratis. Wine Merchants. Reading Room. [231

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CARLSBAD.

HOTEL DE HANOVRE.

FIRST CLASS HOTEL, situated in the centre of the Town, opposite the Post and Telegraph Offices, near the Springs, Curhaus and Promenades, offering every comfort to visitors, who come for the benefit of the waters. Well furnished appartments for families with good attendance. Cuisine and strictly moderate charges C. R. ZORKENDORFER, Propr.

WITTIVE CARL OERTL'S PRIVATE HOTEL.

ENGLISH HOUSE.

THIS First Class and highly recommended Private Hotel, is beautifully situated on the Schlossplatz (the English quarter of Carlsbad), close to the Mineral Springs and the Park, and offers special comfort to English Travellers and Families. Charges Moderate.

The Proprietress speaks English and French.

PRIVATE HOTEL VICTORIA AND KING OF ENGLAND.

EMIL TELLER'S Houses: Victoria and King of England, well situated on the English Hill, in the Theresien Park, close to the English Church and Mineral Springs, in the best quarter of the town, offer to English and American families comfort combined with moderate charges. Mineral baths in the house. The Proprietor speaks English and French. [736

CARLSRUHE.

HOTEL GERMANIA.

SITUATED a few minutes from the Railway Station, on the Public Gardens. This First Class Hotel is furnished with every modern comfort. 100 Rooms and Suites of Apartments. Best and attendance from 2 Mks. The whole of the house heated so as to assure comfort to Winter Visitors, for whom also Special Arrangements are made. Baths. Lift. Omnibuses at the Station.

JOSEF LEERS, Proprietor. [2??

CASSEL-WILHELMSHOEHE.

CASSEL-WILHELMSHOEHE.

ATTRACTIVELY situated, celebrated for its manifold and precious collection of objects of **Art**, and the most charming beauty of nature, capital of the province of Hesse Nassau, royal residence and most suitable for a longer stay, particulary for strangers. Preeminent picture gallery, the finest collection of the works of **Dutch Masters**. Interesting and remarkable Castles, magnificent park (Au-park) with the celebrated marble bath. Schools recognised as excellent (at times frequented by the Imperial German Princes), **Court Theatre**, **Concerts**, abundance of places for recreation and amusement. Most favourable sanitary condition. **Spring Water Works**. English Service.

Wilhelmshoehe near Cassel, to be reached by Tramway in twenty minutes. **Royal Castle**, historical from having been the domicile of **Napoleon III.**, when prisoner of war. Large mountainous park, rising to the height of about 600 meters above the level of the Sea with unparalleled gigantic structures and **Water Works** eclipsing those of Versailles. **Highest Fountain of the World.** Splendid Forest of Beech Trees and Fir Groves with romantic footpaths, wide and picturesque roads for driving and riding, leading to far and points of noble prospects, all lying scattered about. Climatic watering place. Large boarding and sanitary Establishments Advice and information about Cassel-Wilhelmshoehe to be had from the **Society** for promoting the intercourse and protection of interest of strangers. (Verein zur Förderung des Verkehrs und Wahrung der Interessen der Fremden) in Cassel; and with Messrs. G. L DAUBE & Co., Hamburg, Dresden, Vienna, Zurich, and Paris. [7??

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CASTELLAMMARE.

HOTEL QUISISANA.

NICOLA SOLDINI, Proprietor.

BEAUTIFULLY situated in its own grounds on the Hill in front of the Royal Palace of Qui-si-sana, (here is health) overlooking Vesuvius and the Bay. Full South. First Class House, highly recommended by English and American families for its pure air. Best centre for excursions to Vesuvius, Pompeii, Capri, Amalfi, Paestum, and Sorrento. Carriages, Saddle Horses, Donkeys, and Guides attached to the Hotel. English Newspapers, and Billiard Room. Arrangements for families. Winter Pension from 8 frs. a day.

(The Hotel d'Angleterre, Sorrento, belongs to the same Proprietor.) [238

CHALONS-SUR-MARNE.

HOTEL DE LA CLOCHE D'OR,

Kept by E. JAUNAUX ERNEST, Proprietor and Director.

This Hotel has always been recommended for its great comfort. Table d'Hote and Restaurant

Choice Wines. Omnibuses to and from the Station. [239

CHAMBERY.

HOTEL DE L'EUROPE,

17, RUE D'ITALIE, 17.

FIRST-CLASS HOTEL, entirely re-furnished, patronized principally by families and tourists. Travellers going to Italy by passing the night at Chambery, have the advantage of passing the Tunnel of the Alps by day. Baths in the Hotel. English spoken. This Hotel leaves nothing to be wished for. Great facilities for visiting the "Grande Chartreuse." [241

HOTEL DE FRANCE, LEON REYNAUD, Proprietor.—A new establishment in an open and airy situation, close to the Railway Station. Large and small apartments, scrupulously clean. Table d'Hote at 11 and 6 o'clock. Moderate charges. Chambery is the route to India by "Mont Cenis," now recommended to families and tourists [240

CHAMOUNIX (Mont Blanc).

HOTEL AND PENSION DES ALPES.

J. KLOTZ, Proprietor.

THIS Hotel has been entirely re-organised. It contains fifty well-furnished rooms. Reading and Smoking Rooms. Hot and Cold Baths in the Hotel. Magnificent view from the house and adjoining gardens of the whole chain of Mont Blanc. Pension at any time of the season. Charges very moderate. Landlord and landlady both speak English, French and German.

CHAUMONT (near Neuchatel, Switzerland).

HOTEL AND PENSION DE CHAUMONT,

PRES NEUCHATEL (SUISSE.)

Kept by C. RITZMANN, Proprietor of Hotel Suisse, Cannes.

BEAUTIFUL spot for a Summer séjour, situated 1000 mét. above the level of the Sea. Milk cures Large and Small Apartments. Moderate charges. Carriages. Post and Telegraph Office.

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CHERBOURG.

HOTEL DES BAINS DE MER.

Season from 1st June to 1st October.

THE only hotel facing the Sea. Good Bathing. Hot and Cold Sea water Baths. Large Garden. Military Band twice a week. Ladies Drawing room. Reading room. Board and Apartments from 10 to 15 frs per day. Applications for Rooms to be addressed to the Director. [243

CHRISTIANIA.—Norway.

HOTEL SCANDINAVE.

Fine newly-built Hotel, situated in the Carl Johan's Gate, only two minutes' walk from the Railway and Steam-boat Stations. Cold and Warm Baths in the Hotel. Times, London News, Punch, &c., taken in. English spoken.

O. A SMITH, PROPRIETOR. [244

CLEVES.

BAINS DE CLEVES.

HOTEL DES BAINS, AND HOTEL STIRUM.

BATH ESTABLISHMENT FOR SEVERAL CURES.

Splendid Baths. Excellent Cooking. Choice Wines. Fixed and Moderate prices. Omnibus at the Station. [2

COBLENTZ.

GRAND HOTEL DE BELLE VUE.

FIRST CLASS HOTEL, commanding a splendid view of the Rhine and the Castle of Ehrenbreitstein, and close to the landing place. It deserves in every respect the patronage of English Families and Single Travellers. Good attendance. Excellent cooking. Choice Wines. Hot and Cold Baths. Elegant Carriages in the Hotel. Moderate charges.

H. HOCHE, Proprietor.

HOTEL DU GEANT.—MESSRS. EISENMANN, Proprietors.—This well-known and favourite first-class hotel is delightfully situated opposite the castle of Ehrenbreitstein; it is the nearest to the landing-place of the Steamers, and commands a most beautiful view of the Rhine and surrounding country. This highly recommended establishment combines superior accommodation with moderate prices Purveyor of Wine to His Majesty the Emperor of Germany.

THE ANCHOR HOTEL.—Mr. W. Prang, Proprietor.

THIS well-known and highly-recommended establishment, which combines superior comfort and first-class accommodation, with careful attendance and moderate charges, is situated just opposite the landing place of the steamers, and commands a magnificent view of the Rhine and the Castle of Ehrenbreitstein. It is conducted in a manner to be found well worthy of the patronage it enjoys of English and American families and travellers. Excellent cooking Choice wines. Foreign papers. Cold and warm baths, and elegant carriages in the hotel. Omnibus at the station. [245

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COBLENTZ—Continued.

HOTEL DE TREVES,

Proprietor, Mr. F. MAAS.

Opposite to the Palace of the Empress. First-class accommodation. [249

PENSION ERNEN.

PRIVATE BOARDING HOUSE,

RHEIN-ANLAGEN. [250

COLOGNE.

HOTEL DISCH, in BRIDGE-STREET.—This first-class well known Hotel is most centrally situated close to the Cathedral, the Central Railway Station for Berlin, Paris, Brussels, Calais, and Bonn Railways, the Quay of the Rhine Steamers, the new Tubular Bridge over the Rhine, &c. Superior Accommodation and Comfort will be found here for Families, Tourists, and Gentlemen passing through Cologne *en route* to or returning from the Rhine, the North of Germany, &c. Messrs. DISCH & CAPELLAN keep a large assortment of the best stock of Rhine and Moselle Wines for wholesale.—The Hotel Omnibus conveys Passengers to and from the Railway Stations. [251

HOTEL DU NORD.

FIRST CLASS HOTEL, near the Cathedral, on the Rhine. Telegraph and Post Offices. Railway Tickets and Booking Office for Luggage in the Hotel. English Church from June 15th, 1879. [252

THE HOTEL DE HOLLANDE is delightfully situated opposite the starting and landing place of the Rhine steamers, and by the new thoroughfare only three minutes from the railway and cathedral. The apartments are furnished with English comfort, being carpeted throughout, and suited to large families, as well as single gentlemen. It offers, from its belvedere, built in the veranda style, as well as from its windows, the finest view of the Rhine, and a panorama of Cologne. The accommodation will be found to combine comfort and cleanliness, a perfect *cuisine* and exquisite wines—attentive servants—and moderate charges.—Omnibuses and private carriages attached to the Hotel. Billiard and Reading Rooms. [253

GRAND HOTEL VICTORIA, COLOGNE.—This first-class Hotel is, with out exception, one of the handsomest and most elegant hotels of Germany. It is situated on the "Heumarkt," opposite the New Monument of King Frederic William the Third, near the landing-place of the Rhine Steamers, the new Bridges, the Cathedral, and Railway Stations. Excellent *Cuisine*. Table d'Hote, choice Wines; Carriages and Omnibuses at the Hotel. Fixed and moderate prices.—F. W. LUGENBUHL, Proprietor. [254

HOTEL ERNST.

THIS well-known and highly recommended First Class Hotel, the *nearest* to the Central Station, has been entirely re-fitted and re-furnished. Very comfortabl Apartments and Single Rooms, with a full view of the Cathedral. Table d'Hote. Dinners, Suppers, etc., at any hour. Excellent Cuisine, Choice Wines, Foreign Papers. English, French, and Italian Spoken. Moderate charges. F. A. KRACHT, Proprietor. [255

COLOGNE—Continued.

HOTEL DU DOME.—More comfortable than luxurious. Well situated in the finest and best part of the town, with a frontage of 200 feet, giving a fine view of the Cathedral, only a few minutes from the central; opposite the new bridge over the Rhine. Fixed but moderate charges. Perfect *Cuisine*. Choice wines, and good beds. Reading-room with 65 journals. English and French spoken. 7me. METZ, proprietor. [286

HOTEL DE L'UNION.

VERY good Hotel, the proximity of the Station, the Cathedral, newly and comfortably arranged. Rooms from, Mrks. 1.60, light included. The house is only a few steps from the Station. English spoken.

J. H. PETERS, Proprietor. [287

HOTEL DE L'EUROPE.

Opposite the "DOME," and near the Station.

ELEGANTLY furnished and under the immediate superintendance of the Proprietor, GOTTFRIED PICK. Rooms of 2 and 3 Marks, light and service included. (Am haghste am Bahnhof, Gegenuber dem Dom.) [288

HOTEL MAINZERHOF.

OPPOSITE THE THEATRE AND POST OFFICE.

Excellent First Class Hotel. Good Cooking. Choice Wines, and Moderate Charges.

Well recommended to English and American Travellers. JOSEPH GEHLEN, Propr.

CONSTANTINOPLE.

HOTEL ROYAL.

FIRST CLASS FAMILY HOTEL, in every respect well situated close to the British Embassy.

ENGLISH PAPERS. TERMS MODERATE.

P. LOGATHETS, Proprietor. [289

CONSTANCE.

HOTEL AND PENSION CONSTANZERHOF.

BATHS IN THE HOTEL.

SWIMMING Baths on the Lake belonging to the Hotel. Pension. Room, Service, Light, Breakfast, Dinner, and Supper from 5 Marks. Rooms for Travellers, Service and Light included from 2 Marks upwards. [291

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CONSTANCE—Continued.

ISLAND HOTEL.

FORMERLY a Dominican convent, on the Lake of Constance, near the Town, Harbour and Station. 100 Rooms, Saloons. Beautiful dining Room, with historical curiosities. Room with light, from 1 mk. 50 upwards. [726

HOTEL DU BROCHET (HECHT HOTEL).

FIRST CLASS ESTABLISHMENT.

SITUATED opposite the Harbour, and commanding a beautiful view over the Lake. Excellent *Pension*. Table d'Hote at 1 and 5 o'clock. Spacious house, exceedingly clean, quiet, and newly re-furnished with great comfort. The Proprietor has the sole right of fishing in the Rhine and Lake. Boats and all appliances in the house. Prices very moderate. French and English Papers [727

COPENHAGEN.

HOTEL KONGEN OF DENMARK.

THIS FIRST CLASS HOTEL much frequented by the highest class of English and American Travellers, affords first-rate accommodation for families and single gentlemen. Splendid situation close to the Royal Palace, overlooking the King's Square. Excellent Table d'Hote. Private Dinners. Best attendance. Reading Room. Hot Baths. Lift. English, French, German and American Newspapers. All languages spoken. Very moderate charges. The only Vienna Coffee House. **B. KLUM. Proprietor.**

CORFU.

HOTEL ST. GEORGE.

THIS First Class Hotel very well situated on the best side of the Esplanade, close to the Royal Palace, is fitted up after the English style, affording first rate accommodation for families and single gentlemen. Excellent Pension and prices very moderate.

A large addition to the Hotel just now finished, makes it one of the most comfortable of the Continent, with splendid Apartments, Conversation Saloon, Reading Saloon and Library, Smoking and Billiard Rooms, and Bath Room. Magnificent Carriages and Horses, the whole new, neat and elegant. All languages spoken. Ladies travelling alone will find here the greatest comfort and best attendance. The Hotel is under the patronage of King George I., the Emperor of Austria, and the Grand Duke of Mecklenburgh. **S. P. MAZZUCHY, Proprietor.** [263

HOTEL D'ANGLETERRE AND HOTEL LA BELLE VENICE,

Kept by Messrs. GAZZI, BROTHERS,

This First Class Hotel is very well situated on the North East Corner of the Esplanade, close to the Royal Palace, newly enlarged and considerably improved is,

UNDER the patronage of H.I.H. the Grand Duke Constantine of Russia, the Duc de Bordeaux, Comte de Chambord, and H.R.H. the Prince Frederick of Prussia. Splendid situation, near the Roya Palace. Large and Small Apartments, and Single Bed-rooms for Gentlemen. Excellent Table d'Hote. Reading Saloon. Smoking and Billiard-rooms. Pianoforte. Well appointed Carriages. Very moderate terms. English, French, and Italian spoken. [264

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GREUZNACH.

HOTEL ORANIENHOF, the largest first-class Hotel, very well situated in one of the most healthy parts of the town, and close to the Kurhaus; it comprises, in addition to well-furnished apartments, a newly fitted up Conversation Saloon and a fine Billiard Room, Baths. The strongest mineral water used for drinking, is supplied by the Hotel. Large Garden. Moderate charges. TH. PITHAN, Proprietor. [265

HOLLAND HOTEL.

Kept by FOLTYNSKI & WOOG.

THIS FIRST CLASS HOTEL, offers superior accommodation at very moderate charges to Families and Single Gentlemen, it is situated in the finest and healthiest part of the Town, surrounded by a beautiful garden, and is fitted up after the English and American style. Splendid large dining room. New Conversation Saloon. Good Airy Baths, excellent Kitchen. Adjoining the Hotel is a Private Boarding House, the prices of which are very moderate. Pension in Winter.

PRIVATE HOTEL DHEIL SCHMIDT.

A VERY highly recommended Family Hotel, newly furnished with elegance and comfort. The house is entirely surrounded by a large and beautiful Garden, and is situated close to the Kurhaus, Telegraph, and Railway Stations. Excellent *Cuisine*. Good Wines. Moderate Charges. Table d'Hôte. Private Dinners. Restaurant *à la Carte*. Reduced Charges in the Winter

PRIVATE HOTEL BAUM.

FIRST CLASS FAMILY HOTEL, best situated. Comfortable Baths. Beautiful Garden. Excellent Cooking. Choice Wines. Pension: Moderate Charges. Recommended.

J. B. BAUM, Proprietor. [267

CULOZ.

HOTEL FOLLIET.

(OPPOSITE THE STATION.)

THIS Hotel offers convenient accommodation to travellers coming from Paris, "en Route" for Italy, or coming from Italy and going to Paris and Geneva, who will by stopping a night at Culoz avoid great fatigue and get the pleasure of crossing by day-time to Burgundy, Savoy and the Alps. Rooms from 1 fr. 50 cts., with Wine, "Vin du Pays," and Sparkling Seyssel, much renowned.

N.B.—Travellers are respectfully recommended to ask for the Hotel Folliet. [269

DARMSTADT.

HOTEL AU RAISIN.

FIRST-RATE ESTABLISHMENT, NEWLY OPENED BY MR. C. STEMPEL
BEAUTIFUL SITUATION.
ENGLISH MANAGEMENT. ENGLISH AND FOREIGN NEWSPAPERS,
MODERATE CHARGES.
This Hotel offers a most agreeable residence. [270

HOTEL DARMSTAEDTER HOF.—A First-rate Hotel of old standing, superior accommodation for Gentlemen or Families. Two Coffee-Rooms, excellent Table d'Hôte. Suites of Apartments, with every comfort in the English style, at moderate charges. L. WIENER, Prop.

N.B.—This Hotel has been established more than half a century ago by the father of the present Proprietor. A lengthened residence in England enables Mr. WIENER to give especial satisfaction to English travellers. [271

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(CANTON DES GRISONS.) **DAVOZ PLATZ.** (SWITZERLAND.)

HOTEL AND PENSION BUOL.

A Large First Class House with 64 Bed Rooms, "Café," Billiard and Reading Rooms, Bath House for Douches, &c. Open all the year for Winter and Summer residence. Diligences stop at the Hotel. Pleasant route from Zurich through Davos to Upper Engadine. **Villa** with Kitchen and Five Rooms to let for Summer Season.

GASPAR BUOL, Proprietor. [272

HOTEL AND PENSION BELVEDERE.

FIRST Class Hotel, in the celebrated valley of Davos, 5,200 feet above the Sea Level, particularly recommended to English Travellers for its excellent Cuisine, comfortable Rooms, and sanitary arrangements, combined with most moderate charges. Pension including room, from 6s. 6d. and upwards per day. The English Chaplain resides in the Hotel, and the Service is held there both in Summer and Winter. F. C. COESTER, Proprietor.

DIEPPE.

HOTEL ROYAL.

Facing the Sea. LARSONNEUX, Proprietor.

FIRST CLASS HOTEL, the nearest to the Sea, the Casino and Bathing Establishment.

Table d'Hote. and Private Dinners.

OPEN THE WHOLE YEAR. 274

HOTEL DE LA PLAGE. Delightfully situated directly facing the Sea and close to the Baths. Madame J. B. Corgne is unremitting in her attention to the comfort of her visitors. Elegantly-furnished lofty apartments for large and small families. Old Wines and first-rate Cuisine, with very moderate charges. French and English spoken. Term made for the Winter Season. [280

HOTEL DU RHIN AND DE NEWHAVEN.

On the Beach, opposite the Casino.

FIRST CLASS CUISINE. MODERATE CHARGES.

RECOMMENDED. A. BOURDIN, Proprietor. [275

GRAND HOTEL DES ETRANGERS.

SUR LA PLAGE.

A New Hotel, directly opposite the Sea, near the Baths.

Table d'Hote. Moderate prices. Mr. JAVAULT, Proprietor.

GRAND HOTEL DES BAINS, Mr. MORGAN, Proprietor. This First Class Hotel, fronting the Sea, the Bath Establishment, and close to the Custom House, is unrivalled for its situation and its excellent accommodation. For many years this favourite Hotel has been patronized by the majority of English visitors to this fashionable watering-place of "La Belle Normandie." Prices will be found very moderate. Table d'Hote at 6 o'clock. Private dinners.

OPEN ALL THE YEAR. [277

GRAND HOTEL DE DIEPPE (Formerly Hotel Imperial)

FIRST Class Hotel on the shore, facing the sea. Rooms, large and small Apartments and Saloons. This Hotel is frequented by the best families, as well French as Foreign, and offers good accommodation and great comfort. Carriages and horses for Excursions, &c. Table d'Hote and private service. Interpreters for all languages. [278

DIEPPE—Continued.

HOTEL BRISTOL.

Facing the Sea, opposite the Baths.

RECOMMENDED.

D. AUTIN, Proprietor. [279

DIJON.

HOTEL DE LA CLOCHE, Mr. GOISSET, Proprietor. This Hotel continues to enjoy its old-established reputation, and offers English visitors all the accommodation they can desire. It is situated close to the Railway Station, and the objects of attraction in the town. Suites of Apartments. Good Table d'Hote. Carriages for drives. Omnibuses at the Station. English and German spoken. Large assortment of Burgundy Wines for wholesale [281

HOTEL DU JURA ET DU PARC, Messrs. DAVID & MERCIER, Proprietor This first-rate Hotel again greatly improved, is the nearest to the Railway Station, the Cathedral, and the Public Garden Saloons, Apartments and Rooms for Families. Table d'Hote. Private Carriages for hire by the hour. English Newspapers. Omnibuses to convey Passengers to and from each Train. English spoken. The greatest attention is paid to English Visitors. Divine Service celebrated in the Hotel from the 1st of May to the end of November, by a Minister supplied by the Evangelical Society. Burgundy Wines for wholesale exported to all parts. [282

DINANT.

HOTEL DE LA TETE D'OR.

ALEXIS. DISIERE, Proprietor.

ON the Grand Place, the most picturesque situation in the Town. Charming Garden with path leading to the ruins of the Citadel, from where a delightful view of Dinant and the Meuse is to be had. Large and Small apartments for Families. First Class Hotel. Recommended. [283

DINARD, ILLE ET VILAINE (Brittany.)

GRAND HOTEL DU CASINO.

THIS First Class Hotel the nearest to the Casino and Bathing Establishment. Splendid view from the Terrace adjoining the Garden of the Hotel. Private dining Saloons and Smoking Rooms. Table d'Hote at 11 o'clock a.m. and 6 o'clock p.m. Terms from 12 to 15 francs per day. Excellent cooking. Choice Wines. English Newspapers. Stabling.

L. BIARDOT, Proprietor. [284

GRAND HOTEL DE DINARD.

THIS Splendid First Class Hotel is situated in the most picturesque part of the Town, has upwards of 120 Bed-rooms overlooking the pretty Gardens of the Hotel. Conversation, Smoking and Billiard Rooms. Table d'Hote at 6 o'clock. Terms from the 1st July to 15th September, 12 francs per day. After the Season, 8 to 10 francs per day. Open all the year.

BOURONILLON, Proprietor, Successor to Mons. Nicolas. [285

DOLE, (France,) Jura.

HOTEL DE GENEVE

Kept by Mr. LOPPIN, successor to Mr. Flutsch.

COMFORTABLE and WELL-SITUATED HOTEL, with large Apartments, and well-furnished Rooms for families and single gentlemen. Strict attendance, good accommodation and moderate terms. Table d'hote. English spoken. [286

DRESDEN.

HOTEL DE BELLE VUE.

First Class Hotel. 150 Comfortable Rooms.

LUDWIG FEISTEL, Manager. [287

HOTEL DE SAXE.

OLD Established First Class Hotel, situated in the centre of the Ancient Town, in the immediate proximity of the Castle, the Theatres and Museum. Pension: 6 and 8 Marks per day, everything included. Moderate terms during the Winter.

CARL DORN, Proprietor.

VICTORIA HOTEL.

CARL WEISS, Proprietor.

THIS first-rate establishment, situated near the great Public Promenade, combines comfort with elegance, and has the advantage of possessing a spacious and beautiful garden. Two superior Table d'Hôtes daily. Private Dinners at any hour. During the winter. Board and Lodging at very moderate prices. [289

HOTEL ZUM GOLDENEN ENGEL.

(Golden Angel Hotel) Wilsdrufferstrasse, 4, 5, 6.

THIS Old Established First Class Hotel, considerably enlarged and lately re-furnished, fitted up with every convenience and comfort is situated in the centre of the Town, near the Theatres and the Royal Museums, offers the best accommodation to Families and Single Gentlemen. The undersigned takes the greatest care to give entire satisfaction to all visitors who will kindly honour him with their patronage. Baths in the House. English and French Newspapers. Moderate Terms. CARL ENGELL, Manager.

GRAND UNION HOTEL.

FIRST CLASS HOTEL, patronized by English and American Families.

CHARGES MODERATE.

Pension: from 6 to 9 marks a Day. RICHARD SEYDE, Proprietor.

DUSSELDORF.

HOTEL DE L'EUROPE, opposite the Cologne, Minden, Berlin, Dutch, and Elberfeld Railway Stations, near the Rhine. This first-rate and highly recommended Hotel between the two largest Promenades, quite freely situated, with a tower, wherefrom one has a beautiful view over the town and country, has elegant rooms for Families and single Gentlemen. The waiters speak French and English. The prices are moderate, and arrangements made with Families during the winter months. Mr. J. KUNDGEN, Proprietor, Successor to Mme. GOETZEN.

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DUSSELDORF—Continued

EXHIBITION OF INDUSTRY.

Of all the Rhenan Countries, Westphalia and neighbouring District, in combination with the German General

EXHIBITION OF FINE ARTS.

DUSSELDORF, 1880.

THE MOST IMPORTANT EXHIBITION IN GERMANY.

Duration: from May 9th, to the end of Sept.

Close to the Exhibition are Special Stations of the BERG and MARK, COLOGNE, MINDEN, and RHENAN RAILWAYS.

At the Office Bazarstram, 5, Dusseldorf, all particulars and information are given gratuitously. [754

EAUX BONNES.

GRAND HOTEL DE FRANCE.

OPEN all the year, is known for the most comfortable Hotel of the Pyrenees. "Restaurant." Table d'Hôte. Private Saloons. Billiard Room, Reading Saloon with 3000 volumes in different languages. English Servants. Good Fishing. [293

EMS.

HOTEL D'ANGLETERRE.

F. SCHMITT, Proprietor.

THIS First Class Hotel is in the best situation of Ems, opposite the Royal Baths, with a beautiful garden, and combines every comfort; moderate charges, excellent cooking, and choice wines. Reading, Music, Billiard, and Smoking rooms.

Arrangements, on very reasonable terms, are made at the early and late part of the season.

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ENGELBERG.

HOTEL & PENSION DU TITLIS, CATTANI, Proprietor.—This Hotel is fitted out with every comfort; containing 80 Beds, Ladies' Sitting Room, Reading, Billiard, and Smoking Rooms. English, French and German Newspapers. English Service every Sunday. The best starting place for ascending Mount Titlis (18 miles): good guides; tariff 10 frs., the same as at Engstlen (See Berlepsch). Very nice excursions on the glaciers of Ure Rothstock, Schlossberg, and Grossen.

HOTEL & PENSION DE L'AIGLE, belonging to the same Proprietor. Excellent Hotel new, cool and lofty dining-room; clean and well furnished rooms at moderate prices. Warm and cold Baths.

ETRETAT.

HOTEL HAUVILLE.

ON the shore, near to the Baths and the Casino. Well-furnished Rooms and Saloons overlooking the Sea. This comfortable, clean, and well situated Hotel, is already patronized by English Families. [295

FLORENCE.

GRAND HOTEL DE LA VILLE, C. AUTENRIETH, proprietor.—Situated on the Lungo Arno Nuova, Piazza Manin and Borgognissanti, with a southern aspect, and fitted up in the English style, it affords great comfort, and may be considered one of the finest Hotels in Italy. It contains 130 bed-rooms and 20 sitting-rooms, all of them large and airy. Large dining-room; Reading and Smoking-rooms. "Table d'Hote." All principal European papers taken in Omnibuses to and from every train. [296

GRAND HOTEL DE RUSSIE.

THIS Hotel contains all the modern comforts, and is placed under the immediate superintendance of the Proprietor himself, who understands English comfort, and spares no pains to satisfy his numerous guests. Beautifully situated on Piazza Manin and Lung'arno. Prices strictly moderate. **Tomassetti**, Proprietor. [297

GRAND HOTEL NEW YORK situated Lungo L'Arno, with a southern aspect and at some distance from the Waterfall, which is disagreeable to most travellers. This Hotel is fitted up in the English style for the comfort of Families, and may be truly reputed as one of the best in Italy. The Rooms are adapted for large and small Families, and also for single Gentlemen Table d'Hôte Baths in the Hotel Reading Rooms. Good attendance and very moderate charges [298

GRAND HOTEL DE MILAN, Messrs. NUCCI BROTHERS, Proprietors.—This Hotel is very well situated, 12, Rue de Cerretani, close to the Cathedral and near the Railway Station, one of the best situations in the centre of the town, and with a south aspect. Large and small apartments. Table d'Hote Baths. Private Carriages. Omnibuses at every train. The Hotel is conducted quite in the English style. The prices are moderate; and arrangements, per week can be made with families during the winter months. Pension from 8, 9, and 10 frs. a day.

HOTEL PORTA ROSSA.

MR. BASSETTI, Prorietor, speaks English. The largest, most comfortable and in every respect the best Hotel in the centre of the City, and with first-rate Restaurant. Highly recommended to Scholars and Families who wish to unite economy with good accommodation. "Table d'hote" at 4 frs. Good rooms from 2 frs. Pension from 7 frs. per day. Reading-room, with several English and other papers. Ladies' Drawing-room, with piano. Omnibus at all trains. Mrs. BASSETTI, is English. N.B.—Several furnished Apartments with Southern aspect and garden, 4, Via Scala.

Hotel Pension des Iles Britanniques, Rue de la Scala, same Proprietor. Opened in January, 1877. A family Hotel, full south. The only Hotel in Florence with a large beautiful garden. Pension from 7 frs. per day. Advantageous arrangements can be made for a protracted stay [299

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FLORENCE—Continued.

HOTEL DE LONDRES,

Formerly HOTEL DE L'UNION, 48, VIA DELLA SCALA.

PATRONISED by American and English Families. Recommended for its excellent position, in a garden, full south. Newly furnished and renovated by its present Proprietor. This charming Hotel is only five minutes from the Railway, and on the direct "passeggata" to the Cascine. Reasonable Pension charges. For a sejour from 8, 9, 10 frs., three repasts and room included.

FRITZ SCHNEIDER, Proprietor, late Manager at the Grand Hotel at Cannes.

HOTEL DE L'UNIVERS.

FULL SOUTH. Every comfort of the best Hotels. Spacious suite of apartments for Winter sejour. Beautiful Garden. Mr. S. BARSANTINI, Manager. Pension arrangements. Moderate charges. Recommended to English and Americans. (N.B.—Table d'Hote, Wine included.) G. M. SCHILLER, Propr.

OMNIBUS AT ALL TRAINS.

PHARMACY OF THE BRITISH LEGATION.

H. ROBERTS & CO.,

17, Via Tornabuoni and 2, Piazza Manin.

Prescriptions prepared by English assistants with drugs from the best London Houses.

French and German Mineral Waters. [308

FRANKFORT-ON-THE-MAINE.

FRANKFURTER HOF,

(Grand Hotel de Francfort).

First class Hotel at FRANKFORT ON THE MAINE, situated on the "Kaiserplatz," near the Railway Stations.

Manager: J. FAUCHERE SCHIMON.

Fixed Tariffs. Rooms 2 Mks. 50. (2s. 6d.) and upwards.

No charge for the usual lights, attendance, and fires.

Boarding terms: Mks. 8 to 10 per day.

Large Dining Saloon for 300 persons. Restaurant and Breakfast Rooms.

DRAWING, LADIES, AND READING ROOMS.

SMOKING AND CARD ROOMS. GARDEN.

250 Apartments containing 350 beds. 20 Private Sitting Rooms

Hot and Cold Baths on each floor. Lifts for Travellers and Luggage

Postal and Telegraph Office. Sale of Railway and Steam Boat Tickets.

OPENED IN JUNE, 1876. [309

THE ROMAN EMPEROR, an Hotel of European celebrity, much frequented by English travellers; distinguished for its elegance, comfort, and attention. Charges moderate Proprietors, Messrs. Lohr and Uten. [305

BOARDING-HOUSE.

MYLIUS STRASSE, No. 22, W.

FIRST CLASS ESTABLISHMENT. Elegant Villa, well situated. Excellent Kitchen. Best reference. Moderate prices. [306

FREIBURG IN BREISGAU, DUCHY OF BADEN.

SOMMER'S ZAHRINGER HOF HOTEL.—This Establishment is now transferred to the **New Zahringer Hof**, opposite the Railway Station, which has been newly built expressly for the Hotel, and has been fitted up in the most comfortable manner possible. It commands a beautiful view of the Black Forest and Vosges Mountains, and will be found a most desirable and pleasant residence. Baths in the Hotel. French and English Newspapers. English spoken. Moderate prices. Board during the winter. English Church Service on Sundays.—Proprietor, G. H. SOMMER. [307

GENEVA. (SWITZERLAND.)

GRAND HOTEL DE RUSSIE

AND ANGLO-AMERICAN HOTEL.

QUAI DU MONT BLANC. A First Class Hotel, finest situation and best view of the Mont Blanc. Arrangements during the whole year. Lift of the Newest style (*E. Henriebise, Paris*). Bath in the Hotel. **A. F. RATHGEB, Proprietor.** [309

HOTEL DE L'ECU.

THIS unrivalled and admirably conducted Hotel has long enjoyed an extensive and high reputation among Travellers. Situated in the finest part of the town, and facing the lake it commands a beautiful view of the environs. Its accommodation (120 Rooms and Saloons) is of so superior a character, that tourists will find it a highly desirable place of residence or of temporary sojourn. Table d'Hote at One and Five o'clock. Pension from 8 frs. per day. Rooms from 2 frs. New Reading and Smoking Rooms. Baths.

New Proprietors, **HAAKE, BROTHERS.** [310

HOTEL DE LA COURONNE.

First-class English Family Hotel.

On the Grand Quai; splendid situation, facing the English Garden and the Lake.

For Families and Single Gentlemen. Every modern comfort.

Moderate Charges. Mme. Vve. F. BAUR, Proprietress. [311

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GENEVA. (Switzerland)—Continued.

PENSION MAGENAT.

ONE of the best Pensions in Switzerland, under the immediate superintendence of Mrs. MAGENAT. Good accommodation, moderate terms. Very well situated. [312

F. PIGUET.

CIGARS.—Maison des Trois Rois, Place Bel Air, No. 2, near the Post-office, Tobacco and Cigars of all the Régies. Importer direct of Havannah Cigars Great assortment of Pipes and Cigar Tubes. Rare Cigars warranted genuine. [313

WATCHES.

Fine Watches of every description made at PATEK PHILIPPE.

SOLD WITH CERTIFICATES OF GUARANTEE.

MODERATE PRICES.

Travellers are admitted to visit the Works, 22, GRAND QUAI. [314

GENOA.

GRAND HOTEL DE GENES.

MESSRS. L. BONERA AND BROTHERS.

(PLACE CARLO FELICE, the most beautiful situation in the City.)

THIS magnificent and first-class Hotel, formerly the Palazzi Marchese Spinola, was newly opened and entirely refurnished about two years ago. Its situation, opposite the celebrated Theatre "Carlo Felice," and in the vicinity of the English Church, the Post-Office, the principal Public Buildings, and free from the noise of the Railway, contributes to render this Hotel a most desirable residence. Large and small apartments, fitted up in the most elegant style. Table d'Hote. Reading and Smoking Saloons. Baths, &c. Omnibuses from the Hotel meet every train. [315

GRAND HOTEL ISOTTA,

7,—RUE DE ROME—7.

In the prettiest part of the Town. First Class Hotel. Newly built.

HOTEL DE FRANCE,

Palais Adorno. No. 1, Place de la Bourse, 1.

ON THE HARBOUR.

The Hotel de Geneve, and Hotel Central, Naples, and the Hotel Quisisana at Castellamare, belong to the same proprietors, Messrs. Isotta Brothers

HOTEL DE LA VILLE.

H. ENGEL, Proprietor.

BEAUTIFULLY situated in the centre of the town, overlooking the Sea and the environs. Highly recommended, especially to English and American travellers. Omnibus waiting for all Trains. The same Proprietor of the Grand Hotel and Pension Anglaise Nervi (near Genoa.) [307

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GENOA—Continued.

MANUFACTORY AND DEPOT OF SILVER AND GILT FILIGREE WORKS OF EMILIO FORTE,

No. 155 and 157. VIA OREFICCI, GENOA.

Prize Medal Awarded—London Exhibition, 1862.

Honoured with a First Class Medal from the Paris Universal Exhibition, 1867; Vienna, 1873. "Medaille du Progrès," Philadelphia, 1876; of the National Academy, Paris, 1878. Honoured with the "Croix de Chevalier de la Couronne d'Italie," 1870. Recommended.

The Gilt Articles are Warranted Double Gilt [318

SPECIALITY OF THE GENOESE INDUSTRY
RAFFAELE COSTA e C.

17, Via Giulia. 17.

Large Manufactory and Depot of Coral Works of every description.

Recommended especially to Merchants, Jewellers, and Exporters, as a house having on sale one of the largest assortments of Coral. Orders executed with careful attention and in the shortest time. Quality warranted extra. Samples and Cosrant Price Notes sent on demand. [319

GHENT.

HOTEL ROYAL, PLACE d'ARMES. This Hotel is situated in the centre of the Town, contiguous to all the public establishments, and Railway Station. Travellers will find every comfort at this Hotel, and experience prompt attention from the attendants. Arrangements made with families at very moderate prices during the Winter Season. [320

HOTEL DE LA POSTE.—PLACE D'ARMES. Mr. A. Vande Putte, Proprietor of the Hotel, now begs to inform English Travellers that he has succeeded Mr. Dubus in the above well-known, first-rate, and beautifully situated Establishment, which affords extensive and superior accommodation for families and single gentlemen. In taking the above-named Hotel de la Poste, Mr. Vande Putte is enabled to offer suitable accommodation to the most opulent families, and to commercial gentlemen, and pledges himself to spare no exertions to deserve the continuation of patronage of all classes of travellers.

During the winter season arrangements are made with families on moderate terms. [321

HOTEL DE VIENNE.—Mr. Rossman, proprietor. This Hotel is admirably situated for tourists and commercial gentlemen, in the centre of the town, near the celebrated cathedral of St. Bavon, and the principal public buildings. The *cuisine* and wines are of first rate quality, and the Hotel de Vienne affords excellent accommodation at moderate prices. Table d'Hote at 1 and 5 o'clock. Omnibus to and from the trains. Fare 75c., luggage included. Mr. Rossman is also proprietor of the Hotel de Flandre, Bruges. [322

GIBRALTAR.

ROYAL HOTEL.

CENTRAL SITUATION.

Baths in the Hotel. Excellent Table d'Hote at Seven o'Clock.

ALL LANGUAGES SPOKEN. TIMES DAILY. [323

GIESSBACH.

(Berner Oberland.) **SWITZERLAND.** (Berner Oberland.)

SCHWEIZ SUISSE.

HOTEL AND PENSION FLUCK.

GLION.

GRAND HOTEL VICTORIA.

FIRST Class Hotel, situated in one of the most commanding positions of this charming summer Station, so much frequented by lovers of Lake and Mountain scenery. W. MULLER, Proprietor. [339

GRENOBLE.

GRAND HOTEL DE L'EUROPE.

PLACE GRENETTE.

FIRST CLASS HOTEL, the most recommendable for its situation and comfort. It possesses the best testimonials of English Families. Arrangements made for a protracted stay. Omnibus at the Station. BESSON, Proprietor.

GRIESBACH

BATHS OF GRIESBACH (Grand Duche de Baden.)

SITUATED in the centre of the Black Forest. Railway Station, OFFENAU 8 First Class Springs of Ferruginous Mineral Water. Excellent Baths for Chronic and Anhem diseases. Splendid situation 1800 feet above the level of the Sea. 250 Rooms English and American comfort. Mrs. MONSCH JOCKERST, Proprietress. [337

THE HAGUE.

HOTEL BELLE VUE.—C. J. Van Velsen, Proprietor.—This favourite and first-class hotel, pleasantly situated opposite the Royal park, and the Rhine Railway Station, in the most delightful part of the Hague commanding a beautiful prospect near the promenade and public buildings, is refitted up in a very superior style, and is conducted by the new proprietor, in a manner to render it deserving the patronage it enjoys among the nobility and gentry. English travellers will find it a most desirable residence for comfort and accommodation which nothing can surpass, and for civility and attention. Extensive garden. Arrangements made by the month on favourable terms. English and Foreign newspapers. ☞ Table d'Hote [331

HOTEL PAULEZ, KORTE VOORHOUT.—This first-rate Hotel, situated in the finest quarter of the city, in the vicinity of the Theatre Royal, the Museum, and the Park, cannot be too highly recommended for its accommodation, the excellence of its Table d'Hôte and Wines, added to the attention and civility shown to all Travellers. English and American Newspapers. Proprietor, F. PAULEZ. [328

HOTEL DE L'EUROPE.

LANGE HOUTSTRAAT.

THIS large and commodious first class Hotel, situated in the centre of the principal objects of attraction, offers to visitors most excellent accommodation at moderate charges. A liberal Table d'hôte at FIVE o'clock. H. J. BONGERS, Proprietor. [329

HOTEL DU VIEUX DOELEN; proprietor J. J. VAN SANTEN TOURNOOIVELD, 5.—This first-rate Hotel, patronised by the high class of society, is delightfully situated in the vicinity of the Royal Park and public buildings. It may be ranked for its comfort and good accommodation, amongst the best first-class Hotels on the Continent. Splendid and lofty dining-room for its "Table d'Hôte." Beautiful garden for the use of visitors. Letter-box. Foreign newspapers. Excellent Cuisine. [330

HAMBURG.

ENGLISH HOTEL,

2, Admirattat Strasse.

WELL situated Hotel, near the Exchange and the Harbour, affording good accommodation for Commercial Gentlemen. Good Cuisine and good Wines. Charges very moderate. **Mr. FICK, Proprietor,** speaks English. [334

HOTEL ST. PETERSBURG.

THIS First Class Hotel, is most advantageously situated in the principal promenades, immediately facing the Alster Bassin, and contains elegantly furnished large and small appartments for families and single Gentlemen. It may be observed, that the proprietor thoroughly understands the requirements of English and American families, and spares no pains to make this Hotel deservedly patronized and recommended. English and French Newspapers. Public rooms. Baths and every modern requisite. Charges strictly moderate. **G. REUTER, Propr.**

HOTEL DU BELVEDERE.

WELL appointed First Class Hotel, advantageously situated on the Alster Bassin Large and small appartments for families and Gentlemen. Good Cuisine and Wines Charges moderate. N.B. Lights and Service not charged.

L. HENER, Proprietor. [333

HOTEL DE L'EUROPE.

FIRST CLASS FAMILY HOTEL, situated on the Alster Basin, the fashionable quarter of the Town, close to the promenades the most frequented. The Proprietor, who speaks English, is fully acquainted with English wants, and spares nothing to make his visitors as comfortable as possible. Table d'Hote. Restaurant "a la Carte." Hydraulic Lift. Terms moderate. English Newspapers. Recommended. [728

HANOVER.

UNION HOTEL.—This well-known first class and favourite Hotel, for private families and gentlemen, is beautifully and cheerfully situated right opposite the Railway Station Elegance and comfort combined. English and French spoken. The utmost attention and civility. A regular Table d'Hôte, and private dinner to order. Baths in the house. Private carriages always ready. English and French Newspapers. The Hotel is open all night. The New Proprietor, Mr F. VOLKERS, has just opened a very fine Coffee room and a beautiful Refreshment room attached to the Hotel. Pension 6 frs a day, everything included. Patronized by His Royal Highness the Duke of Cambridge, and Duchess of Teck. [536

HOTEL ROYAL, immediately opposite the General Railway Station for Brunes, Berlin, Brunswick, Cologne, Hamburg, &c., admirably situated, in the best part of the city The *Cuisine* and Wines are of first-rate quality, and the accommodation excellent for families or single travellers. The Reading-room is well supplied with Newspapers and Periodicals. A beautiful garden for the use of visitors. Table d'hote at 1 and 4 o'clock, and private dinners to order. Private Carriages. Baths. English and French spoken. [335

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HAVRE.

HOTEL DE L'EUROPE, Rue de Paris.—The situation of this well-known and old established Hotel is central and convenient for every part of Havre, from its immediate vicinity to the Theatre, the Exchange, the Docks and the Quays. Visitors will find superior accommodation at reasonable prices. It can be highly recommended for its comfort, cleanliness, and excellent Table d'hote, &c. The Railway Booking Office is next door to the Hotel. Restaurant à la carte. Omnibuses to and from the Railway Station and Steamers. [339

GRAND HOTEL ET BAINS FRASCATI.

FIRST Class Establishment; entirely re-built in 1871. The only Hotel in Havre situated on the banks of the Sea. Mr. J. DESCLEVES, Manager. Moderate charges. Open all the year. [338

GRAND HOTEL DE NORMANDIE,

RUE DE PARIS.

FIRST Class Hotel, exceedingly well situated in the centre of the Town. Apartments for Families. Music and Conversation Saloons. "Table d'Hote." Restaurant à la Carte. English and German Spoken. M. DESCLOS, Proprietor. [341

HOTEL D'ANGLETERRE,

Rue de Paris, 124 and 126.

EXCEEDINGLY well situated in the best quarter of the town, opposite the Town Hall, is recommended for its comfort and moderate charges. Apartments for families Rooms from 2 to 5 frs. Breakfast 2 frs. Dinners at table d'hote 3 frs., English Spoken.

HEIDELBERG.

HOTEL EUROPE, HEIDELBERG.

THE above is the most beautiful and best situated Hotel in Heidelberg standing in its own extensive Gardens, which are Free for the use of the Visitors. Fine Reading Room.

Omnibus of the Hotel at the Station. Terms strictly moderate.

HARFELI GUJER, Proprietor.

Mr. H. G. exports, at wholesale prices, Wines and Swiss Alpine Honey.

Railway Tickets are issued in the Hotel. [343

CASTLE HOTEL.

FIRST Class Establishment, beautifully situated, in the middle of the Park Schloss, commanding a most splendid view. It is fitted up with all the comfort of the present time: 80 splendid Apartments elegantly furnished, 21 Balconies, Magnificent Dining-rooms with outlets on four superb platforms. Terrasses. Three Tables d'Hôte every day. Private Dinners. Reading-room and Smoking-room. English and Foreign Newspapers. Famous all the year at moderate charges. English, French and Italian Spoken. Omnibuses from the Station to the Hotel 1 mark.

Imperial Telegraph and Post Station in the house

Proprietor: H. Albert, formerly proprietor of the H. de l'Europe, Mannheim. [344

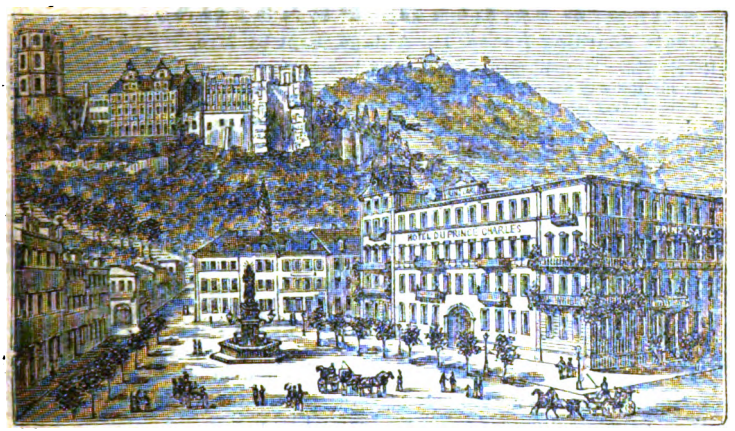
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HOTEL DU PRINCE CHARLES,

SOMMER and ELLMER, Proprietors.

Considerably enlarged by a new building, containing a splendid Dining-room, Breakfast-room, Reading-room, and Smoking-room.

The nearest to the Castle, and commanding a fine view of the Ruins.



THIS Hotel patronised by their Royal Highnesses the Prince of Wales, and Prince Alfred, is without question the best situated and most frequented in the town; it possesses an excellent cuisine and is favourably known for its clean and airy bedrooms, good attendance, and very reasonable prices. Reading-room supplied with the London Times, Galignani's Messenger, and American papers, &c. Superior tables d'hôte at 1 and 5 o'clock. Mr. Sommer exports wines to England at moderate prices. Baths in the hotel Arrangements can be made for a protracted stay. Omnibuses to and from the station.

Railway Tickets issued, and Luggage registered in the Hotel. [342

KRALL'S HOTEL DE DARMSTADT.

FOUR MINUTES FROM THE STATION.

THIS Hotel is beautifully situated on the Bismark Square, with a view on the Neckar and the new Bridge. Reading room supplied with English and French Newspapers. It is recommended for its airy and comfortable rooms. Excellent Cuisine and Wines. Pension. Moderate charges. [345

HOTEL DE HOLLANDE, quiet and delightfully situated on the banks of the Neckar, and commanding a fine view of the opposite romantic mountain scenery, the nearest to the landing-place of the Steam boats and close to the Castle. Mr. Spitz, the proprietor, well known for his solicitude to promote the comforts of his guests, has lately, at considerable expense purchased a large building on the banks of the Neckar, contiguous to his hotel, and has converted the slope into a garden for their exclusive use. Table d'Hote at 1 and 5 o'clock. Reading-room supplied with English, French, German, and Dutch Papers. Piano. English and French spoken. Terms moderate [346

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HEIDELBERG—Continued.

PENSION ANGLAISE.

PRIVATE BOARDING HOUSE,

Situated 49, Anlage, on the chief promenade in the public garden.

Conducted by Miss SUTTON. Table d'hote at Six o'clock. Moderate charges

ENGLISH PENSION.

Private Boarding House, 18, Anlage, kept by Mrs. ELLERMAN.

LARGE Fine House, situated in the best part of the Public Promenade near the Railway Station, and the English Church. The house is well furnished, and the Garden which is very large, extends up the side of the Grisberg, and commands a beautiful view.

Terms from 21 to 30 Shillings the Week.

MADAME NEBEL, Carlsstrasse, 16.

BOARD AND LODGING to be had at moderate terms in a private German Family of good standing. The Rooms are most comfortably furnished, and present from their windows a splendid view of the Castle Hill, crowned by its grand old ruins. The situation of the house is most advantageous. It stands at the foot of the loveliest part of the Castle Hill, its extensive and beautiful old grounds adjoin, and open into those of the Heidelberg Castle. The House is also close to the two principal squares of the Town.

HOTEL AND PENSION LANG.

VERY agreeable residence in the neighbourhood of the Railway Station, greatly enlarged. Is particularly recommended to Families. Reduced prices for a protracted stay. [350

THE ADLER HOTEL.

IN the Grand Place, commands a beautiful view of the celebrated Castle of Heidelberg, and is close to it. English and American Families and single Gentlemen will find this house one of the most comfortable, combining excellent accommodation with cleanliness and moderate charges.—(See Murray, page 531.) The Reading-room is supplied with the London News and American papers. The hotel is superintended by Mr. Lehr himself, who speaks English and French, as do the servants. Omnibus at every Train.

There is also a fine pond of Trout in the yard of the Hotel, where they are always to be had fresh. Arrangements can be made at moderate terms, for a protracted stay. [739

HOMBURG, OR HOMBURG LES BAINS.

BATHS OF HOMBURG,

Half-an-hour from Frankfort on the Maine.

MINERAL SPRINGS very salutary in diseases of the STOMACH and the LIVER, in attacks of the GOUT. UNRIVALLED SUMMER CLIMATE, beneficent in NERVOUS DEBILITY. Magnificent Kurhouse open all the year round. Excellent orchestra, opera, regattas, illuminations. Lawn Tennis, Cricket, and Croquet. Shooting and Fishing. Vast park. Comfortable hotels and private houses at moderate charges. [357

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HOMBURG OR HOMBURG LES BAINS—Continued.

ROYAL VICTORIA HOTEL.

Has been Patronised by His Royal Highness the PRINCE OF WALES, and several other Royal Personages.

FIRST-RATE for families and single gentlemen, close to the Springs and the Kursaal; one of the finest and best situated Hotels in the town. Newly enlarged, 115 Rooms, 4 Saloons, some overlooking the fine Taunus Mountains. It has been patronised by His Royal Highness the Prince of Wales, and several other Royal personages The Proprietor, who has been for years in first-class hotels in London, offers visitors the advantages of good and comfortable accommodation. Airy and quiet Apartments. Splendid covered Veranda, and fine garden. At the early and late part of the season arrangements are made on very reasonable terms. All the attendants speak English. Best French and English cooking. Excellent Wines. Moderate charges. Best Stag Shooting from August the 1st, till November the 1st. Roebuck Shooting, Hare and Partridge Shooting, as well as good Trout Fishing, free for the guests of the Hotel.

GUSTAVE WEIGAND, Proprietor. [351

HOTEL DE RUSSIE

First Class Hotel,

One of the best in the Town, commanding a Magnificent View.

FAVOURABLY known for its elegance, cleanliness, and kind attendance. Newly and greatly enlarged Conversation Room elegantly fitted up. Splendid Dining Room &c. Well-furnished Apartments for Families and Single Gentlemen. Large and beautiful garden Good cellar; excellent Cooking Moderate charges. Arrangements made in the early and later part of the Season at moderate terms. F. A. LAVDIS, Proprietor.. [352

HOTEL DE L'EUROPE, opposite the Kursaal and near the Baths and Wells. A well known and favourite establishment, newly fitted up, with all modern requirements. Every attention is paid to Families and Visitors. First rate Table d'Hote. Excellent Wines. Moderate charges. Beautiful garden. Recommended in every respect.

GEORGE SCHMIDT, Proprietor. [353

HOTEL DES QUATRE SAISONS, and VILLA, with the finest views of the Taunus, kept by Mr. W. SCHLOTTERBECK.—This first-rate House is exceedingly well situated near the Sources and the Kursaal. It combines every comfort desirable, with moderate charges. Large and small Apartments. The Hotel has been lately restored and embellished by a large building, with a new Dining Room, large Reading Room and Smoking Room It has a beautiful Garden for the use of visitors Baths in the House. Hare and Partridge shooting at the free disposal of visitors. Arrangements at moderate prices, at the early and later part of the Season. The Proprietor deals extensively in Wine. [354

HOTEL DE BELLE VUE.

FIRST Class Hotel, exceedingly well situated, opposite the Park of the Cursaal, close to the springs. English and American Families or Single Gentlemen, will find this Hotel one of the most comfortable, combining excellent accommodation, with cleanliness and moderate charges. Best French and English cooking. Excellent Wines. Hare and partridge shooting free.

H. ELLENBERGER, Proprietor. [355

HOTEL DE HESSE.

FIRST CLASS HOTEL, situated in the best part of the Town, opposite the Springs and Gardens, near the Post and Telegraph Offices Large and Small Apartments. Table d'Hote and "Restaurant" à la Carte, Every comfort secured to Travellers Rooms 2 M. 50, 3 & 4 M. During the Spring, Autumn and Winter very reduced prices. "Restaurant" in the Garden, and beautiful Saloons.

L. A. FREY, Proprietor. [356

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HONFLEUR.

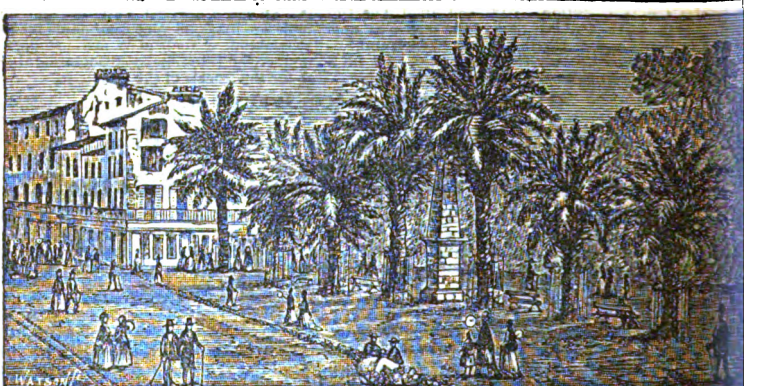
PENSION DE FAMILLE.

MAISON DU MONT-JOLI.

MAD. RAYMOND-POGNON, Proprietor.

FIRST Class Establishment. Charming situation. Much frequented by English Visitors. Conversation Room with Piano. Reading Saloon. Smoking Room. Excellent Cuisine. Moderate terms. (N.B.) Steam Boats direct from Littlehampton to Honfleur.

HYERES (Var.)



HYERES.

THE warmest winter resort on the French Coast of the Mediterranean. Exquisitely situated on the slopes of a hill overlooking the Sea, which is distant about three miles. Celebrated for its Palm Groves and tropical vegetation. Pine Forests, &c.

There are first rate Hotels Pensions, and Villas. It is 10 miles from Toulon, and 10 minutes from the Railway Station. Omnibuses and Carriages from all the Hotels meet the Trains. English church.

Every information will be forwarded on application. Address:—Le Secretaire de l'Administration Municipale la Mairie, Hyeres (Var.)

GRAND HOTEL DES ILES D'OR.

THIS splendid First Class Hotel is the largest in the Town; charmingly situated and surrounded by a most beautiful garden. The cuisine is intrusted to one of the first cooks from Paris, and the cellar contains the best of Wines. Dining-room for 200 persons. Drawing room facing the south, and decorated by pictures of a celebrated painter. Smoking-room, Billiards, Baths. Boarding from 10 frs. per day. Omnibus meets every Train.

E. WEBER, Proprietor.

GRAND HOTEL D'ORIENT.—This First-Class Establishment is beautifully situated, commands a view of the Sea and Islands of Hyères, and is sheltered from the "Mistral." The Hotel contains Apartments comfortably furnished; a Saloon for Ladies, and a Smoking Room. Terms Moderate. Special arrangements for the Season. The Proprietor Mr. CAUVIN, has resided in England. Omnibuses at the Station.

HYERES—Continued.

HOTEL ET PENSION DE L'ERMITAGE.

BEAUTIFULLY situated in the Pine Forest, well sheltered and commanding magnificent view of the Mediterranean and the Iles of Hyeres. Under English Management. Recommended. Greatly enlarged. Billiards. Omnibus to and from all Trains. Full sized Lawn Tennis ground, shaded by Olive Trees. A. PEYRON, Proprietor.

HOTEL DES AMBASSADEURS.

AUGTE. SUZANNE, Proprietor.

FIRST Class establishment, newly re-built in a position, one of the warmest and best sheltered of Hyeres. View on the Sea. Rooms full South. Coffee and milk for Breakfast, with dinner at Table d'Hôte from 8 to 12 frs. per day. Reading Saloon. Omnibus at the Station. [363

HESPERIDES HOTEL AND PENSION,

One of the most Comfortable and Economical Hotels in the South of France.

ENGLISH HOUSE, highly recommended. Situated in one of the healthiest parts of Hyères. First Class accommodation. Apartments, with Board, from 7 fr. to 10 fr. a day, according to the floor and Room. English Newspapers taken in.

W. MARTIN, Proprietor. [364

INNSBRUCK

HOTEL DU TYROL.

FIRST Class establishment, close to the Railway Station, opened three years ago by the Proprietor of the now closed Hotel d'Autriche. This splendid building commands the most beautiful view over the valley and mountains from all sides of the house, and contains over 150 Bedrooms, and Saloons. Reading and smoking rooms, Breakfast Restaurant, and Table d'Hote Saloons, etc. All modern comfort combined with moderate charges. Special arrangements made for protracted stay. CARL LANDSEE, Proprietor, formerly manager of the "Hotel du Parc," Lugano. Birds-eye view from the "Belveder" (at the top of the house) over the Town, and the beautiful valley. [365

HOTEL DE L'EUROPE, kept by J. REINHART.—A new and well-furnished Hotel, conveniently situated, just facing the splendid valley of the Inn, opposite the Railway Station. Excellent Table d'Hote and private dinners. Arrangements made at very reasonable prices. Well-furnished Apartments. English newspapers taken in. Splendid situation, commanding a fine view of the mountains. English spoken [366

INTERLAKEN.

HOTEL AND PENSION BEAU RIVAGE.

NEWLY AND ELEGANTLY BUILT.

IN a delightful open position on the Höheweg, with a splendid view of the Jungfrau Near the Roman Catholic Chapel, the Scotch Free and the Protestant French Churches, the beautiful new Aarbridge, the landing places of the Steamers of Briens and the shady walks of the Hohbuhl and environs. Magnificent walks and shady places, belonging to the Hotel. Conversation, Reading and Smoking Rooms. Swimming, douche and warm baths. Elegant carriages, horses and guides for Mountain Excursions. Table d'Hote twice a day. Dinners à la Carte. Omnibus waiting at the landing places. Rooms from 2 frs., Table d'Hote, 4 frs. English comfort.

Kept by Mr. HY. REGLI, for many years Proprietor of the Falcon Hotel at Berne.

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INTERLACHEN—Continued.

HOTEL DES ALPES.

THIS HOTEL is surrounded by the Largest Shady Garden, commanding a full view of the Glaciers. Warm and cold Baths on each floor.

JACOB MAURER KNECHTEUHOEFER, Proprietor.

KISSINGEN.

HOTEL SANNER.

FIRST Class Family Hotel of good reputation for its comfort, cleanliness, and good Cuisine. Beautiful situation with open views. Well furnished large and small apartments. Three Minutes from the Kurhaus, Springs and Garden. The only Hotel in Kissingen fitted up with the latest improved Sanitary Water appliances. Charges strictly moderate.

SCHMIDT, Proprietor.

HOTEL VICTORIA.

FIRST CLASS HOTEL, opposite the Rakoczy Fountains, and the Baths. Large and airy Rooms, with splendid views, extensive Garden and Park, connected with the House. Charges moderate.

H. CULMBACHER, Proprietor. [730

KONIGSWINTER.

HOTEL DE BERLIN, Mr. L. Koch, Proprietor.—Visitors wishing to pass a few days in the vicinity of the Drachenfels, will find excellent accommodation at this Hotel, which commands splendid views, and has one of the finest Terrasse Gardens on the Rhine. All the Steamers call at Konigswinter to land or embark passengers. Flying Bridge Ferry across the Rhine, thence per rail to Coblentz, Bonn, or Cologne. Advantageous arrangements made with Families. [732

HOTEL DE L'EUROPE.

THIS FIRST CLASS HOTEL, situated opposite the landing-place and the Station, commands a beautiful view over the Rhine and the Seven Mountains, and recommends itself to English Travellers for its good accommodation, &c., and moderate charges. The Prince of Wales favoured this Hotel with his visit in 1857. W. KIRCH, Proprietor. [731

LANZAROTE (Canary Islands.)

HOTEL DE LA MARINA.

SPLENDID Sea view. Inclusive Terms 4 Shillings per day. Living exceedingly cheap. Finest climate in the World. Yachtsmen will find an excellent and safe Harbour. Well appointed French Steamers leave Gibraltar for Lanzarote on the 11th and 26th of each Month; First Class Fare 140 frs. Church of England Service on Sundays at British Vice Consulate.

YACHTING.

LANZAROTE has the only Harbour in the Canary Islands, and Steamers can always coal in smooth water. Yachts and other Vessels supplied with every necessary. Experienced Pilots.

JOHN T. TOPHAM, Lloyd's Agent.

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LAUSANNE.

HOTEL RICHE MONT,

KEPT BY FRITZ RITTER.

A FIRST-CLASS HOTEL, of a magnificent construction is in every respect a very highly recommended house. The situation of the RICHE MONT HOTEL is one of surpassing beauty, and this, added to its superior accommodation, renders it a very desirable place of residence or of temporary sojourn. Reduced charges for protracted stays, and *Pension* during the winter season.

HOTEL GIBBON (1st Class) MR. RITTER, PROPRIETOR.—Is situated on one of the most beautiful sites in Switzerland, and commands admirable views of the splendid scenery around Lausanne. This well-known and extensively patronized Establishment has been recently newly furnished with all the elegance and regard to comfort, to which English travellers are accustomed and being conducted under the immediate superintendence of Mr. Ritter, will be found to afford very superior accommodation. [372

OUCHY—Lausanne.

HOTEL BEAU RIVAGE.

A. MARTIN RUFFENACH, Manager.

European Reputation.

THIS beautiful establishment situated on one of the best parts of the Lake Leman, is surrounded with a splendid Park and an English Garden. Exceptional prices during the winter season. Telegraph Office in the house. [373

LEGHORN.

GRAND HOTEL AND PENSION ANGLO AMERICAN.

OUTSIDE THE PORTA A MAR, 20.

SPLENDID situation facing the Sea. Elegance and Comfort. First-rate Cuisine Pension: from 7 to 10 francs. Omnibus at the Station.

L. FOCACCI, Proprietor.

LEGHORN.—VILLA FRANCO.—Charming House, in beautiful grounds—lovely and healthy climate all the year round, managed like an English country house; board and residence, wine included, fifty francs a week. No extras. Near the Town and the Sea. Educational Advantages. Address, Mrs. ROBERTSON. [375

LEIPSIC.

HOTEL DE ROME.

BEST and prettiest position on the Promenade, facing the Theatre, near the Dresden, Magdeburg and Thuringer Railway Stations. Telegraph and Post Offices.

C. OERTGE, Proprietor. [376

HOTEL DE PRUSSE.

ROSSPLATZ.—First Class Hotel, splendid situation in the centre of the Town, facing an Open Square and the New Promenade, in the immediate vicinity of the Opera House, the Museum, the "Conservatoir de Musique" the University and the Railway Station: Historical Dining Room and Parlor, which were occupied by Napoleon I. during the days of the 18th and 19th Oct., 1813, also by Frederick Wilhelm III., Alexandre I. &c., and many other celebrated personages such as Goethe, R. Wagner, Liszt, etc. Moderate charges and excellent Table. Pension. Large Gardens. English and American Papers. Carriage, Baths. &c. LOUIS KRAFT, Proprietor.

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LIEGE.

HOTEL DE SUEDE (proprietor Mr. Dalimier), one of the finest and be in Belgium, and the most frequented at Liege, is admirably situated, facing the Royal Theat the Boulevards, and nearest the Railway Station and Steam Boats. Patronised by Travellers of n nations; it possesses an excellent cuisine, and is favourably known for its scrupulous cleanliness, go attendance, and reasonable prices.—Large and small Apartments, combining every do mestic comf Hot Baths to be had.

The dining saloon is splendid and elegant, and well supplied with foreign Newspapers including t London Times. English spoken. [378

GRAND HOTEL CHARLEMAGNE.

One of the Largest Hotels in Belgium.

M. J. VERCKEN, Proprietor.

EXCEPTIONAL situation close to the Theatre, and the "Palais de Justice." Beautiful apar ments and Rooms for Families and Single Gentlemen. English and French Cooking. Bath terpreter. Moderate charges.

HOTEL DE DINANT,

T. and H. SAUVAGE BROTHERS, Proprietors.

HOTEL newly restored and enlarged. Table d'Hôte at Half-past Twelve, Half-past One, Five, and Half-past Seven o'clock. "Restaurant." Private Saloons fo Families. Speciality of fine Wines. Omnibus at the Station. [38

LILLE.

HOTEL DE L'EUROPE, Nos. 30 and 32, RUE BASSE.—This well-known Establishment is situated in the centre of the public buildings, close to the Theatre and Railway Terminus. It has been entirely restored, and newly furnished throughout. Large and small apartments Large sitting-rooms, and dining-rooms. Reading and smoking-rooms. Baths. Omnibus to and from all the trains. Proprietor, Mr. ARNOUX (successor to Mr. FERAU), who also keeps the Buffet at the station Table d'Hote. [381

GRAND HOTEL DE LILLE.

THIS New First Class Hotel, admirably situated close to the Railway, Theatre, Post and Telegraph Offices, and in the centre of the Tramway communication. Table d'Hote. Restaurant "à la Carte," Café and Billiards. The Proprietor who speaks English, spares no trouble to make visitors as comfortable as possible, hopes by so doing, to secure English patronage. English papers taken in. Terms moderate. Messrs. MEESEMAEKER & Co., Propra.

LISBON.

GRAND HOTEL CENTRAL.

French Cuisine. Excellent Table d'Hote, at Six o'Clock.

TELEGRAPH AND POST OFFICES.

Baths and Hair Dresser in the Hotel. [383

LISIEUX.

HOTEL DE NORMANDIE.

FIRST-CLASS HOTEL.

Omnibus of the Hotel to and from every Train.

Recommended in every respect. [38

LOURDES.

HOTEL DE BELLE VUE.

Very comfortable Hotel, with Garden and Terrace overlooking the Grotto.
The best situated in Lourdes.

MODERATE PRICES. [385

LUCERNE.

GRAND HOTEL NATIONAL.

SEGESSER BROTHERS & Co. Proprietors.

THIS largest and finest Hotel in Switzerland, commands a magnificent view of the Lake and Mountains. 300 Beds in large and small well furnished apartments and Rooms. Suitable prices for all classes of Travellers. Visitors may be sure of meeting here with all the comfort of a First Class Establishment. Only establishment at Lucerne with Lift. Staircases of stone leading to the very top of the house. Reasonable arrangements by week or month. English [386

SCHWEIZERHOF AND LUZERNERHOF.

FIRST-CLASS HOTELS IN THE BEST SITUATION OF LUCERNE.

600 BEDS.

Proprietors: HAUSER BROTHERS. [387

SWAN HOTEL.

FIRST Class Hotel specially frequented by English and American Travellers. The main building has been entirely re-constructed in 1878 (style Renaissance), and from its new balconies commands the most charming view of the Lake and Mountains. The Proprietor, Mr. HAEFELI, is anxious to give visitors the greatest satisfaction. Open all the year. [388

HOTEL D'ANGLETERRE, Mr REBER, Proprietor.—This splendid and well-conducted Establishment, situated on the shore of the Lake, commands, by its charming position, the best view of the Lake and the Alps, and offers, by its superior arrangements, the comfort of the apartments, and a careful and civil attendance, all desirable attraction to travellers. Well-furnished Reading Room. *Pension.* Arrangements made for families. New Improvements. A large and fine conversation Saloon and Smoking-room have been recently opened in the Hotel. Omnibuses at the Station. [389

HOTEL DU RIGI.

ON the bank of the Lake.—A first-rate Hotel for families and single Gentlemen, in the very best situation, commanding a beautiful view of the Rigi and the Lake. Table d'Hote and first-rate Restaurant. Wines of superior quality. Newspapers.—*Times, Kreuzerzeitung, &c.* Boarders taking in during the months of May and June.

LUCERNE—continued.

HOTEL BEAU RIVAGE, ED. STRUB, Proprietor.—This first class Hotel is most beautifully situated, and commands a magnificent view of the lake and mountains. It contains 100 Bed-rooms, private Saloons for ladies and families, and a Smoking room. Excellent cooking. Good attendance. Reduced prices for a protracted stay. Pension for the Spring and the Autumn months from 7½ francs per day, including rooms and three meals. Foreign Newspapers. Recommended in every respect. [733

LUCHON,

GRAND HOTEL RICHELIEU.

BEAUTIFULLY situated, facing the Bath establishment. Replete with every comfort and elegance. Table d'Hôte for 150 persons.

The Hotel of H. M. the King of Holland.

LOUIS STRADE, Proprietor. [371

LUGANO, SWITZERLAND.

HOTEL ET BELVEDERE DU PARC—Kept by A. BERRA.—This first-class Hotel contains 150 Sleeping-rooms and Saloons, all elegantly furnished; "Salons de réunion;" an English chapel; and one of the most beautiful Gardens in the country. The Hotel is very agreeably situated for the two seasons. During the winter the Hall and landing-place warmed [392

LUXEMBOURG.

HOTEL de COLOGNE.

WURTH, Proprietor.

This First-class Establishment has been newly enlarged and greatly embellished.

BEAUTIFUL GARDEN.

ENGLISH, FRENCH, AND GERMAN SPOKEN. [339

HOTEL DE L'EUROPE.

T. MORN, Proprietor.

Well situated, close to the New Park.

Attentive waiters. Excellent Cooking. Choice Wines. [3

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LYONS.

GRAND HOTEL COLLET ET CONTINENTAL, near the PLACE BELLECOUR. This newly restored and greatly enlarged Hotel, now offers the greatest comfort, combined with moderate charges. Large and small apartments for families. Private service and "à la Carte" at any hour. "Table d'Hôte." Reading and Conversation Saloons. Smoking-room. Garden and Bath. Arrangements made with families for a prolonged stay. [395

GRAND HOTEL DE LYON,

PLACE DE LA BOURSE.

BEAUTIFUL ASCENSOR OF THE NEWEST CONSTRUCTION.

THIS First Class Hotel has been entirely newly restored. Situated in the finest and most pleasant part of the City, close to the "Grand Theatre," the "Hotel de Ville," the "Prefecture," it is patronised by the Nobility and Gentry of all nations. List of prices in every Room. Deservedly recommended.

GRAND HOTEL DU GLOBE.

21, Rue Gasparin, near the Place Bellecour.

MODERN Establishment, newly enlarged, affording very comfortable accommodation. 110 Rooms of different prices. Reading and Conversation Saloons. French and Foreign Papers. Piano. Table d'Hote and private Service. Interpreter. 401

GRAND HOTEL D'ANGLETERRE ET DES DEUX MONDES.—First-class establishment, the nearest to the Railway Station of Perrache. Rooms from 2 francs and upwards. MR. C. FATUREL, Proprietor. [398

GRAND HOTEL DE BORDEAUX ET DU PARC.—The first Hotel on the right leaving the Station de Lyon-Perrache, can be reached on foot; 100 Rooms, large Saloons and Apartments. Excellent Refreshment Room. Choice selection of Wines. Its good and fine situation, in sight of the Station, with a beautiful view of Notre Dame de Fourviere and its environs, deserves the attention of English travellers. Carriages belonging to the Hotel. Omnibuses at all Trains. English spoken Moderate charges.
LAPAIRE, Proprietor. [399

GRAND HOTEL DE L'UNIVERS.

FACING THE STATION OF PERRACHE.

FULL SOUTH.

FIRST CLASS FAMILY HOTEL.

MACON.

GRAND HOTEL DE L'EUROPE.

ON THE SPLENDID QUAY DE LA SAONE.

Five Minutes walk from the Station.

Commanding a view of the Alps, and Mont Blanc.

First Hotel in the Town. Recommended to Families, and Single Travellers. Interpreter.

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MACON—Continued.

GRAND HOTEL des CHAMPS ELYSEES.

Close by the Station, and overlooking a beautiful Square. The situation of this Hotel is certainly the best in the town, and Travellers will find it a comfortable House.

OMNIBUSES TO AND FROM EVERY TRAIN.

BUCHALET, Proprietor. [403

HOTEL DES ETRANGERS.

EXCEEDINGLY well situated, just opposite the Gardens of the Station. Well furnished Apartments. Choice selection of Wines. The Hotel is under the immediate superintendence of the proprietor himself. A waiter of the Hotel is at the Station. [404

MADRID.

GRAND HOTEL DE LA PAIX.

FIRST CLASS HOTEL, under French management, in the finest part of the Puerta del Sol, with magnificent views. The only French Hotel in Madrid. Highly recommended to English and American travellers for comfort and moderate charges. Grand Hotel de Londres. Family Hotel, Puerta del Sol. T. CAPDEVIELLE, & CO., Proprietors, of both houses. [405

MANNHEIM.

HOTEL DU PALATINAT (PFÄLZER HOF).—This first-class Hotel, situate in the middle of the town, affords large suites of well furnished apartments for families and comfortable and airy rooms for single gentlemen. Good Table and Wines, attentive attendants. Moderate charges. The Proprietor, Mr. F. FRITZAG, speaks English. Foreign Newspapers taken in. An Omnibus from the Hotel meets every Train. [406

MARIENBAD.

HOTEL KLINGER.

THIS First and Largest Hotel is charmingly situated in the Kurort, corner house on the Promenade and the Park, commands very fine views. 280 Rooms Newly and Elegantly Furnished. Saloons. Table d'Hote, and " à la Carte." Dinners served by the Hotel in private houses. Equipages kept at the Hotel.

N.B.—Visitors are kindly requested not to pay attention to Guides or travelling Agents, when they say that the Hotel is full, etc. [407

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MARSEILLES.

GRAND HOTEL NOAILLES,

24, Rue Noailles (Cannebiere Prolongee.)

FIRST-CLASS HOTEL.

WITH A BEAUTIFUL ASCENSOR or LIFT, LEADING TO EACH FLOOR.

THIS splendid Establishment, the most important of the Hotels of Marseilles, is the only one in the Rue Noailles, which possesses a magnificent garden full south, surrounded with saloons. Table d'Hôte and a comfortable Restaurant. Carriages. Omnibuses at each Train. Recommended. LIST OF PRICES IN EVERY ROOM. [409

GRAND HOTEL LOUVRE & PAIX.

THE only House facing the south: contains 250 Rooms and 20 Saloons. Arrangements at 9 frs. a day and upwards, according to the floor. Comfortable Reading-room and Drawing-room. English and American papers. Lift. [38

GRAND HOTEL DE MARSEILLE,

Cannebiere prolongee.—Rue de Noailles, 2.

Hotel de 1er ordre et le plus près de la gare parmi les grands hôtels.

Salons de lecture et de conversation.—Bains et voitures dans l'hotel. Ascensor, or Lift, leading to the floors. [410

GRAND HOTEL BEAUVAN.

The only First Class Hotel, overlooking the Sea. Full South.

PENSION: 8 francs per day and upwards according to the Apartments

OMNIBUS TO ALL TRAINS. TEISSIER, Proprietor. [411

GRAND HOTEL DE GENEVE.

No. 1, Rue des Templiers, D. MAILLE, Proprietor.

THIS Hotel newly constructed and newly furnished, offers every comfort possible. Situated in the centre of the town, one front overlooking the Cannebière, the Harbour, and the Exchange, it is consequently near to all the principal Navigation Companies. Omnibus to all Trains. English spoken. Baths. Reading Room. [412

CHARMING RESIDENCE ON THE SEA-SIDE.

HOTEL VICTORIA AND DES BAINS DE MER, AU PRADO, within three miles of the centre of the town, on one of the finest Promenades known, surrounded with mountains, forming as it were a frame to a magnificent landscape, and which make it one of the most salubrious and picturesque sites. The HOTEL VICTORIA offers to visitors and persons of weak health all the comforts of a home. Very comfortable apartments in the part of the Hotel, which has a direct southern aspect, and also a view of the sea. "Salons de Réunion;" foreign and French Newspapers; very nice garden; charges moderate. Favourable arrangements can be made for the winter months. Prado's Omnibus Station opposite the Hotel. [413

HOTEL DE PARIS.

CONVENIENTLY situated near the Station, with well furnished Apartments and Rooms. Good Accommodation. Moderate Charges. English Spoken. Omnibus at the Station. [415

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MAISON DOREE.

FIRST CLASS CAFE RESTAURANT,

5, Rue Noailles Cannebiere Prolongee.

A. PEYRARD, Senior, Proprietor, purveyor to H. R. H. the Duke of Edinburgh, and the French and English Fleet. High reputation for excellent cooking, and first Class Wines. Speciality: Bouillabaisse. [414

MARTIGNY.

HOTEL DE LA TOUR.

T. LUGON, Proprietor.

Beautiful situation. Comfortable Apartments. Very good cooking

Moderate Charges. Carriages for Excursions.

Bath establishment, with a Doctor attached to it, contiguous to the Hotel.

FOUR LANGUAGES SPOKEN. [416

MAYENCE.

RHEINISCHER HOF.—THE RHINE HOTEL.—This well-known and favourite first-class Hotel is most conveniently and admirably situated near the Railway Terminus, and the Landing-Place of the Rhine Steamers, and commands an extensive view of the Rhine and Taunus Mountains. This highly-recommended Establishment combines superior accommodation with moderate charges. [417

HOTEL DE HOLLANDE, KLEEBLATT & STOECKICHT, Proprietors. Successors to F. BUDINGEN. This first-class and well-known Hotel, much frequented by English families and tourists, has been greatly enlarged and improved, and contains now 140 comfortable rooms and saloons. This Hotel is situated on the river, opposite the landing place of the Rhine steamers, and near the Railway Station, and commands from its balconies and windows splendid views of the Rhine and Taunus Mountains. It is reputed for its excellent cooking, exquisite wines, cleanliness, and good attendance. English newspapers. Wholesale and choice Rhine and Moselle Wines for exportation. [417

HOTEL D'ANGLETERRE.—GUSTAVE HUMBERT, of Frankfort-on-Main Proprietor, Wine Merchant and Grower.—This elegant, first-rate Hotel, much frequented by families and gentlemen, situated in front of the Rhine bridge, is the nearest hotel to the landing-place of the steam-boats, and close to the stations of the Frankfort, Wiesbaden, Bavarian, Cologne, Bâle, and Paris railways. It affords from its balconies and rooms extensive and picturesque views of the Rhine and mountains. English comfort. Table d'hote. This hotel is reputed for its superior Rhenish wines, sparkling Hock, which Mr. G. Humbert exports to England at wholesale prices. English Times and Illustrated News. French and German newspapers. [418

CARP HOTEL.

A. MEINZINGER, Proprietor.

THIS well-known and favourite Commercial Hotel, conveniently situated near the Railway and Steamboat Stations, opposite the Post Office, combines excellent Table and Wines, and good attendance with moderate charges. [734

MEIRINGEN.

HOTEL DU SAUVAGE.

FIRST CLASS HOTEL. Beautiful situation. Large garden with the finest view on the snow-mountains Well-. Dossen- and Engelahörner, Rosenlaui glacier. Alpbach and Reichenbach falls. Illumination of the Alpbachfalls by Bengal lights every evening during the Season. Delightful effect. To be seen from the balconies of the Hotel. Most excellent French cooking. Greatest cleanliness and good attendance. Reduced prices of Pension until the 15th of July and after the 1st of September. [735

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MENTON.

GRAND HOTEL NATIONAL,

MENTON.

This New Hotel is superbly situated in a central position on the side of a hill, in the midst of Olive and Orange Gardens, commanding a fine view of the sea.

The Proprietor, Mr. SCHIRRER-REBER,

who for many years kept the Mediterranean Hotel, has had the best medical advice, both as to the construction and arrangements for the comfort of Visitors to this Hotel.

The various floors can be reached from the hill-side, and there is a Lift to each floor.

Plans of the Rooms and Hotel will be sent free, on application.

Proprietor, SCHIRRER-REBER.

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HOTEL DES ANGLAIS.

THIS well-known Establishment has been newly improved, and combines every modern comfort with moderate and fixed prices. It is always conducted under the Superintendence of the Proprietors, Messrs. CLERICY, BROTHERS.

GRAND HOTEL DES ILES BRITANNIQUES.

FIRST Class Hotel, beautifully and healthfully situated, commanding magnificent views of the town and sea. It is built with all the latest improvements, and is replete with everything necessary for the comfort of visitors. MCE. ROSNOBLET, Propr. JUNGBLUTH, Manager.

HOTEL DE BELLE VUE.

THIS well-known establishment is beautifully situated in the best quarter of the town, with a vast garden, and affords every English comfort. ISNARD, Proprietor. [423

GRAND HOTEL DE MENTON.

THIS First Class House, in the centre of the Town, with Garden and Terrasses, is conducted under the immediate superintendence of the proprietor, who endeavours, by the most strict attention and exceedingly moderate prices, to merit the continued patronage of English and American visitors. **E. BERTSCH, Proprietor.** [424

GRAND HOTEL WESTMINSTER.

FIRST CLASS ESTABLISHMENT, built and furnished with taste and according to all the latest improvements In a Southern aspect overlooking the sea and a beautiful Garden giving access to the public "Promenade du Midi." Large Public Saloon. Billiard and Smoking Rooms. English and several foreign languages spoken. Omnibus to and from the Railway Station. **MATTEO COLLETTI, Proprietor.** [425

GRAND HOTEL AND PENSION DU PARC.

AVENUE DE LA GARE.

With large garden, full south, sheltered from winds and dust

Near the English Church and Promenade du Midi. Open all the year.

L. DEPOUZIER, Proprietor. [426

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MENTONE (ALPS MARITIMES)—Continued.

HOTEL AND PENSION DU MIDI.

Situated Promenade du Midi, commanding a

SPLENDID VIEW OF THE SEA.

Pension: from 8 frs. per day. BIGNON, Proprietor. [427

HOTEL AND PENSION DE LONDRES.

THIS Establishment is situated full South, with view on the Sea, and is entirely newly furnished. Good cooking, and moderate charges. English and German spoken.

F. FOUQUES, Proprietor. [428

GRAND HOTEL.

LARGE FIRST CLASS HOTEL, managed by the Proprietor himself; 80 yards of frontage full South, in a large Garden. Spacious and airy Rooms, with Board and Lodging. Service Omnibus from the Station, all included, from 7 francs per day. This charmingly situated Hotel is in the Eastern Bay, which is acknowledged to be the healthiest resort of the Continent. [430

THE ENGLISH PHARMACY

P. BEZOS, Chemist, successor to JOSEPH GRAS.

27, RUE ST. MICHEL, MENTON.

IS in correspondence with the best English houses for all medicines. Prescriptions carefully and accurately dispensed in strict accordance with the British Pharmacopœia. Agent for Bell's Cod Liver Oil, highly recommended by the faculty for its purity and freedom from taste; for John Richard's Hydroleine and Lactopeptine; for Brand and Co's. Specialities for Invalids; for Sandell's (Yeovil) Hair restorer; for Dr. Martin's (Portsmouth) dentifrice preparations; for W. V. Wright & Co's., Coaltar Soap. [431

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METZ.

GRAND HOTEL DE L'EUROPE.

CHAMPEAUX, Proprietor.



THIS First Class Establishment, entirely newly restored, is the largest and most comfortable in the Town. Beautiful Apartments and Airy Bedrooms. Table d'Hote at Half-past One and Six o'clock. "Restaurant à la Carte." Reading Balcom supplied with Foreign Newspapers. Splendid Terrace. Garden. Large Saloon for Entertainments. Omnibus to and from the Station. Baths and Lavatories. Moderate charges. Deserving public patronage. Butler and Footman. [1439

GRAND HOTEL DE METZ.

First-Class Establishment, recommendable in every respect.

Patronised by H.R.H. The Prince of Wales.

Table d'Hote at 11 a.m. and 6 o'clock. Private Service at any hour. Restaurant "a la carte." Apartments for Families.

Carriages in the House. Omnibuses to and from every Train.

ENGELMANN, Proprietor. [432

MILAN.

HOTEL DE LA VILLE.

T. BARR, Proprietor.

SITUATED on the Corso Victor Emmanuel. The only First Class Hotel with a view of the Cathedral. Large and Small Apartments and Single Rooms. Reading and Smoking Rooms. Patronised by the nobility and gentry of all nations. [434

MILAN—Continued.

HOTEL CAVOUR, Place Cavour, just opposite the Public Gardens, Mr STARD & Co., Proprietors.—This excellent first-class Hotel is fitted up with every modern appliance, and situated in the finest and the most pleasant part of the city, close to the Station, the Grand Theatre, the National Museum, and the Protestant Church. The interior is perfect, and comprises Baths on each floor, a Smoking-room, and a Reading-room supplied with foreign newspapers Excellent Table d'Hôte. Charges moderate. Omnibuses of the Hotel at the arrival of all Trains [435

GRAND HOTEL MANIN.—The Proprietors of the above Hotel have the honour to inform English travellers that they have fitted up 40 extra rooms, in the most modern English style, and that well knowing that cleanliness, strictly moderate charges, good attention, good Cooking and general comfort is the best recommendation, assure them that no pains will be spared to make it in every respect a desirable residence. Its situation is most healthy and convenient, facing the public Park, and having a Park of its own. 436

GRAND HOTEL MILAN.

CORSO ALESSANDRO MANZONI.

First Class Hotel. Situated near the Cathedral, Picture Gallery, Scala Theatre, and Public Gardens.

THE ONLY HOTEL IN MILAN WITH LIFT. **F. SPATZ.**

Hotel de la Grande Bretagne and Riechmann.

THIS Hotel has been greatly enlarged and entirely re-furnished by the new proprietor, JOSEPH LEGNANI. Apartments for families and single gentlemen The house is situated in the centre of the town, near the Cathedral, Theatres, and all the principal places. Table d'Hote. Galignani's Messenger taken in. Several languages spoken. The house is only two stories high, and five minutes' walk from the English church, Brougham and omnibus to meet all the trains. [437

HOTEL DE FRANCE.

19, COURS VICTOR EMANUEL.

THIS Hotel centrally situated, enjoys a good reputation for its comfort, cleanliness and moderate charges. Pension from 8 frs. a day. Large and small apartments for Families and Single Gentlemen. English, French and German spoken. The Omnibus of the Hotel meet all Trains. [438

MONTE CARLO.

HOTEL DES ANGLAIS.

FIRST CLASS HOTEL, especially arranged for a Family Hotel, containing 80 Rooms and Saloons. Lift with latest improvements, situated on the South side of the New Public Gardens, facing the Casino. In the annex is a large "Restaurant," and an Anglo-American Bar. Proprietors, CH. GEMNER & Co. Mr. GEMNER was for some years Manager of the Hotel d'Angleterre, in Ems, and Hotel Beau Rivage, at Monte Carlo.

N.B.—Omnibus at Monte Carlo Station. [441

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MONT-DORE (NEAR CLERMONT-FERRAND.)

GRAND HOTEL DU MONT-DORE, first established by the late Mr. Taché.*—This Hotel is beautifully situated, and surrounded with Ruins, and celebrated Geological Phenomena. Mont-Dore is but 5 hours, distant from Clermont Ferrand, and its waters are without rival in all cases of diseases of the lungs, asthma, consumption, &c. Letters may be addressed to Mrs. Taché Serizay, Mont-Dore, Puy du Dôme, France. [442

MONTREUX.

THE ALPINE MADEIRA.—ENGLISH HOME CIRCLE. CLOS DU LAC CLARENS. Temporary or Permanent residents are received in a very large and beautiful Mansion, equally suitable as Summer or Winter residence, perfect freedom from cold winds. The architect of Clos du Lac chose the spot from which alone the whole amphitheatre of forest and mountain, and the entire Lake of Geneva, are at once visible. The Alps of Savoy in front, and the cone of the Dent-Jaman behind immediately overhang the scene, while from Clos du Lac, even the St. Gotthard (Mont Velan), and other Alpine Giants form the centre of the panorama. Educational facilities, and amusements specially organised. Miniature Pier and Harbour. Address: ANGLAIS, Clos du Lac, Clarens. Stating intended stay. Terms moderate.

MOSCOW.

MOSCOW EXHIBITION.

THE largest and most comfortable HOTEL, situate in the centre of MOSCOW, with all modern improvements, hot and cold baths, first-class attendance, charges moderate. All European languages spoken. Tverskoy street (late Schsvaldisheff).

M. Grovshetsky, proprietor. [444

MUNICH.

HOTEL DE BAVIERE, situated on one of the finest places in Munich, the Promenade Platz.—This old-established first-rate Hotel, newly re-furnished, offers the best accommodation to families and single gentlemen. The proprietor, Mr. OTTO PLOCKER, leaves nothing undone which may give satisfaction to those travellers who will honour him with their patronage. Table d'Hôte at 1 and 5 o'clock. Carriages and Baths in the Hotel Careful attendance. English and American Newspapers. Omnibuses to and from each train. Moderate and fixed prices. [445

HOTEL LEINFELDER.—This Hotel is admirably situated on the Maximilian Square, close to the Picture Galleries and the principal places of amusement. Having large and small well-furnished apartments, it is equally fitted for families and single travellers. Table d'Hote. Baths. English and French Newspapers. Carriages belonging to the Hotel Omnibuses to and from the Station. [446

EXHIBITION OF FINE ARTS,

For Show and Sale, (opposite the Glyptothek.)

THIS EXHIBITION, organized by all the principal Artists of Munich, contains several branches of Fine Arts, and will be found not only a place worth seeing, but even one of the most interesting places in the town. It is open every day from 9 o'clock in the morning till 5 o' clock in the afternoon, commencing from the month of April till October, and will be opened every year at the same epoch during the same period of time. Every information given readily. [447

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NANCY.

HOTEL DE LORRAINE.

RUE STANISLAS AND PLACE DOMBASLE.

OPPOSITE the University, near the Station and the beautiful "Place Stanislas." Well furnished Bed Rooms. Travellers will find the same advantages as in a private house. English, French and German Newspapers. The Proprietor, Mr. DUGOUR, speaks English. Moderate charges.

NAPLES.

HOTEL ROYAL DES ETRANGERS.

Exquisitely situated, specially built and furnished with every modern improvement. 448

GRAND HOTEL NOBILE.

THE Largest Hotel in Naples, on the Rione Principe Amedeo Charmingly situated on an elevated position, in the healthiest part of the City. Full view of Mount Vesuvius and Collines of Pausillipo. Southern aspect. Patronized by the highest families of England and America. Charges very moderate.

GIOVANNI NOBILE, Proprietor [449

HOTEL BRISTOL.

CORSO VITTORIA EMANUELE.

FIRST Class Family Hotel, situated on the highest and healthiest part of Naples. Southern aspect, and full view of the Bay, Vesuvius and other interesting sites Charges will be found strictly moderate.

Cavalli and Fiorentini of Hotel Grande Bretagne, Proprietors. [450

HOTEL DE ROME,

At ST. LUCIA, (Naples.)

FIRST Rate Hotel. Exceptional situation facing the Sea and in the centre of the Town. Splendid view of the Gulf and the Vesuvius. Large Bath Establishment. Modern comfort.

V. ISOTTA, & J. A. BRUSCHETTI, new Proprietors. [451

HOTEL AND PENSION POSTIGLIONE.

The most unrivalled situation in the Bay of Naples, in the midst of large Gardens and Vineyards, at Posilipo.

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NEUCHATEL.

HOTEL DE BELLE VUE, and GRAND HOTEL DU MONT BLANC.

Mr. ALBERT ELSKES, Proprietor.

THESE two Hotels both magnificently situated on the Lake, commanding splendid views of the Panorama of the Alps. Moderate charges

N.B.—Besides the evening Train (direct) a day Train is newly organised between Neuchatel and Paris, and vice-versa.

GRAND HOTEL DU LAC.

Kept by MUESSLI.

NEWLY re-built, and re-furnished. Commanding a beautiful view of the Lake and the Alps. Reading Room, Smoking Room, and Baths. Omnibuses to and from every Train. Carriages for Excursions, &c. [737

NEUHAUSEN.

NEUHAUSEN—SCHAFFHAUSEN—FALLS OF THE RHINE.

HOTEL SCHWEIZERHOF,

Proprietor, F. WEGENSTEIN.

The Schweizerhof (1879 greatly enlarged) is now a splendid first-rate Establishment, opposite the celebrated FALLS OF THE RHINE, surrounded by a fine Park and Garden, and has long been known to English and American Visitors as one of the best houses in Switzerland. The situation is unsurpassed, the eye ranging a distance of above 180 miles—a Panoramic View including the whole of the Swiss Alps and the "Mont Blanc." Healthy climate. English Church Service. Preserved Trout Fishing. Prices moderate. Pension. Hotel Omnibuses at NEUHAUSEN and SCHAFFHAUSEN. [454

NICE.

SEASON 1880.

NICE.—For TARIFF of the HOTEL DES ANGLAIS—the new first-class Hotel facing the sea, and under English management—address the Secretary, Mediterranean Hotel Company, 53, Coleman Street, London, E.C.; or to the Hotel, Nice. [455

HOTEL DE NICE.

Branch of Bernerhof, Berne and Grand Hotel de Turin, Turin.

EXCELLENT, comfortable, and clean first-class Hotel, kept on Swiss principles. It is built on the Carabacel Hill, and stands in its own extensive grounds in the most sheltered, mildest, and most salubrious part of the town. Best Cuisine, attentive service. Billiards. Baths. **CHARLES KRAFT, Proprietor.** [456

CHAUVAIN'S GREAT HOTEL,

OPEN ALL THE YEAR.

FULL SOUTH. [458

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HOTEL DE LA GRANDE BRETAGNE.

(LIMITED COMPANY.)

MAGNIFICENT First Class Hotel situated in the finest part of the Town. Full South. New Sitting, Reading and Smoking Rooms, with South aspect, and overlooking the Public Gardens, where a Concert is held every afternoon. Bath Rooms on each floor. First Class Cuisine. Tariff in each Room. Mr. J. LAVIT, Manager. [457

HOTEL DE FRANCE.

THIS First Class Hotel is situated in the best quarter of the town, in full south, on the quai Massina, close to the public garden and the Promenade des Anglais, with a fine view on the sea. Large and small elegantly furnished apartments and rooms. Charges moderate. Tariff of prices in every room. Excellent Table d'hôte. Reading and Smoking Rooms. Omnibus at all Trains. The Manager will spare no trouble to make English Travellers as comfortable as possible. Open from the 1st September till the end of May. [458

HOTEL DE LA MEDITERRANEE.

Promenade des Anglais.

VICENZO PALMIERI, Proprietor.

Also Proprietor of the Grand Hotel Palmieri, San Remo. [459

JULIEN'S HOTEL.

Corner of Boulevard Dubouchage and Avenue Beaulieu, (Carabacel.)

THIS First Class Family Hotel, is situated in the most aristocratic and best sheltered part of the Town. Large garden in full South. Excellent cooking. Renowned Table d'Hote, good cellar and attentive service. Modern Comfort. Moderate Charges. [460

PENSION ANGLAISE, MARINE VILLA.

PROMENADE DES ANGLAIS.

Beautifully situated in a garden, full South. Recommended to English and American Travellers. Apartments and Pension, moderate prices.

F. BERETTA, Proprietor. [461

HOTEL ET PENSION D'ALBION.

Late Hotel Steimel, recently enlarged.

BOULEVARD DU BOUCHAGE, quartier Carabasel. Central position, full south. Table d'Hote, and dinners, "à la Carte." Recommended for its cleanliness.

Several Languages Spoken. [462

HOTEL ET PENSION DU MIDI.

OPPOSITE the Railway Station. Open all the year. Rooms 2 francs and upwards Pension 8 francs and upwards. "Service a la Carte." Beautiful garden in full south

ENGLISH AND GERMAN SPOKEN. [463

VILLA ARSON, 15 Minutes from the Railway Station. This well-known Villa situated in a large Garden and Park, was opened on the 1st of October, as the Hotel St. Barthelemy. Reception and Reading Rooms. Billards. Bath Room, and Turkish Baths. Chapel, Conservatory. Restaurant in the Park. Croquet Ground. Carringes. **Omnibus at the disposal of Visitors.** JOSEPH DAZIANO, Manager. Mrs. DAZIANO, is English. [465

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NICE—Continued.

GRAND HOTEL DES ILES BRITANNIQUES.

Corner of the Boulevard, Longchamps.

Under the management of Mr. G. RONBEAU of the Grand Hotel des Ambassadeurs, Vichy. [466

HOTEL DU PAVILLON AND CROIX DE MARBRE.

29, PROMENADE DES ANGLAIS.

OPEN ALL THE YEAR. FULL SOUTH.

MODERATE CHARGES. RECOMMENDED. [467

GRAND HOTEL DES AMBASSADEURS.

AVENUE DE LA GARE. Propr. J. BUZZI.

FIRST CLASS Family Hotel, situated in the finest part of the Town, near the Theatres and principal Clubs. Large and Small private Apartments, full South. Fine Garden, moderate charges. Excellent Cuisine. Director: A. FISCHER, in Summer Manager of the Grand Hotel des Bains, of Bormio. [468

ANGLO-AMERICAN COLLEGE.

THE Anglo-American College is an Excellent Institution where Pupils are prepared for the English Universities, the Army and Civil Service. For terms, apply to the Principal. 470

JOHN HODGSON, WINE MERCHANT.

No. 1 RUE DU PONT NEUF A L'ENTRESOL,

Importer of the purest Amontillado and other Sherries, Sandeman's Port, Barton and Guestiers Bordeaux, Burgundies, Roderer's, Perrier, Jouet's, Veuve Cliquot's, Moet and Chandons, George Goulet's and other Champagnes, of various qualities and prices. Martell's and Hennessy's Cognac Brandy, in the original sealed bottles. American, Scotch and Irish (Kinahan's LL) Whisky; Tanqueray's Gin. Wynand Fockink's Curacoas; Ingham's Vugu Marala. Schwenne's Mineral Waters

NISMES.

GRAND HOTEL DU LUXEMBOURG.—MR. A. GUIBAL, Proprietor. This first-class Hotel for families and Gentlemen is situated on the promenade de l'Esplanade and the place de la Couronne, opposite Pradiers beautiful fountain. The accommodation at this Hotel and Restaurant is first-rate in every respect, but the charges are moderate. Baths in the Hotel. Carriages for visiting the environs of Nismes. [471

NUREMBERG.

HOTEL DE BAVIERE.—This first-rate and superior Hotel, situated in the centre of the town, close to the River; highly spoken of by English and American travellers for its general comfort and moderate charges. Has been greatly enlarged, and contains now one hundred well-furnished rooms and saloons. Ladies' and reading saloon, smoking-room, &c., and a large beautiful dining-room. English and Foreign Newspapers. Carriages in the Hotel. Omnibuses to and from each train. English church in the Hotel; Divine Service every Sunday [472

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NUREMBERG—Continued.

HOTEL ZUM STRAUSS (OSTRICH HOTEL). G. REANER, Proprietor
This Hotel can safely be recommended to English Travellers as one of the best in Germany. It is an entirely new building, with splendid Apartments, Dining Saloons. Ladies' Saloon, Reading-room, and Billiard-rooms, Superior Bath-rooms, &c., and furnished throughout in the best style. The strictest cleanliness, attention and moderate charges. Excellent Table d'hote. [474

SCHLENK'S HOTEL OF THE GOLDEN EAGLE.

Facing the Kriegerdenkmal (Monument for the fallen soldiers).

THIS first-class establishment has recently been considerably enlarged and most elegantly re-fitted up. It contains beautiful Apartments and a large Music Saloon, &c., and recommends itself for its excellent Cuisine and choice Wines. Carriages. Omnibus at the Station. **L. SCHLENK, Proprietor.** [475

RED HORSE HOTEL

(Rothes Ross),

PROPRIETORS: GALIMBERTI. FATHER & SON.

This excellent old-established Hotel, situated in one of the best quarters of the town, is well adapted for Tourists and Families making a visit to Nuremberg of some duration, and who will find every conceivable comfort and convenience. Table d'Hote at 1 p.m., and Private Dinners at all hours The Establishment will be found well worthy of the renown and patronage it has enjoyed from English travellers of the highest rank during many years. [738

ORAN.

GRAND HOTEL DE LA PAIX.

THIS First Class Family Hotel, situated on the Place Kleber, in the Centre of the Town, close to the Post, Telegraph, and Diligence Offices. Table d'Hote. Private Saloons, "Salon de Lecture" Much frequented by English and American Travellers en Route to and from Algeria, passing by Spain, and avoiding the long and tedious Sea Voyage from Marseilles: Excellent Cuisine and Wines. Terms Moderate. Recommended. FORTUNE GARCIA, Proprietor.

OSTEND.

SEA BATHING. **OSTEND.** BELGIUM.

The finest Sea Bathing, and the most frequented Watering-place on the Continent. Summer residence of their Majesties the King and Queen of the Belgians. The Season is opened from the 1st June to October.

SPLENDID KURSAAL

and magnificent Digue. Daily Concerts and Dances at the Kursaal, two Orchestres. Grand Balls at the Casino. Grand Regatta. Pigeon Shooting. Races. Rink. Varied Fetes, Theatre, Casino, Parc Leopold. Sea Bathing under the control of the Town of Ostend.

HOTEL FONTAINE.

THIS HOTEL is situated in the Longue Rue, near the King's Palace, the Kursaal, and Casino nearest to the sea. It is patronised by the nobility and gentry, and frequently has the honour of receiving Princely visitors. It contains a large number of apartments, handsomely furnished (overlooking a garden), and a new and extensive dining-room of noble dimensions, ornamented with a fine collection of paintings.

This hotel is one of the finest establishments in the country. An omnibus belonging to the hotel conveys passengers to and from the trains. This hotel remains open all the winter season.

GREAT OCEAN HOTEL.

OPEN FROM 1st JUNE, TILL 1st NOVEMBER.

MAGNIFICENT first-class Hotel, unrivalled for its splendid situation, facing the Sea and the Baths, close to the new Kursaal and the Royal family's residence. Excellent accommodation for families. Large and small well-furnished Apartments. Dinner "à la Carte," or at fixed prices at any hour. English Newspapers. [478

MERTIAN'S NEW FAMILY HOTEL AND PENSION.

SITUATED Rue d'Ouest, close to the Kursaal and Bathing place. First Class Hotel recommended for its comfort and moderate fixed prices. Splendid large dining room. Breakfast room, Conversation and Reading Saloons. English, American, German, and French Newspapers. Omnibus and Hotel porter meet the Train and Steamer. Open all the year round. **CH. MERTIAN, Proprietor.** [479

HOTEL CERCLE DU PHARE AND RESTAURANT.

THIS FIRST CLASS HOTEL, is situated in the best quarter of the Town, facing the Digue and Bathing, the Proprietor who is an Englishman, spares no trouble to make his Visitors as comfortable as possible. Table d'Hote at 5. Restaurant "à la Carte." Terms from 10 frs. a day upwards. Arrangements made for Families. Splendid view from terrace of Hotel. Special terms for Winter. English and American papers taken in. Proprietor, FINCH.

HOTEL ROYAL DE PRUSSE.—H. HILLEBRAND, Proprietor. First-class Hotel about 50 yards from the sea dyke, and in immediate vicinity of all the places of amusement. Table d'hote at 5 o'clock. Omnibus at the station and landing place.

Under the same management

GRAND HOTEL DU LITTORAL.—This first-class Hotel facing the sea is delightfully situated on the most fashionable and celebrated walk, "Digue du Mer," overlooking the baths, harbour, and *nearest* to the new Kursaal. Dinners at any hour. [481

HOTEL DU GRAND CAFÉ.

THIS well-known, old-established Hotel, situated on the Place d'Armes, opposite the Casino, close to the Sea, the Kursaal, the King's Palace, and the English Church, is highly recommended to English Travellers for its comfortable and clean apartments, good "Table d'Hôte," and excellent wines. Good attendance. Reading, Sitting and Music Rooms. The Hotel is open all the year. Omnibuses to and from each train. J. O. THOMA, Proprietor. [482

HOTEL DE RUSSIE.

This first class new Hotel is situated on the Digue adjoining the Cursaal.

Newly furnished throughout. Omnibus to the Station.

Proprietor, AUGUSTE GORGENS DESWELGH. [483

GRAND HOTEL MARION.

FIRST CLASS HOTEL, open all the year round. The largest of the town.—150 Rooms. Much frequented by English Tourists. Central situation. Renowned for comfort. Advantageous terms made with families. Beds, light, and attendance from 3s. per day. From 4s. and upwards, good dinners including half a bottle of Claret. Table d'Hote. Reading, Smoking, and Sitting Rooms, Pianos, etc. Omnibus at Trains and Steamers. Garden. Stables and Coach houses. Excellent cheap Wines and Spirits of JOHN MARION & Co., Proprietors, wholesale merchants, opposite the Hotel. [484

PENSION ANGLAISE.

WELL situated close to the Sea (Place Jardin des Princes) liberally conducted by an English Lady. Excellent Table. Scrupulous, cleanliness, and all the comfort of a refined English Home. Terms moderate and inclusive. Advantageous arrangements for Families during the Winter. N.B.—Resident Hotel keepers and others persist in ignoring its existence.

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PADUA.

HOTEL FANTI STELLA D'ORO.

ENLARGED AND NEWLY FURNISHED.

Exceptional terms offered for a long or short stay.

D. ORLANDI, Proprietor. [486

PALLANZA (Lake Majore).

Luft-Kurort (Airy Kurort) Pallanza, Station on the Lake Maggiore.

GRAND HOTEL PALLANZA.

GEORGE SEYSCHAB, Proprietor.

OPPOSITE the Borromean Islands. Agreable climate both in Winter and Summer. German Physician in the Hotel. Evangelical Church. Hydraulical Lift. Pension: Room and Service included from 7 francs according to the Room, and Season of the Year. Moderate charges. List of prices in every Room. Prospectus gratis. Lawn Tennis.

PARIS.

GRAND HOTEL,

12, Boulevard des Capucines, et Place du Nouvel Opera.

800 Bed and Sitting Rooms from 4, 6, 8, & 12, frs. a day, according to floor.

Three Lifts, communicating with all the floors, from 6.0 a.m. to 1.0 a.m.

Table d'Hôte. Breakfast 4 francs, with Wine, Coffee, and "Cognac." Dinners 6 francs, Wine included. Meal à la Carte. Board including, service, light, and wine, 17, 20, and 23 frs. a day.

The Hotel Scribe (Family Hotel, No. 1, Rue Scribe and Boulevard des Capucines, has just been added to the Grand Hotel. Travellers will find the same advantages as in a Private House.

HOTEL DES DEUX MONDES

ET D'ANGLETERRE,

22, AVENUE DE L'OPERA,

Founded in 1854, formerly 8, Rue d'Antin. M. LEQUEU, Proprietor.

Splendid situation between the Tuileries and the Grand Opera.

FULL SOUTH.

THE most comfortable hotel in Paris, patronized by distinguished English Families, erected especially with all modern improvements. Superior attendance. Reading, Smoking, Billiard, Bath Rooms.

LIFT TO EACH FLOOR.

EXCELLENT TABLE D'HOTE. MODERATE CHARGES.

Arrangements made with Families wintering in Paris

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PARIS—Continued.

GRAND HOTEL DU LOUVRE

(SPLENDIDLY RESTORED AND EMBELLISHED).

700 SALONS AND ROOMS richly decorated, newly furnished bedrooms from 4 fr. a day. Two Lifts of the finest construction communicate with every floor.

TABLE D'HOTE. Dinner at Six o'clock (may be joined until half-past six), price 6 fr. (wine included). The Restaurant is available at all hours at moderate charges.

BATHS AND SHOWER BATHS. HAIR DRESSING SALOON.

Winter Season from the First of November.

The Proprietors will make arrangements with Families who will remain a week or more.

PENSION FROM TWELVE SHILLINGS A DAY. [490

HOTEL DU RHIN.

4, PLACE VENDOME, 4.

Large and Small Apartments for Families. Comfortable Bed-rooms for Gentlemen at 4 and 5 frs. Excellent accommodation. Table d'Hote.

CAMILLE MARECHAL, Ex-Proprietor. MERCIER, Successor. [491

HOTEL MEURICE, Rue de Rivoli,

OPPOSITE the Tuileries Gardens, Mr. SCHEURICH, Proprietor. Large and Small Apartments, and Single Bedrooms for Gentlemen. Reading-room and Smoking-rooms. Table d'hôte. Every modern comfort, combined with moderate charges.

Lift communicating with all the floors. [492

HOTEL WAGRAM,

208, RUE DE RIVOLI, 208

Facing the prettiest part of the Tuileries Garden.

LARGE and Small Apartments and Single Rooms, elegantly and comfortably furnished. Well known for its excellent Cuisine, and good Wines.

LOUIS BOECK, Proprietor, formerly Manager of the Hotel Westminster.

GRAND HOTEL DE CASTILLE,

The best Situation in Paris,

101, Rue de Richelieu, and Boulevard des Italiens, 5,

Two great Entrances.

The Rue de Richelieu is the most important of Paris, it is the direct way to the Palais Royal, the Louvre and Tuileries, and the Boulevard des Italiens, which is the great Boulevard of Paris. Large and small suites of Apartments and Bed-rooms overlooking the Boulevard, the Rue de Richelieu or the Court-yard of the Hotel.

Excellent *Cuisine*, really French, and consequently, quite different from the ordinary Cookery of modern Parisian Hotels. Restaurant à *la Carte*. Remarkable choice Wines. Hot and Cold Baths in the Hotel. Mr. and Mrs. RENOU, the proprietors of this superb Establishment, personally superintend it with the greatest attention. [494

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LILLE et ALBION (HOTEL de),

223 and 225 RUE ST. HONORE.

J. L. AVIET, Proprietor.

NEAR the TUILERIES, the PLACE VENDOME, and the CHAMPS ELYSEES. First-rate Table d'Hote, at 4 shillings, and "Restaurant à la Carte." Reading and Music Saloons. Smoking Rooms, Lavators. Lift. Court-yard. Courriers and Interpreters Moderate charges. Pension from 8 shillings a day, everything included.

ST. JAMES'S HOTEL

211, RUE ST. HONORE.

H. ABADIE & BURGIARD, Proprietors.

THIS to English and American Families well known Hotel, has just been restored and embellished, and offers all modern comforts and cleanliness. It has immediate access to the Tuileries, 150 Bed and Sitting Rooms, most of them looking over its pretty Garden. Situated between a large Court-yard and Garden, it ensures perfect quiet to its guests. Splendid Salle-à-manger, Restaurant, Reading. Music and Smoking Rooms. First rate Table d'Hote. Hot, Cold and Shower Baths on the premises. Rooms from 3 frs. a day. Advantageous arrangements in all Seasons, and from 8 shillings a day during winter. MATHIEU MURBACH, Manager.

HOTEL BERGERE,

32, and 34, RUE BERGERE.

Propr. J. L. AVIET. E. CLAIME & CO., Successors.

Central part of the Boulevard, Theatres, and Exchange; and

MAISON BLANCHE,

30a, RUE BERGERE,

United with the Hotel Bergere, containing together 180 Bed-rooms, with 15 large and small Sitting-rooms. "Table d'Hote." "Restaurant à la Carte." Pension from 7 shillings a day. Drawing and Music Rooms. Private apartments of whatever number of Bed and Sitting-rooms required. MODERATE CHARGE. Advantageous arrangements for Families.

HOTEL VIOLET,

PASSAGE VIOLET, Nos. 4, 5, 6, 7, 8, and 9, FAUBOURG POISSONNIERE, near the "GRANDS BOULEVARDS."—Vve. J. CLEME, Proprietress.

This large and most quiet Hotel, recently embellished, contains 20 Sitting and 130 Bed-rooms, from 2 frs. 50 c. and upwards. "Restaurant," and "Table d'Hote" at 4 frs. 50c., with Wine. Drawing and Smoking-rooms. Moderate charges. Coaches and Interpreters. Hot and Cold BATHS in the Hotel. Families wishing to stay some time will find every comfort and advantage for arrangemets per day, week, or month.

ENGLISH PHYSICIAN.

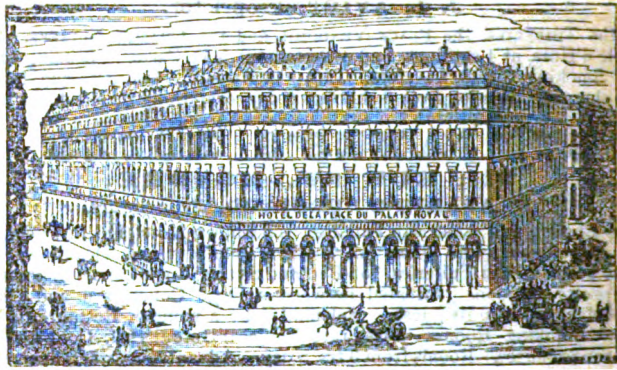
DR. H. E. GANTILLON, 12, Rue Mont Thabor. From 2 till 4 o'clock

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HOTEL DE LA PLACE DU PALAIS ROYAL.

170, RUE DE RIVOLI, 170.

First rate Table d'Hote.



First rate Table d'Hote.

Facing the Place du Palais Royal, and du Louvre. This Hotel is particularly recommended to Families for its comfort. Moderate arrangements made for the Winter Season. Rooms from 3 frs. Pension from 12 frs.

Lift to each Floor. [496

HOTEL CONTINENTAL,

3, RUE CASTIGLIONE, 3, PARIS,

And Rue de Rivoli, facing the "Jardin des Tuileries."

600 ROOMS AND SALOONS,

FROM 5 FRANCS TO 35 FRANCS PER DAY.

Table d'Hote 7 francs (Wine included.)

Breakfast served at separate Tables 5 frs. (Wine included.)

"CAFE DIVAN" BILLIARDS, and "CAFE TERRASSE."

Winter Garden, Conversation and Music Saloon.

Bath Rooms, &c., for Hydrotherapic.

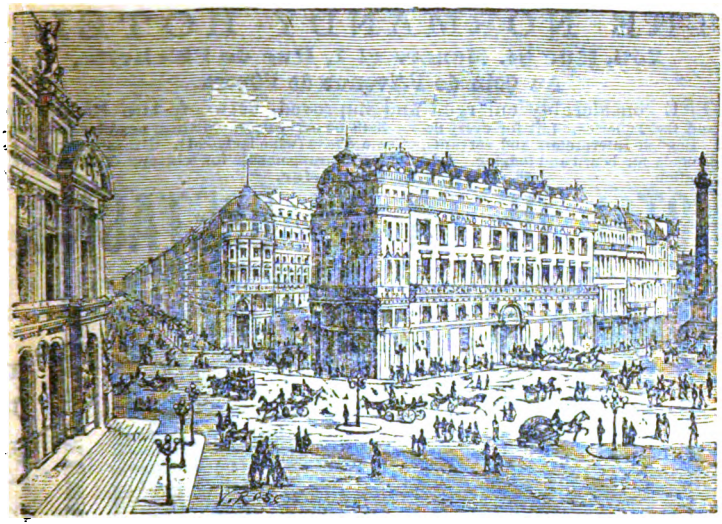
3 Lifts communicating with each floor at the use of Visitors up to 1 o'clock in the morning.

POST AND TELEGRAPH OFFICES.

GRAND HOTEL MIRABEAU.

8, RUE DE LA PAIX.

Patronized by the Royal Families of several Courts of Europe.



BEAUTIFULLY situated between the Place Vendôme, and the New Opera, this Hotel possesses the prettiest Court-yard of Paris. Excellent Table d'Hôte. Moderate charges. All languages spoken. Lift to each floor. CASANOVAS, Proprietor.

HOTEL BRIGHTON,

FIRST CLASS FAMILY HOUSE,

Facing the Garden of the Tuileries. Newly fitted up with every comfort.

MODERATE CHARGES. **A. BASTIANELLO, Propr.**

METROPOLITAN HOTEL.

8, Rue Cambon, (Ancienne Rue de Luxembourg.)

LARGE and small well furnished Apartments, between the Madeleine Tuileries Garden. Single Rooms with Balconies from 3 francs.

VIAN and CUGNY, Proprietors. [500

GRAND HOTEL DE L'ATHENEE, 15, Rue Scribe.—This Hotel is very well situated, and is conducted with the greatest care. It contains large and small well-furnished apartments, very clean, for Families or Single Gentlemen. Moderate charges. [501

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PARIS—Continued.

GRAND HOTEL DE LONDRES,

5, RUE CASTIGLIONE, PARIS.

THIS Hotel, patronized by the "Princes d'Orleans," who passed here last winter, is also patronised by the high class of society, and affords travellers every desirable comfort. Large and small apartments. A lift for each floor [502

THE NORMANDY HOTEL,

256, Rue St. Honore et 7, Rue de l'Echelle.

Au Coin de l'Avenue de l'Opera.

HOTEL considerably enlarged and improved, between the Palais Royal and the Tuileries. Lift for every floor. Bath on every floor. Sitting, reading and smoking rooms. English Interpreters and servants. Table d'hôte (wine included). Restaurant à la Carte Arrangements for board and lodging. Advantageous arrangements for winter. Terms forwarded on application. P. BRUNEL, Proprietor. [503

HOTEL DE LA Cde BRETAGNE.

MAISON OLIVIER.

J. DESCOUY & COMBE, Successeur.



14, RUE CAUMARTIN.

PARIS,

Situated in the middle of the pretty quarters, near the Boulevards and Opera. This House, managed for the last 20 years by the same proprietor, is distinguished by its cleanliness, its spacious and agreeable installation. Two airy Yards let the sun into the apartments, and render them gay, although perfectly quiet. Rooms on the ground floor, 1st and 2nd storey from 3 to 6 fr. Sumptuous Apartments from 10 to 35 francs. Arrangements during the Winter Season, 12 to 15 frs. per day Excellent Cooking. Choice Wines. Wine Merchants. House at Bordeaux. [504

HOTEL BYRON.

30 & 22, Rue Laffitte, near the Boulevard des Italiens.

In a fine healthy situation. Comfortable House for Families and Single Travellers.

First Class Table d'Hote, 5 francs, Wine included.

Prices strictly moderate. Reading and Smoking Rooms.

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HOTEL D'ESPAGNE AND DE HONGRIE.

Mr. LIOT, Proprietor.

4. & 6. Rue Taitbout (Boulevard des Italiens) near Tortoni.

APARTMENTS for Families and Single Rooms. Restaurant and Table d'Hote. Particular arrangements are made at fixed prices per Month and per Day. English spoken. Man Spricht Deutsch.

HOTEL VOUILLEMONT, 15, Rue Boissy d'Anglais (formerly des Champs Elysées), near the Madeleine, MR. VALLEE, Proprietor.—This Hotel is situated in the finest quarter of Paris, near the Place de la Concorde, between the Boulevards, the garden of the Tuileries, and the Champs Elysées.

It is particularly recommended for being well conducted, and the elegant manner in which it is furnished.

Visitors will find every thing most comfortable, and Families can be served in private saloons, appropriated for that purpose. All the attendants speak English and German. 1807

GRAND HOTEL d'ALBE,

71 & 73, AVENUE de L'ALMA, CHAMPS-ELYSEES

The finest and healthiest situation in Paris.

Every modern comfort. Bath, Billiard, Reading and General Sitting Rooms.

PASSAGES HEATED. HYDRAULIC LIFT. TABLE D'HOTE, 5 frs.

RESTAURANT A LA CARTE. EXCELLENT COOKING.

Large and Small Apartments handsomely Furnished. Single Rooms, from 3 frs. per day.

HOTEL MEYERBEER,

2, RUE MONTAIGNE, 2.

Rond Point des Champs Elysees, near the Madeleine and the English Embassy.

SPLENDIDLY FURNISHED.

100 Rooms and 10 Saloons. Large and Small Apartments.

Its situation full south, and in the middle of the Champs Elysees, makes it the most salubrious and comfortable Hotel of Paris.

CONVERSATION SALOON, SMOKING ROOM AND BATHS.

FIRST RATE COOKING. TABLE D'HOTE.

RESTAURANT A LA CARTE.

"Pension de Famille." Moderate Prices.

PARENT, Proprietor.

Same house at Cabourg-les-Bains (Normandy), the prettiest shore of France. Railway direct.

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HOTEL MALESHERBES,

26, BOULEVARD MALESHERBES, 26,

PARIS.

First Class Family Hotel. Newly luxuriously fitted up comprises every comfort for a long stay.

ELEVATOR. BATHS.

HOTEL DE RIVOLI, 202, RUE DE RIVOLI, J. Stolle, Proprietor.—This Hotel, delightfully situated, just opposite the Gardens at the Tuileries, in the vicinity of the Palais Royal and the fine Promenade of the Champs Elysées, offers to travellers of all countries every advantage and comfort requisite in a first class hotel. Large and small apartments elegantly furnished. Single Rooms, 3 frs. and upwards. Meals served in the apartments either *à la carte* or *à prix fixe*. Baths in the Hotel. Pension at moderate Terms from 12 frs. a day. All languages spoken.

HOTEL BELLEVUE,

39, Avenue de l'Opera, and Rue d'Antin, 8.

MOST central situation. Table d'Hote and "Restaurant à la Carte." Reading and Smoking Rooms, English Elevator to every floor. Bath. Passages heated. Moderate charges.

Louis HAUSER, Proprietor.

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PARIS—Continued.

GRAND HOTEL DU PAVILLON DE ROHAN.

172, Rue de Rivoli, 172.

Opposite the Louvre and the Avenue du Grand Opera.

Large and small Apartments. *Rooms from 3 frs. and upwards.*

Reading saloon. Table d'Hote. Board and attendance from 10 frs. per day.

Breakfasts and Dinners served in the Apartments at fixed prices or "à la carte."

Very good attendance. Baths in the Hotel.

SEVERAL LANGUAGES SPOKEN. PATENT SAFETY LIFT. [513

HOTEL CASTIGLIONE.

12, RUE CASTIGLIONE 12.

FINE situation, in the best part of Paris, near the Madeleine, the Tuileries, the Place Vendôme, the Opera, and Boulevards. Large and small apartments and single rooms. This comfortable house has been entirely newly fitted up. Excellent cooking. Table d'hôte. "Service à la carte." Good attendance.

L. RIPAMONTI, Proprietor. [514

BEDFORD HOTEL,

No. 17, Rue de l'Arcade, near the Madeleine Church.

THIS HOTEL has long been known to English Travellers for its comfort and many advantages. It is situated in the most quiet and beautiful quarter of Paris, the Champs Elysées, the Railway Stations, and the Boulevards. Table d'Hôte; Restaurant à la carte. Billiard-room. Baths and Douches in the Hotel. Moderate charges, and good attendance Lift communicating with all the floors. E. Reignard, proprietor. [515

DANUBE & GLASGOW

UNITED HOTELS.

11, RUE RICHEPANCE, 11.

Between the Boulevard de la Madeleine and the Place de la Concorde (Champs Elysees.)

FIRST CLASS FAMILY HOTEL.

CH. BRUNEL, Proprietor. [516

BUCKINGHAM HOTEL.

32, Rue Pasquier, and Rue Neuve des Mathurins, 45, PARIS.

THIS HOTEL is delightfully situated in the finest part of Paris, between the Madeleine and the St. Lazare, Dieppe, and Havre Station, facing a beautiful square, close to the Champs Elysées, Boulevards, Grand Opera, and fashionable walks. Table d'Hote and Restaurant. Reading and Music Rooms. Board and Lodging: 8 or 10 shillings per day, according to the floors. English spoken by the Landlord, Mr. LOUCHON, and Servants.

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HOTEL ANGLO-FRANCAIS.

HOTEL DE FAMILLE, 6, Rue Castiglione,

Between the Tuileries Gardens and the Place Vendome.

Two Sitting Rooms and Coffee Room. Apartments and Single Rooms.

Arrangements by day or week. DALANT, Proprietor. [51

GRAND HOTEL DU PARLEMENT.

PLACE AND BOULEVARD DE LA MADELEINE.

ALL the Apartments have a Southern aspect, fronting the Boulevard and the Place de la Madeleine. Table d'Hote. Breakfast and Dinners served in the Apartments. This Fine Hotel combines the best situation with the most equitable charges. [63

LONDON AND NEW YORK HOTEL.—13, Place du Havre, Mr. Chardon, Proprietor.—Visitors coming to Paris will find this Hotel most conveniently situated, within a few minutes' walk from the Madeleine Church and the Champs Elysées, facing the Railway Station for Versailles, St. Cloud, the Bois de Boulogne, Dieppe, and Havre. English Attendants, English Papers taken in. Airy and comfortable Rooms, with Board and Wine included, 8s. per day. Very moderate *pension* for winter. The hotel has lately been improved in a superior manner. [519

HOTEL FOLKESTONE, No. 9, Rue Castellane, Paris. Near the Madeleine the Boulevards, the Tuileries, and the Champs Elysées. Families and gentlemen visiting Paris will find at the above hotel the comfort of home, together with every thing calculated to render their sojourn agreeable. Rooms from 2 to 6 frs. Board and Attendance from 9 to 12 frs. a day, according to the room. Families can also be served "à la carte" in their own apartments. [520

HOTEL DU PRINCE ALBERT

5, Rue St. Hyacinthe, St. Honore, 5, near the Tuileries and St. Roch's Church.

HIGHLY recommended by English Visitors. Rooms from 2 frs. 50 c. per day. Plain Breakfast at 1 fr. 25 c. There is no Table d'Hote, so that Visitors can dine at any of the various Restaurants of Paris, and at their own time and price. Moderate terms in Winter. Night Porter in Attendance. A Bill of Fare is sent on demand. [521

BERETTA'S

LONDON and MILAN HOTEL. 8, Rue St. Hyacinthe, St. Honore.

Close to the Tuileries, Louvre, Palais Royal, Boulevards, Opera, Champs Elysees, &c., &c.

Rooms—from 2s. to 4s. per day. Restaurant *à la Carte*. Board and Lodging, from 6s. to 8s. per day. Large Dining Room. Sitting and Smoking Rooms.

N.B.—No higher terms than the above mentioned.

PARIS—Continued.

BRITISH AND AMERICAN HOTEL.

39, Rue Pasquier, 39, Paris.

Near the Havre, Dieppe, and Versailles Railway.

Five Minutes from the Madeleine, the New Opera, and Champs-Elysees.

LARGE AND SMALL APARTMENTS.

Single Rooms, 2 frs. to 5 frs. Board and Room, 7 and 8 shillings per day.

Bath Room, Restaurant and Bar Room. Special arrangements for the Winter.

English and German Spoken. **MULLER, Proprietor.** [523

STEHR'S HOTEL—ENGLISH HOUSE,

55 RUE DE PROVENCE, PARIS.

HIGHLY recommended for its comfort and moderate charges. Very central position, being close to the principal Boulevards, the New Opera, and the Dieppe Station. Airy and comfortable Rooms from 2 to 4 frs. Saloons from 3 to 6 frs. Attendance, 50 cts. Table d'Hote 3 frs. Wine included. Very advantageous for Board and Room all included, by the day, from 8 to 9 frs., by the month, from 160 to 200 frs. Sitting Room with Piano. German spoken. Mrs. STEHR is English. [524

HOTEL DU PALAIS (FAMILY HOTEL), 28, Avenue Cours de la Reine, near the Place de la Concorde, the Madeleine, and the Tuileries garden, in the centre of one of the finest Promenades of Paris. This Hotel, facing the south, and built after the English style, with only three storeys, is especially recommended for its situation. It contains 80 well-furnished rooms, and a large Saloon for the use of visitors. Arrangements made for longer stay on moderate terms. Pension from 7 frs. 50 c. per day, food included. [525

HOTEL ST. PETERSBOURG.

35, 33, RUE CAUMARTIN, 35, 33. F. MOTTE, Proprietor.

HAS just undergone extensive repairs, large premises have been added and it is now more than double its original size. Bath Room on every floor. Hot or Cold Shower and Douches. Female attendants for Ladies. A new lift has been erected upon an improved principal, and furnished with a patent safety brake which renders accidents impossible. Visitors honouring this Establishment with their patronage, will insure spacious, airy and well furnished apartments. Food and Wines of the best quality. Civil and active attendants, and in fact, all the comforts of home at very moderate charges. The Proprietors speaks English. [526

HOTEL DU CHEMIN DE FER DU NORD,

TERMINUS HOTEL,

12, BOULEVARD DENAIN,

PLACE DU CHEMIN DE FER DU NORD, opposite the Terminus of the Northern (Calais and Boulogne) Railway. 100 Rooms and Saloons. Saloons for private dinner. Restaurant "à la Carte." Reading-room, with the Paris and foreign newspapers Coffee-rooms, with Billiards. Attendants speak several languages. PIEL, proprietor. [527

HOTEL DE BRUXELLES, 33, Rue du Mail, Paris, near the Theatres, the Palais Royal and the Boulevards. Mr. FOURNOL, Proprietor and Manager. Rooms from 2 frs. Covered yard and Smoking-room. A London Daily Paper is taken in. Table d'Hote. Breakfast 2 frs. 50 c.; Dinner 3 frs. 50 c. Board and Lodging including bedroom, attendance, Breakfast and Dinner (Wine or Coffee included) from 6s. 6d. to 8s. English spoken by the Proprietor. [528

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ENGLISH FAMILY BOARDING HOUSE.

3, CITE DU RETIRO, ENTRANCE 35.

RUE BOISSY D'ANGLAIS and 30, FAUBOURG St. HONORE, Central and retired situation, between the Madeleine, the Tuileries garden, and the Champs Elysées, and close by the English Embassy and English Churches. Splendid Baths adjoining the establishment. Moderate Charges. Address. Mmes. CABARRUS and JOUVE.

HOTEL BURGUNDY.

8, Rue Duphot, near the Madeleine, 8.

PARIS.

Specially arranged for English and American Visitors. Table d'hote, Reading, Writing, Smoking, and Drawing Rooms. Board, from 7 shillings a day,

F. A. REGARD, Proprietor. [536

GIBRALTAR HOTEL,

10 Rue St. Hyacinthe, St. Honore, PARIS.

ONE of the most Central of Paris, either for pleasure or business. Situated between the Tuileries, the Avenue de l'Opera, and the place Vendome. Rooms from 1 shilling a day. Reduced prices by month, during Winter Season. Plain Breakfast 1 shilling. Arrangement made with Families. Private Sitting Room. "Restaurant a la Carte," at moderate prices. English, Spanish, and Italian Spoken. [531

HOTEL DOMINICI,

9, RUE CASTIGLIONE,

(Between the Tuileries Garden and the Boulevards.)

A very handsome Dining-room has been newly built, connected with an elegant Sitting Saloon, for the use of Visitors; and the establishment has still been enlarged by the adding of the large house contiguous, where the traveller will find handsome apartments elegantly furnished and at equally reasonable terms. Arrangements are made on reasonable terms by day, week, or month for Room, with Board, consisting of two breakfasts, dinner (wine included), from 8s per day. Lift. DOMINICI, proprietor. [532

PENSION DE FAMILLE.

MISS BAKER, 7, Rue Lauriston, Champs Elysees.

Removed from the AVENUE DE VILLIERS.

PLEASANT and convenient situation near the "Arc de Triomphe," and Exhibition. All arrangements on a comfortable and liberal scale. Terms from 8 to 12 frs. per day. Reduction by the week or month. [533

HOTEL DE L'UNIVERS,

46, RUE DE CHALONS, 46.

OPPOSITE THE STATION OF THE LYONS AND MARSEILLES RAILWAY.

Travellers en Route to Lyons, Marseilles, the Reviera, Italy, or Switzerland, will find it convenient to alight at the above Hotel, by reason of its immediate proximity to the Station. Good beds, exquisite cleanliness. Excellent Cuisine. Service "à la Carte," and most moderate charges. Private and Night Service [534

GRAND HOTEL ANGLO-AMERICAIN,

118—RUE ST. LAZARE—118.

OPPOSITE the St. Lazare Station, most central position, near the Grand Opera and the Madeleine Church; all modern comforts combined with moderate prices. Board at 7s. per day. Arrangements for families. H. BELLE, Proprietor.

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HOTEL RASTADT.

44, RUE NEUVE ST. AUGUSTIN, 44.

Near the "Rue de la Paix" and the "Grand Opera," (Avenue de l'Opera).

Comfortable house. Moderate charges. Suite of Apartments and Rooms from 3 francs. Dinner at fixed prices or "à la Carte." Private Dining-room for Visitors. [536

GRAND HOTEL DE NICE.

PLACE DE LA BOURSE.

Large and Small very comfortable apartments, newly decorated.

Restaurant a la Carte. Very moderate prices.

HOTEL DE CALAIS,

5, Rue Neuve des Capucines; the finest situation in Paris, near the New Opera, the gardens of the Tuileries and the Boulevards. Proprietors, Mr. and Mrs. Lebègue, who spare no pains to make visitors comfortable. The Table d'Hote and attendance are first rate. Arrangements are made for board and lodging by the day, week, or month. English newspapers

HOTEL DE RUSSIE.

2, BOULEVART DES ITALIENS, 1, RUE DROUOT.

FIRST CLASS HOUSE. Rooms and Apartments from 3 to 25 francs per day. Pension and Table d'Hote. [539

FURNISHED APARTMENTS.

Rooms from 5 to 10 frs., handsomely furnished with every convenience. Garden. English attendance with home comforts. Terms moderate. Only Ten Minutes' from the Exhibition and the English Embassy. Proprietor: Mr. BRODHURST, formerly 95, Rue Neuve des Petits Champs.

36, Rue du Colisee, Champs Elysees. [540

GRAND HOTEL D'ORLEANS.

17, RUE RICHELIEU, 17.

VERY conveniently situated between the Boulevards and the Rue de Rivoli, near the Palais Royal and the Louvre, at the corner of the Avenue de l'Opera. Large and small well furnished apartments and rooms from 3 francs. "Restaurant" at fixed prices and "à la Carte."

HOTEL BINDA.

(11, Rue de l'Echelle, Avenue de l'Opera.)

LARGE and Small Apartments. Lift to each floor. Smoking and drawing rooms. Baths, etc. CH. BINDA, late with Delmanico, New York), Proprietor.

GRAND HOTEL JULES CESAR.

Avenue Ledru-Rollin, 52, near the Lyons Railway Station.

MOST comfortable Hotel, near the Lyon and Orleans Railway Stations. Easy communication. Comfortable Apartments and Rooms for Families and Single Gentlemen. "Restaurant." Service in the Apartments. Billiard and Bath Rooms in the Hotel. Several languages spoken. CH. DENEUX, Proprietor. [543

PARIS—Continued.

GRAND HOTEL DE NAVARIN & D'ANGLETERRE,

8, RUE DE NAVARIN.

CENTRAL situation. Modern House with Garden and Cascade. Apartments from 5 francs; Rooms from 2 francs; Breakfast, 2 francs 50 cents; Dinner, 3 francs, Wine included, or "à la Carte." Pension: Breakfast, Dinner, and Lodging, 175 francs per Month, 48 francs per Week, 7 francs 50 cents per day. English, German, and several other languages spoken. [545

GRAND HOTEL DES DEUX AMERIQUES.

29, RUE RICHER AND 15, RUE GEOFFROY-MARIE.

Near the Boulevard de l'Opera, the Central quarter of business.

LARGE and small apartments, comfortable Rooms from 2 frs. per day. "Table de Famille." Pension: Room, Breakfast and Dinner, 8 frs. per day. Several languages spoken.

LUCIEN TAUPIGNON, Proprietor. [546

HOTEL COQUILLIERE.

21, Rue Coquilliere, near the Banque, Post Office, Louvre and Palais Royal.

LARGE and small apartments and comfortable Rooms, from 2 francs per day. First rate Table d'Hote. Excellent Cuisine. Pension: Room, Breakfast, Dinner, Wine included, from 7 to 8 shillings a day. Fine Court-yard. The Proprietor, M. PUIGSAGE, and Servants speak English. [547

HOTEL DES ETATS UNIS.

16, RUE D'ANTIN, 16, Avenue de l'Opera.

THE finest and most central situation in Paris, only a few doors from the Boulevards, the New Opera House, and principal English and American Bankers. Rooms from 2 francs per day. Apartments for families with or without Board at correspondingly low prices. "Restaurant," and "Table d'Hote." **Mr. COOK'S** Hotel Coupons taken in the Hotel.

ZOPPI Proprietor. [548

HOTEL DE CHOISEUL ET D'EGYPTE,

51, Rue Neuve St. Augustin, 51.

The centre of the principal Boulevards, corner of the "Avenue de l'Opera."

Mr. WORMS, Proprietor.

First Class Hotel, comfortably furnished. Moderate charges. Service at fixed prices or "à la Carte." Several languages spoken. [549

HOTEL D'ALEXANDRIE.

34, RUE LAFFITTE, 34.

NEAR the Boulevard des Italiens, newly established and very comfortable Hotel. Furnished apartments and Rooms. Family Hotel. Table d'Hote, 5 francs Wine included, at 6 o'clock. Smoking and Reading Rooms. Handsome Court-yard. Baths. [550

HOTEL LIVERPOOL.

11, RUE CASTIGLIONE, 11.

PLACE VENDOME.

AN Excellent Hotel for Families. Large and small apartments and Rooms, all newly furnished and decorated. Moderate prices. Advantageous arrangements made for protracted stay.

PARIS—Continued.

HOTEL DE L'EMPIRE.

57, RUE NEUVE ST. AUGUSTIN,

Corner of the Rue de la Paix.

ENTIRELY renewed. Large and Small Apartments and Single Rooms. Hall and Staircases heated by Calorifère. Renowned Table d'Hote. Restaurant a la Carte. Advantageous arrangement with Families. Terms forwarded on application. Moderate charges. L. RABE, Prop.

CONSTANTINOPLE HOTEL,

H. HALE, Proprietor.

No. 7, Rue de Constantinople.

THIS Hotel situated in one of the healthiest quarters of Paris, close to the Railway Station, St. Lazare, and Omnibus Offices, has been freshly decorated on the English principal, and affords every possible comfort. Suites of apartments and Bedrooms from 2 sh. per day. Families can have their meals served in their own Rooms if desired. Moderate charges. N.B.—The Prop. is English.

THE ENGLISH HOTEL.

24, RUE D'AMSTERDAM, 24.

THIS Hotel situated opposite the Havre and Dieppe Railway Terminus, offers every convenience to Families and Travellers. Rooms from 2 francs. Board and Lodgings from 8 francs per day Every comfort. MEYSICK, Proprietor.

HOTEL AND BOARDING HOUSE.

29, RUE CAUMARTIN, 29.

Between the Opera and the Madeleine. Rooms and Apartments with every Modern Comfort. Table d'Hote at 6 o'clock.

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PENSION DE FAMILLE,

FIRST CLASS, HIGHLY RECOMMENDED.

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(No connexion with any other Pension of the same Address). [556

Hotel Restaurant. **DE LA TERRASSE JOUFFROY.**

10, BOULEVARD MONTMARTRE.

RONCERAY, JUNIOR, Proprietor.

IN the very centre of the Capital. Large and Small apartments from 3 to 25 frs. "Restaurant à la Carte." Table d'Hote. Breakfast included, Wine 3 frs. Dinner 5 frs., with Wine. English spoken. Man spricht Deutsch. Se habla Espagnol. 557

ROOMS.

From 1s. 3d. to 3s. per day.

HOTEL DU GLOBE.

BOARD AND LODGING.

Wine and Service included

6s. per day.

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COMFORTABLE ROOMS from 3 frs. Telegraph and Post Office. Table d'Hôte. "Service à la Carte." Large and Small Apartments. English Spoken. Man Spricht Deutsch. [559

HOTEL DE L'EUROPE,

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NO NOISE, ASPHALTED STREET.

THIS HOTEL is situated opposite the splendid Gardens of the Palais Royal consequently near the Louvre, the Avenue de l'Opera, and the Rue de Rivoli.

It is built with only four stories, and contains sixty well furnished Rooms, and a large Saloon for the use of Visitors. Single Rooms from 2s. to 4s. per day. Arrangements are made on reasonable terms by the Week or Month for Room and Board. English and German Spoken.

The Snug and very comfortable small

HOTEL DE LA TAMISE,

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PARFUMERIE DE LUXE,

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Special "employés" are put at the disposal of persons desirous of visiting the establishment without buying.

English German, and several other Languages spoken. [871

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PARIS—Continued.

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GENTLEMEN'S AND CHILDREN'S CLOTHING,

and all articles appertaining thereto,

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TESTIMONY: "Dear Sir, my grateful compliments, I owe you health and happiness, as your unparalleled sets of teeth enable me to eat as comfortably as before, and to speak without the lightest constraint." O. of E. [575

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PARIS—Continued.

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Price in 8-oz., and 2-oz., Packets, at the rate of 12 frs. per lb.

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A WINTER RESORT, renowned for the numerous cures which a residence has effected, particularly in cases of Affections of the Chest, Heart, Larynx, and Throat. PAU possesses a mild and salubrious climate, lying in the midst of scenery of great grandeur; on three days in each week Fox-hunting and Polo Matches take place, and during the winter and spring, there are Horse Races. In addition to these attractions there are Good Clubs, a Theatre, Opera, Casino Balls, Pigeon Shooting Matches, Cricket Matches, Skating Rinks, &c., &c.

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GRAND HOTEL GASSION.

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FIRST-CLASS Establishment, of a monumental construction, situated on the Boulevard du Midi, near the "Chateau Henri IV.," with a splendid panoramic view. Most comfortable saloons. English and all other languages spoken. Service after the English fa. Two Machine-Wagon Saloon (Lifts) mount up visitors to their floor. Open all the year

PAU—Continued.

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GRAND HOTEL BEAU SEJOUR.

FIRST-CLASS HOTEL, recommended for its comfort and its beautiful situation, commanding an extensive and magnificent panorama. Large and small well-furnished Apartments for Families, overlooking the Pyrenees and the Valley of the Gave. A large Garden surrounds the Hotel. American and English Family Hotel. Moderate charges.

HOTEL DE LA POSTE, Place Grammont.—First-class Hotel, situated near the Castle. Large Apartments for Families. *Restaurant à la Carte*, and at fixed prices. Bed-room, *Table d'Hôte*, and Service from 10 to 12 francs per day. Arrangements made by week and by month. Reading-room and Billiard-room. South aspect. English and Spanish spoken. Mr. BORDES, proprietor. [282

MAISON COLBERT.

THIS FIRST CLASS PENSION, with a large Garden and Tennis Lawn, is kept by the daughters of an English Physician,

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2, PASSAGE RAYMOND-PLAUTE, 2.

ESTABLISHED for 19 years, in a central but quiet quarter, conducted by an English Lady. Detached House. South aspect. Meals at general table. Apply to the Proprietor. [284

SARDA'S PRIVATE HOTEL,

31, RUE PORTE NEUVE.

THE Proprietor JEAN SARDA (Courier) has the honour to inform visitors to Pau, that his house has been entirely re-furnished, and offers every comfort of an English home. The house is well situated in the best part of the Town, and commands a fine view of the Pyrenees, in the South, each floor is fitted up with a balcony; which is very suitable to invalids. Charges as follows, Board 6 frs. per day, three meals, Breakfast, Luncheon, and Dinner. Rooms from 1 to 4 frs. a day. Public Drawing Room, with piano. Smoking Room. English and French Newspapers. Arrangements can be made by the Season. English, Spanish and Italian Spoken. [286

PENSION HATTERSLEY.

Rue Porte Neuve, 27.

KEPT by the wife of an English Clergyman, and combining, as far as possible, the comfort of an English home, with the advantages of a Continental residence. The house is large, well situated to the south, with good garden. Recommended.

For terms, apply to Mrs. HATTERSLEY, 27, Rue Porte Neuve. [287

PAU—Continued.

PENSION BARBEY.

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THIS Establishment adjoining the English, Scotch, and Roman Catholic Churches, is recommended for its tranquil situation, its comfort and its excellent Cooking. Public Saloon, Billiard Room. The new Proprietors, Mr. and Mrs. Ch. Barbey, will use their best endeavours to give every satisfaction. Moderate Charges. [588

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ENGLISH & FRENCH CHEMIST

BY EXAMINATION IN ENGLAND AND FRANCE.

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Open all the year. Large Assortment of English and Continental goods. [585

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GRAND HOTEL PEGLI.

Kept by LANDRY and GIRARD.

THIS First Class Hotel has all desirable comfort. Large and small Apartments. Drawing-rooms. Reading and Ball rooms. Billiard-room. Hot and Cold Baths Excellent place for sketching and botanizing. English service in the chapel on the grounds of the Hotel. Boarding at moderate prices. [586

PISA.

HOTEL GRANDE BRETAGNE.

THE best Hotel in the town, beautifully situated full south, with a Terrace and large garden. The nearest to the Monuments and to the Station, adjoining the English Church. [590

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GRAND HOTEL DU PALAIS.

FIRST Class Hotel, recommended to families en route to the south of France. V. CANAUX, Proprietor.

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GRAND HOTEL AND PENSION LE PRESSE.

Near the Lake Poschiavo, at the foot of the Bernina, and in proximity of the Engadine.

This Hôtel offers every desirable comfort. English Chapel. Post and Telegraph Offices. Carriages for excursions, &c. [586

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HOTEL D'ANGLETERRE.—(Englischer Hof.) Proprietor Mr. F. Huttig. This first rate establishment is much frequented by English travellers for its moderate charges, comfort and cleanliness. It is situate near the Railway Station and Post Office. Table d'hôte 4 o'clock, dinner "à la carte," or at fixed price at any hour. English newspapers. English and French spoken.

HOTEL GOLDEN ANGEL (ZUM GOLDENEN ENGEL),

Zeltnerstreet (Old Town).—F. STICKEL, Proprietor.

THIS Hotel is situated at no great distance from the Terminus of the Railway to Dresden and Vienna, the Post and Telegraph Offices, the Custom-house, the Theatre, and other public buildings. Warm and Cold Baths. English and French newspapers

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GRAND HOTEL DES BAINS.

(Formerly a Princely Boarding House.)

THE Hotel is the nearest to the Spring, the principal "Allee," and Promenades, and is in connection with the "Stahlbad" (Rooms of Her M. the Queen Louise.) Excellent Cuisine, choice Wines. Hunting and Trout fishing free. Omnibus to all Trains. Pension: from 6 mks. per day. English and French spoken.

VOLKERS, BROTHERS, Proprietors. [739

RAGATZ.

SCHWEIZERHOF HOTEL.

AND PENSION in the best situation of Ragatz, next to the Baths, affording every convenience for English and American Travellers. Library. English papers. Garden. Moderate charges.

J. JUKLE, Proprietor.

N.B.—Carriages to Pfaffers Bath and the Engadin, in the Hotel.

RAPALLO.

Beautifully situated between Genoa and Spezia. Splendid climate for persons seeking a healthy Winter resort.

HOTEL DE L'EUROPE: Pension Prandoni. Open all the year round. Commanding full south view in the midst of most picturesque scenery. Very moderate prices. Special arrangements made for families staying any length of time. English Divine Service in the Hotel. PRANDONI, Proprietor. [595

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LOUISENBAD, J. A. WASSERMANN, Proprietor.—First class Hotel with dependences, 110 Rooms. Elegance and comfort. Excellent accommodation for a long or short stay. Rooms from 2 marks per day. Pension from 6 marks per day. Excellent English and French Cooking. Table d'hote. Private dinners and "à la carte." Dining, Reading, Music, Billiard, and Smoking rooms. Conversation Saloon. Fine garden and Pavilions. Baths in the Hotel. Carriages. Omnibuses at the Station.

REMAGEN.

HOTEL FURSTENBERG, Mr. Caraciola, Proprietor.—English travellers are respectfully informed that Remagen is most conveniently situated for visitors going to Ahrweiler and Altenahr, in the Ahr valley; or to Brohland, the Lake of Laah, returning by Andernach. The above Hotel affords excellent accommodation at moderate prices, and is most beautifully situated on the banks of the Rhine, close to the beautiful church of Apollenaisberg. Good Carriages for Excursions. Exporter of Rhine, Moselle, and other Wines.
The Hotel Konig von Preussen belongs to the same proprietor. [596

RENNES.

HOTEL DE FRANCE.

A Old Established First Class Family Hotel. Spacious airy and well furnished apartments. Table d'Hote. Excellent Wines. Private Sitting and Dining Rooms. Female attendants for Ladies. English Newspapers. English spoken.

GRAND HOTEL.

THE SOLE ONE OF THE NAME, IN TOWN.

JULLIEN, Proprietor.

The repute of this Hotel dispenses with all details. English spoken. English Newspapers. Omnibus at the Station. [741

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HOTEL DU LION D'OR.—This excellent Establishment, very well situated, just opposite the Cathedral, is conducted by the Proprietor himself, Mr. Diaant, Junior, and deserves, in every respect, the patronage of English travellers. Table d'Hôte. Private Dinners at any hour. Divine service every Sunday at the English Church near the Hotel. English, German, and Italian spoken. [598

RIVA (On the Lago di Garda.)

HOTEL ET PENSION DU LAC,

10 Minutes' walk from the Town, commanding a splendid view of the Lake and Mountains, most agreeable for families who wish to make a long stay in this country. Large and Small Apartments. Reading and Smoking Rooms. Baths. Large Park and Garden with Hot-house. Table d'Hote. English and French spoken. Omnibus and Carriage to and from the Steamboat and the Stations of Mori, Roveredo and Trento.

ROME.

GRAND HOTEL DU QUIRINAL ROME.

HOTEL COSTANZI.

THIS first class Hotel contains 350 sleeping rooms and Saloons, all elegantly furnished. Large Dining, Reading, and Billiard rooms. Lift. Fine Gardens. The Hotel is built on the highest and healthiest position of Rome, and from many of its rooms commands a beautiful view over the town. [66]

GRAND HOTEL DE RUSSIE, ET DES ETATS BRITANIQUES.

This First Class Establishment possesses the advantage of a beautiful garden, and is situated near the English and American churches; the principal apartments facing the south, and the entire Hotel being warmed by caloriferes, the whole arrangements and moderate prices give universal satisfaction.

G. MAZZERI, Proprietor. [66]

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Proprietors, LUGANI & PRESEUZINI,

THE SAME PROPRIETORS

Of the Hotel d'Allemagne in Rome, and the Hotel de Turin in Menton.

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This Hotel, opened in May, 1869, and built expressly for an English Hotel, is situated in the centre of the town (West End), on the most fashionable Promenade of Rotterdam, just opposite the landing-place of all the Steamers to and from England. The rooms, spacious and airy, are elegantly furnished, and English travellers will find here every desirable comfort, combined with the most civil attendance and moderate charges. Table d'Hote. Choice Wines. English Newspapers. English, French, and German spoken. Mr. T. Tyssen will spare no pains to deserve the patronage of English travellers. [66]

ROTTERDAM—Continued.

ADLERS HOTEL DES PAYS BAS, situate in the most central part of the City, affords extensive and excellent accommodation for Families and Gentlemen. Large Dining-rooms for Table d'Hôte or Private Dinners. Upwards of Sixty Bed-rooms, comfortably and elegantly furnished.

MR. VVE PH: ADLER trusts her proverbial attention to his guests, and knowledge of the English language, will continue to render her deserving of the patronage of English travellers. [605

HOTEL LEYGRAAFF (Stadsherberg.)

PLEASANTLY situated with view on the River, and in the vicinity of the Park, where summer Concerts are given. Close to the Landing places for the English Steamers, and only 3 minutes' walk from the Harwich Steamer (Great Eastern Company.)

Spacious Café with five billiard tables, and seventy of the principal English, American and Continental Newspapers. Large Conservatory with electric light. "Restaurant" and Table d'Hote. Moderate charges. [606

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GRAND HOTEL D'ANGLETERRE.

ON the Quay, commands the finest view of the Seine, Mr. LEON SOUCHARD, Proprietor, successor of Mr. Delafosse. Travellers will find at this first-rate establishment Airy rooms, Good Beds, Excellent Cooking, Wines of the best quality, in fact, every comfort, and at moderate charges. Table d'hote at 6 o'clock. "Restaurant à la carte." Smoking-room. Travellers are respectfully recommended not to permit themselves to be misled by commissionners, &c. [607

GRAND HOTEL D'ALBION.

(FORMERLY SMITH'S ALBION HOTEL).

THIS Hotel is situated on the healthiest part of the Quay, facing the Havre Boats, and commands the finest view of the valley of the Seine. Travellers will find at this first-rate and well-known old establishment, every comfort and attendance, so seldom met with on the Continent, good French and English cooking, Wines of the best quality. Excellent "Table d'Hote" at 6 o'clock. "Restaurant à la Carte." English and French Servants. For a protracted stay, advantageous arrangements can be made per day, week, or month.

N.B.—Travellers are respectfully recommended not to permit themselves to be misled by commissioners, &c. [608

GRAND HOTEL DU NORD.

FIRST CLASS HOTEL, newly enlarged and re-furnished, situated in the centre of the Town, and in proximity to all the Monuments. Large and Small Apartments for Families. It recommends itself by its comfort and moderate prices. Breakfast "à la Carte." Table d'Hote at 6 o'clock. Choice Wines. Reading Saloon.

DELAHAYE, Proprietor. [610

GRAND HOTEL DE FRANCE.

THE MOST COMFORTABLE AND BEST SITUATED.

GREATLY ENLARGED.

80 Rooms. Large Apartments for Families. Saloons. Ladies Saloon. Large Garden. Mr. SOULE, Proprietor. Recommended.

ROYAT LES BAINS.

SPLENDID AND CONTINENTAL HOTEL.

THE best situated, opposite the bathing establishment and Park. Magnificent views. Large Garden. English Doctor and English Church in the Hotel. Omnibus to all Trains. CHABASSIERE, Proprietor, the same as the Grand Hotel Californie, Cannes.

SALZBOURG.

HOTEL DE L'EUROPE.

G. JUNG, Proprietor.

Beautiful position in the middle of a Park, opposite the Station.

Commanding one of the most splendid views of the Mountains.

Moderate charges, and arrangements made for a protracted stay. [611

SAN REMO.

WEST END HOTEL.

ENGLISH Hotel, highly recommended for its charming situation and comfort. Baths and Carriages in the house. Omnibuses at the Station.

GRAND HOTEL VICTORIA.

C. PANICCI, Proprietor.

THIS Hotel has been almost entirely re-fitted, and its beautiful garden embellished with all sorts of flowers and Orange-trees, Lemon and Palm trees. The accommodation offers every desirable comfort. Billiard and Smoking room.

There is an excellent ground for Lawn Tennis. OMNIBUS TO ALL TRAINS.

GRAND HOTEL ROYAL.

FIRST CLASS HOTEL, patronized by English Travellers. Healthy situation, commanding magnificent views of the Town and the Sea. Fine Garden 16,000 square yards. Kept by the well-known Proprietor, of the Hotel Royal Courmayeur L. BERTOLINI, Proprietor.

SAN SEBASTIAN.

ENGLISH HOTEL. HOTEL INGLES.

THIS FIRST CLASS HOTEL is splendidly situated opposite the Sea, and close to the Baths. Reading Room with English Newspapers. French cooking and Service. It is the only one in San Sebastian where English is spoken. [615

SCHLANGENBAD.

HOTEL VICTORIA.

First Class Boarding House opposite the Royal Bath House.

MODERATE CHARGES. PENSION IF REQUIRED.

W. WINTER, Proprietor.

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SEA BATHS.

Half-an-Hour distant from the Royal Residence: the Hague, to which splendid walks and constant communication by Tramway and Gondolas.

COMFORTABLE HOTELS AND BOARDING HOUSES FACING THE SEA.

POST AND TELEGRAPH OFFICES.

MAGNIFICENT BEACH AND TERRACES. FINE SANDS.

Direct Railway Communication with every part of Europe. [76

SCHWALBACH (Nassau).

HOTEL ALLEE-SAAL.—HOTEL DE LA PROMENADE.—First Class Hotel, in proximity of the Royal Bath, between the Stahl and Weinbrunnen in the midst of its own grounds, and near to the English Church. Under the Patronage of H. R. H. the Prince and Princess of Wales, H. R. H. the Duchess of Edinburgh.

In the course of the last few years the Allee-Saal has been graciously patronized by their I. and R. Majesties of Germany and Russia; by the Kings of Saxony, Denmark, and Greece; by the Crown Prince of the German Empire; by H. R. H. the Crown Princess of Italy; and by the Nobility and Gentry of England and the Continent.

One of the Proprietors, Mr. Ernst Grebert, is Agent for Schwalbach of various English Banking houses. [61

THE DUKE OF NASSAU HOTEL,

Proprietor.—J. C. WILHELMY.

THIS First Class Hotel with Private Hotel adjoining, is beautifully situated, in the healthiest and best part of the town, facing the Public Promenades, and in close proximity to the Royal Baths, the New Curhouse, the Drinking Hall, and the English Church. It contains a good number of elegantly furnished Apartments and Saloons for Families, and Single Gentlemen, and combines comfort with moderate charges. This Hotel is patronized by many distinguished Families of England and the Continent. Favourable "Pension," arrangements are made at the beginning and the end of the Season. Good Trout Fishing in the Wisper Stream. A comfortable Omnibus, belonging to the Hotel, starts from Schwalbach to Wiesbaden at 8 o'clock in the morning, and leaves Wiesbaden at 5 o'clock in the afternoon opposite the Railway Station, from the Taunus Hotel [61

HOTEL METROPOLE.

THIS Favourite First Class Hotel is situated in the prettiest, most airy and healthiest part of Schwalbach, opposite the Kursaal and English Church, close to the Springs and Royal Baths. The Proprietor, Mr. C. HERBSTER, having had long experience in the wants and tastes of English travellers, is well able in every respect, to provide for their comfort. Large and Small Apartments, most of them, with Balconies. Good Table d'Hote Room. Winter Garden and nice Reading Room. *Times* and *Figaro* taken in. Terms strictly Moderate. Boarding if desired. Roebuck, Hare and Partridge Shooting; Trout Fishing; Lawn Tennis and Croquet, all free for the guests of the Hotel. [62

SEVILLE.

GRAND HOTEL DES QUATRE NATIONS.

Patronized by the Prince of Wales, and Duke of Connaught.

FIRST CLASS HOTEL, situated on the Plaza Nueva, much frequented by English and American travellers. French Cuisine. Highly recommended for its comfort and moderate charges. (Interpreter at the Station).

STANISLAS D'ANGELO, Proprietor.

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SPA.

HOTEL D'YORK.—First Class Established Hotel, particularly frequented by English travellers, and the best in the locality. It is exceedingly well situated in the healthiest and pleasantest part of the town, close to the Casino, the Promenades, and the Boulevard des Anglais. The apartments are comfortable, airy, and command the finest and most varied views. The Omnibus of the Hotel runs regularly to and from the Railway Station, awaiting every Train. English, French, and American papers. Table d'Hote at 5 o'clock. Travellers are respectfully recommended not to permit themselves to be misled by touters or commissionaires at the Station LARSNER, Proprietor. [630

GRAND HOTEL DE BELLE VUE.

FIRST CLASS HOUSE.

With a Garden overlooking the Park. Family Hotel.

HIGHLY RECOMMENDED. ROUMA, Proprietor.

GRAND HOTEL DE L'EUROPE.

BERNARD RICHARD, Proprietor.

FIRST-Class Hotel, beautifully situated, in close proximity to all the principal Establishments. Vast Apartments richly furnished. Reading Saloon supplied with Papers of all the countries. Large Smoking-room. **Extensive accommodation for Families.** Great comfort. [622

GRAND HOTEL BRITANNIQUE kept by MR. F. LEYH.—This large Establishment situated in one of the most beautiful parts of the town, near the Fountain du Pouhon, the Bath Establishment, and the Promenades; contains large and small Apartments, fine Saloons, &c. Splendid Garden; excellent Coach-house and Stables. English and German spoken. CARRIAGES AND HORSES AT THE HOTEL. MODERATE CHARGES.
A branch house just opposite the Hotel has been adapted for the use of large families wishing comfort and quietness.

HOTEL DE FLANDRE,

Mrs. SURY, Proprietress.

THE largest first-class Hotel in the town, with all the most modern improvements for comfort. Large garden. Omnibus at the Station

HOTEL D'ORANGE.

FIRST CLASS FAMILY HOTEL,

SITUATED IN THE BEST PART OF THE TOWN.

Adjoining the Casino, and in close proximity to the principal Springs, and Promenades.

Moderate Charges. **MULLER, Proprietor.**

GRAND HOTEL DES BAINS.

ROCHER DE CANCALE, Place Royale, 60 Windows in front, facing the Kiosque and the Baths. Beautiful situation. Furnished with all modern comforts and improvements. Hydraulic lift to every floor. Family Hotel. English spoken. Omnibuses at the Station. BAAS-COGEZ, Proprietor. "MAITRE D'HOTEL" of the court, Recommended

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SPA, BELGIUM—Continued.

HOTEL BRIGHTON.

Formerly H. LEROY-TAYLOR.

Avenue du Marteau, near the Railway Station, and the Park.

FIRST CLASS BOARDING HOUSE, very comfortable, newly furnished. High and Airy Bed-rooms. Excellent French Cuisine. Luncheon at 1, and Table d'Hote at 5 o'clock, at 3 frs. 50 c. Highly recommended. Very moderate charges.

G. BECKER, Proprietor. [746

SPEZZIA.

GRAND HOTEL D'ITALIE.

PIERRE PERNIGOTTI, the new Proprietor,

Offers a comfortable home and first-rate Cuisine at moderate charges.

The only Hotel in Spezia that has an establishment of Hot and Cold Baths.

HOTEL ROYAL DE LA CROIX DE MALTE.

SOLE HOTEL of the name at Spezia, and kept always by the same Proprietors, LENZI, BROTHERS. Every Sunday, English Divine Service in the Hotel.

GRAND HOTEL SPEZIA.

SPLENDID SITUATION.

First Class Hotel with Large and Small Apartments.

Two Villas adjoin the Hotel. Varied Promenades and drives. Winter Station.

MENETREY-HAUSER, Proprietor. [747

ST. GERMAIN EN LAYE.

HOTEL AND RESTAURANT.

DU PAVILLON LOUIS XIV.

With a Large Garden.

St. Germain-en-Laye, near Paris, at the Gate of the Park, place Pontoise.

(The same of the Hotel du Louvre, Nice.) **STIKELMANN LARCHER, Proprietor.**

ST. MORITZ (Engadin Suisse.)

Season, from 1st June to 15th Sept. **HOTEL DU LAC.** Season, from 1st June to 15th Sept.

FIRST Class Hotel with 8 Public Saloons, 30 Private Saloons, 200 Rooms and richly furnished apartments. This Hotel leaves nothing to be desired as regards luxury and comfort, and is highly recommended for its beautiful position. Apply to **M. GUSTAVE ARRAS**, Manager of the above Hotel, and Proprietor of the **Hotel du Paradis, San Remo.**

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STRASBOURG.

HOTEL DE PARIS.

FIRST-CLASS HOTEL, magnificently situated near the Cathedral, in the most beautiful part of the town. Large and small Apartments, and single Rooms for Gentlemen. Reading-room and Smoking-room. Table d'Hôte and Restaurant. Every modern comfort, combined with moderate charges. Proprietor, L. OSTERMANN & Co. [627

HOTEL DE LA MAISON-ROUGE,

GRAND PLACE, kept by Mr. FREYSZ.

THIS old-established Hotel, will be found equally desirable for families and single travellers, in consequence of its central situation, excellent accommodation, and moderate charges. Mr. Freysz, to accommodate his numerous guests, has entirely re-furnished the Hotel, and spares no expense nor pains to deserve the continuation of the patronage of English travellers. Table d'Hôte twice a-day Excellent Wines. Dinners and Breakfast *à la carte*. Omnibuses at the Station and Steamboats. [628

HOTEL DE VIENNE (WIENER HOF), VIENNA HOTEL.

Opposite the Station, near the Cathedral, and Post-Office.

MR. STAMM, Proprietor, begs to recommend his hotel to the special notice of English travellers, his long experience in England enables him to combine comfort with moderate charges. Table d'hote, 3 frs. Airy Bedrooms, 2 frs., all other charges in proportion. [629

HOTEL D'ANGLETERRE.

NEWLY restored with every modern comfort by the new Proprietor, CH. MATHIS. The only First Class Hotel opposite the Railway Station, near the Cathedral, adjoining the Telegraph and Post Office. Large and Small Apartments for Families and Gentlemen. Table d'Hote twice a day. Dinner &c., at any hour. Smoking Room. Reading Room with Piano. Foreign Newspapers. Moderate charges. [630

STRESA (LAKE MAJOR).

HOTEL ET PENSION DES ILES BOROMEES — Proprietors, Messrs. OMARINI BROTHERS.—This Hotel, newly built, contains more than One Hundred Bedrooms and Saloons; and is considered as the nearest to visit the Borromean Islands. The finest position and the healthiest place of all the Lake. Swiss Diligence office over the Simplon. English Chapel at the Hotel. Moderate and fixed prices. The Hotel is kept in Swiss style. [631

STUTTGART.

HOTEL MARQUARDT

IS situated in the finest part of the town, in the beautiful Place Royal near the Railway Station, the Post-office, the Theatre, the Royal Gardens, opposite the Palace, and facing the new Odeon. This hotel will be found most comfortable in every respect, the apartments are elegantly furnished and suitable for families or single gentlemen. Table d'Hote at 1 and 5 o'clock. French and English newspapers. Gme. Marquardt, Proprietor. [632

HOTEL AND PENSION HOWITZ.

3, SCHILLERSTRASSE, STUTTGART.

Good Table, healthy situation and comfortable Rooms.

Terms: 4 to 6 Shillings a day, 3 meals a day. English spoken.

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THUN (Switzerland.)

GRAND HOTEL DE THUN (Thunerhof.)

CHARLES STAEHLE, Proprietor, formerly Manager at the Hotel Beau Rivage au Lac, Zurich.

FIRST CLASS HOTEL, beautifully situated near the Lake, with a large Terrasse, commanding a splendid view of the Alps. Moderate charges. Pension.

(This Hotel is in correspondence with the Hotel Stephanienbad, Baden-Baden. [634

TOULOUSE.

HOTEL DU MIDI,

Patronized by the Duke d'Aumale.

Beautifully situated on the "Place du Capitole."

EUG. POURGUIER, Proprietor.

FIRST Class Establishment, offering the same comfort as the largest Hotels in France. Frequented by the highest class of English travellers. "Restaurant and Table d'Hote."

GRAND HOTEL TIVOLLIER.

A newly built and elegantly furnished Hotel, in the best and healthiest part of Toulouse. Replete with every comfort. Baths in the Hotel, and Lifts to all the floors. The proprietor, Mr. Tivollier, has been celebrated for his first rate cooking

TOURS.

GRAND HOTEL DE L'UNIVERS.

On the Boulevard, near the Station.

EUROPEAN REPUTATION.

Highly recommended in all the French and Foreign Guide Books.

CHEREAU-DUCHEMIN, Proprietor. [637

HOTEL DE LA BOULE D'OR,

Rue Royale.

MOST COMFORTABLE ESTABLISHMENT, situated in the best part of the town. Well-furnished apartments for families and single gentlemen. Table d'Hote. Private service. English spoken. Moderate charges. E. GUILLAUME, Proprietor. [638

GRAND HOTEL de BORDEAUX.

FIRST-CLASS HOTEL, opposite the Station, on the Boulevard, recommended for the comfort and cleanliness of its Apartments. Mr. FLEURY, proprietor English spoken.

N.B.—Speciality of Sparkling Wines of Vouvray; purveyor to many families in England

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GRAND HOTEL DU FAISAN.

17, RUE ROYALE.

FIRST Class establishment, situated in the best part of the town. Well furnished Apartments overlooking a garden in full south. Recommended to families.

COLLOQUIAL FRENCH.

ENGLISH and American Gentlemen wishing to learn French, can in six months be taught to speak fluently, and write grammatically, by Mr. L' ABBE COURSAULT, 20, Rue St. Pierre-des-Corps, Tours (Indre and Loire). Pension by month or quarter. Reference both in England and in France. [641

TRENT.

GRAND HOTEL TRENTO.—This house, situated close to the Railway Station, built for a Hotel, is elegantly furnished, and fitted up with all modern improvements. Large and small apartments. Dining-room and Smoking-room. Reading-saloon supplied with English and foreign newspapers.

Splendid views over the Alpines, large garden, warm and cold Baths on each floor. Prompt attendance, and moderate charges. Arrangements made with families. Pension.

F. T. OESTERREICHER, Proprietor. [642

TREVES, ON THE MOSELLE.

Route from London to Brussels, thence by Great Luxemburg Railway.

No other City of Germany or Northern Europe, possesses such extensive Relics of Antiquity.

THE HOTEL DE TREVES is a first-rate house for Families and Gentlemen; the accommodation is most comfortable and elegant, and the charges not unreasonable. Moselle Wine of the best quality. [643

TRIBERG.

In the middle of the celebrated Railroad of the Black Forest.

BIERINGER'S BLACK FOREST HOTEL.

FIRST CLASS.

Opened from the 1st of May, 1877.

Situated on a charming hill, at most magnificent point of the town, overlooking from all parts the highly celebrated Cascade; it is the finest and most elegant Hotel at Triberg, fitted up with all the comforts of the present time.

Surrounded with a large terrace, a very handsome park and pleasant promenades, containing 80 very comfortable bedrooms and saloons, 26 balconies, splendid breakfast and dining rooms, smoking, reading, and conversation room, it offers a very agreeable residence, at ten minutes' distance from the Railway Station: two elegant stage coaches and a Landau meet all trains. Every Sunday, English Divine Service.

Very good attendance and moderate terms.

Table d'hote at One and Five o'clock. Warm and Cold Baths.

French, English, and Italian spoken.

To render the residence more pleasant, the Cascade of Triberg will be illuminated once a week. **L. BIERINGER.** [748

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TRIESTE.

HOTEL DELORME.—First-class establishment, expressly constructed for a family Hotel. Baths on each floor. Table d'Hôte. "Restaurant," known for its good French cooking. This Hotel is certainly the most central in the town; on the Grande Place, opposite the Exchange and Theatre, and commanding a fine view of the sea.
The Hotel de France has been incorporated in this Hotel. [644

TURIN.

HOTEL DE L'EUROPE.

SITUATED Place du Chateau, opposite the King's Palace. This First Class Hotel is entirely refurnished, to afford great comfort, and in the best taste, by its Proprietors, Messrs. Boratti and Casaleggio. There is an excellent Table d'Hote at 5½ o'clock; it is much frequented, and the charges are moderate. An Omnibus of the Hotel will be found at every train. [645

HOTEL FEDER

(PALAIS SONNAZ).

Proprietors: W. WELLER and Co., of the Hotel Brun, Bologna.

THIS first-class establishment has been entirely restored and re-furnished and affords now to families and single gentlemen every modern comfort. Beautiful situation close to Via Po and Place Chatean. [646

GRAND HOTEL LIGURIE, Turin.

Bodoni Square, and Andrea Doria and Charles Albert Streets.

MAGNIFICENT, very good, and comfortable. Removed to a large and sumptuous Palace, expressly built. First Class Family Hotel. The only one of Turin isolated in a large beautiful square splendidly exposed to the south. Highly patronized by the best English and American Families. ALBINO GUIDI, Proprietor. [647

BAGLIONI'S HOTEL ET PENSION D'ANGLETERRE.

WELL and conveniently situated in the Via Roma, near the Central Station, this Hotel enjoys a high reputation among English and American Families for its home comfort.

Excellent suites of Apartments and Bed Rooms for Families and Gentlemen. Well appointed Reading and Sitting Rooms, &c. Charges moderate. Omnibus to and from all Trains. [648

HOTEL TROMBETTA,

In the finest quarter of the Town, near the General Station,

RUE DE ROME 29, PLACE ST. CHARLES, ET RUE CAVOUR, 1.

LEOPOLD BAGLIONI, Proprietor. [649

KRAFT'S

GRAND HOTEL DE TURIN

Branch of the Bernerhof, at Berne, and Kraft's Hotel de Nice, at Nice.

CLEAN and comfortable FIRST CLASS HOTEL, conveniently situated opposite the Central Railway Station (arrival platform), and a few yards from the National Exhibition of Arts, is one of the finest parts of Turin. Fixed and reasonable charges. NO Omnibus wanted from the Station to the Hotel.

N.B.—The Kraft's Grand Hotel de Turin is on the left hand side coming out of the Station. Visitors are cautioned not to be conducted elsewhere. [650

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TURIN—Continued.

GRAND HOTEL SUISSE.

ADVANTAGEOUSLY situated opposite the Central Railway Station, (arrival platform) in the finest part of the Town, affording all the comfort and requirements of the present times. Charges strictly moderate. J. PEROTTI, Proprietor.

N.B.—No Omnibus wanted from the Station to the Hotel.

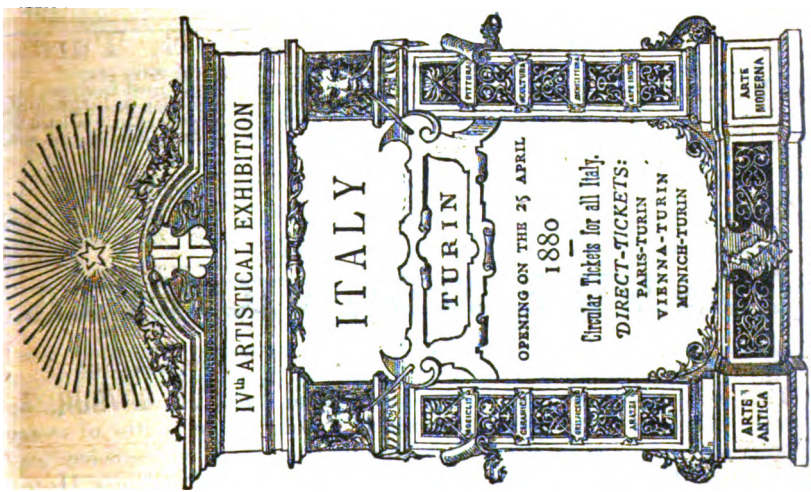
RESTAURANT de la MERIDIENNE,

7, RUE St. THERESE, 7,

18, RUE DE ROME, 18, "GALERY GIESSER," FORMERLY NATA.

ANTONIO BONFANTE, Proprietor.

FRENCH and Italian Cooking. Private Saloons on the first floor, with special service.—N.B. This "Restaurant" is the only one of the kind at Turin, and may be recommended for its cleanliness and excellent *Cuisine*. [652



ULM.

HOTEL DE RUSSIE (RUSSISCHER HOF).—CARL HEINRICH, Proprietor. This splendid and first-rate Establishment, situated opposite the Post-Office, twenty paces from the Railway Station, and close to the Promenade, is elegantly and comfortably furnished. Employs first-rate cooks. Foreign papers of all sorts. Charges moderate. Advantageous arrangements made with Families or Single Persons remaining for a period. [654

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VALENCIA. (Spain.)

HOTEL DE LA VILLE DE MADRID, kept by MR. CARLOS CANTOVA D'HYOS.—This first-rate Establishment, situated on the Villarroza Square, No. 5, has been entirely re-furnished with every modern comfort and luxury, and now offers the most desirable residence to English travellers visiting this fine climate. Suites of apartments for families from the lowest prices to 40 frs a day. Excellent *Cuisine* and good attendance. Foreign Newspapers. English, French, and Italian spoken. Baths, &c. The Hotel is close by the Post-office, the Theatres, and the best promenades. Board and Lodging, with Light and Service included, 30 Reaux per day. [655

VARESE (Italy).

In direct communication by Rail with Milan and the Lakes Maggiore and Como (English Church).

GRAND HOTEL VARESE.

WAS OPENED 1st JUNE, 1874

BEAUTIFUL First-class Hotel, offering all the comfort and requirements of the present time. It contains 200 Rooms and Saloons, Baths, &c., and is conducted after the Swiss system. Its situation commands the most extensive view of the Alps. Monte Rosa Chain, Lakes Maggiore and Varese, &c. An extensive Park and Grounds, with Grottoes, &c., surround the Hotel.—Marini Dominique, manager.

Dr. DAUBENY, M.D., resident doctor in the Hotel. [6

VENICE.

DANIELI'S ROYAL HOTEL.—This Hotel, so extensively and favourably known for the excellence of its management, accommodation, and attendance, and for its moderate charges, has just been enlarged, repaired, and refitted. It commands a fine view of the Promenade near St. Mark's Square. There is a Table d'Hôte. Interpreters for all (the European) languages. [657

GRAND HOTEL (formerly Hotel New York). Kept by G. L. BARBIERI & Co., on the Grand Canal. First-class House, with south aspect; the largest, best appointed, and most richly-furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken. [658

GRAND HOTEL VICTORIA.

THE largest and finest Hotel in Venice, sumptuously furnished, most conveniently situated near the Piazza San Marco, and the principal Theatres. 180 Bed-rooms, conversation Saloons with Piano. Smoking and Billiards, Private Sitting Rooms, and Reading Room. Baths of every description. Great comfort and cleanliness. Excellent service and cooking. Charges more moderate than in anyother First Class Hotel. Arrangements for Pension. EMILE THOMA, Proprietor. [659

HOTEL DE L'EUROPE.

OLD Established First Class Hotel, situated on the Grand Canal. Large and Small Apartments for Families and Gentlemen. Visitors will find this Hotel very comfortable, well situated and reasonable in its charges.

MARSEILLE, Proprietor. [660

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VENICE—Continued.

HOTEL BEAU RIVAGE.

(Formerly a dependance of Hotel Danieli.)

THIS First Class Hotel is most charmingly situated, overlooking the Lagunes, and commanding the most brilliant panoramic views of Venice. Large and small well furnished and comfortable apartments. Spacious and elegant "Salle à Manger," also Reading Room daily supplied with all the leading English and Foreign Newspapers. Facilities offered to families wishing to make a prolonged stay, for enjoying the advantages of this establishment on very favourable terms. [661

HOTEL D'ANGLETERRE.

Formerly HOTEL LAGUNA & PENSION.

Opposite the Landing Place for the Peninsular and Oriental Steamers.

THIS Hotel situated in the full south, Quai des Esclavons, commands a splendid view, and overlooks the Lagune and the surrounding Islands near San Mark's Square. The Proprietor has spared nothing to embellish the house and make it comfortable in every respect. Excellent Cooking, Good Table d'Hote. Choice Wines and Moderate Prices English spoken. Mr. P. VENTURINI, Proprietor. [662

GRAND HOTEL D'ITALIE AND HOTEL BAUER.

NEAR St. Mark's Square, on the Grand Canal, facing the Church of St. Maria Salute. Fresh and Salt Water Baths, ready at all hours. Celebrated for its restaurant and Vienna Beer.

BAUER GRUNWALD, Proprietor. [663

DR. SALVIATI'S Establishment for Glass and Mosaics, Palazzo Swift. Grand Canal, next to the Grand Hotel.

Dr. SALVIATI is the well-known reviver of industrial Arts. N.B.—Visitors should be careful not to be misled by the Gondoliers. Branch Houses: 17, Rue de la Paix, Paris; 311, Regent Street, London. [664

VERONA.

GRAND HOTEL DE LONDRES.

Formerly HOTEL TOUR DE LONDRES.

A. CERESA, New Proprietor.

THE Largest and Finest Hotel in Verona, most central position, near the Roman Amphitheatre and new English Church. Great comfort. All languages spoken. Omnibus to and from the Stations. Highly recommended. G. CAVESTRI, Manager. [665

GRAND HOTEL ROYAL, BARBESI.

Et Des Deux Tours.

THIS Hotel is the first, the most spacious, and the most convenient in the town. It is situated on the Place St. Anastatia, the most central in Verona. Elegant Sitting-Rooms and Sleeping Apartments, furnished in the most comfortable manner. Large and small Apartments for families and single gentlemen. Reading-room. Table d'hôte. Omnibuses to and from the Station. All languages spoken. [666

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VERVIERS.

HOTEL DU CHEMIN DE FER.—Mr. C. RENSONNET, Proprietor.—This most comfortable and reasonable hotel, situated immediately facing the Railway Station, will be found exceedingly convenient for travellers desirous of making a short stay at this part of their journey. The Hotel du Chemin de Fer has been extensively patronized by numerous families of distinction, and affords excellent accommodation. French, English, German, and Dutch spoken. [667

VICHY LES BAINS, FRANCE.

GRAND HOTEL.

SITUATED in the Park, facing the Casino and the new Music Kiosk. This is a first-class Hotel, frequented by the élite of French and Foreign visitors, and is recommended for its exceptional position. Mr. BONNEL, Proprietor. [672

GRAND HOTEL DES PRINCES.—FAVIER-NAUD, proprietor.—This hotel is situated between the two parks, in the rue du Parc, overlooking the casino and bath establishment. It has spacious apartments, with attendance of the best description, and a table d'hôte is held daily. It offers all the comfort and advantages of a private house, and has been recommended in Murray's Handbook to English Tourists and Invalids. Omnibus belonging to the hotel conveys travellers to and from the railway terminus at every train. [668

GRAND HOTEL DES AMBASSADEURS, Situated on the Park.—This magnificent Hotel is now one of the first in the town. It is managed in the same style as the largest and best hotels on the Continent. By its exceptional situation, the house presents three fronts, from which the most beautiful views are to be had; and, from its balconies is heard the excellent Band of the Casino. The Hotel contains 200 Rooms, 20 Saloons, a Saloon for Banquets, and a large and fine Dining-room, a Smoking-room, and a Billiard-room. Large and small apartments for families. English and Spanish spoken. Interpreter. [669

GERMOT-GRAND HOTEL DU PARC, facing the Baths and the Park. As Paris, Lyons, & Marseilles Vichy has its Grand Hotel. The GRAND HOTEL DU PARC, at Vichy for its comfort and elegance, leaves nothing to be desired. Suites of Apartments; Private Pavilion for Families. Carriages and Omnibuses at each train. [670

GRAND HOTEL MOMBRUN AND DU CASINO.

FIRST Class Hotel, situated in the Park, facing the Casino, the new Kiosque, in the centre of the "Sources," and thermal establishments. Large and small apartments. Private Pavilions for Families. Table d'Hote and "Restaurant." Moderate charges. Omnibus and Carriages to all Trains. Several languages spoken. [671

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VIENNA.

GRAND HOTEL VIENNA. (AUSTRIA.)



KARNTHNERRING No. 9.

SITUATED on the most elegant and frequented square of the City, 300 Rooms, from 1 florin upwards; Apartments from 6 florins upwards; beautiful Dining Saloon, Restaurant Saloons, Conversation, Smoking and Reading Rooms. Baths and Telegraph Office in the House. Lifts for communication with each storey. Dinners and Suppers à la Carte. Table d'Hote. Omnibuses at the Railway Station. [673

HOTEL OF THE GOLDEN LAMB.—Leopoldstadt. Proprietors, J. & F. Hauptmann. The hotel is situated in the most healthy part of the Austrian capital, in the Praterstrasse, the fashionable promenades. It commands fine views of the banks and quays of the Danube, and is close to the piers of the Hungarian and Turkish steamers, as well as to the northern railway station. It has 250 elegantly furnished rooms, forming suites of comfortable apartments for large and small families. A large beautiful Refreshment-room and Reading-saloon. The cuisine is excellent. Times, Galignani's Messenger, American, French, Italian, and all German newspapers. Baths, Stable, and Coach-house. English spoken by all the servants.

JOHN FROHNER'S HOTEL "IMPERIAL," formerly the Palace of the Duke of Wurtemberg.—This magnificent FIRST CLASS HOTEL commands splendid views out of four street frontages, and is in close proximity to the Music Vereins Hall, the Kunstlerhaus, the Grand Opera, the Town Theatre, the City Park, and the Schwarzenberg Platz. It contains 150 rooms; a magnificent Drawing-room; comfortable and well-furnished Bed-rooms; Bathing, Reading, and Smoking-rooms; and also a richly decorated and lofty Dining-room; English and French cooking. It may be ranked, for its comfort and good accommodation, among the best first-class hotels on the Continent. Persons of high position, as well as large families, will find this Hotel well adapted for a protracted stay.

N.B.—An advantage which will surely be appreciated, is that *English Divine Service* is held in the *Gothic Chapel* of the Hotel. [675

HOTEL TEGETTHOFF.

THIS First Class Family Establishment, is situated in the most fashionable quarter of the Town, near the Ringstrom and Town Park.

As an Hotel meuble, with or without board, this house is unrivalled on the Continent for its Elegance and Comfort. Rooms from One Florin.

CARL SACHER, Proprietor.

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VIENNA—Continued.

HOTEL "METROPOLE."

SITUATED in the healthiest part of the city, with a beautiful view of the Danube, the Kahlenberg, and Leopoldsberg Mountains. This vast Hotel contains 400 well-furnished Bed-rooms and Sitting-rooms, with Table d'Hote Room, Breakfast-room, Reading-room with extensive Library, Ladies' room, Smoking and Billiard-room, Lift, cold and warm Baths, and a Telegraph Office. German, French, English, and Italian Newspapers. Omnibuses await the arrival of every train at the Railway Station. During the winter, Board and Lodging at very moderate prices. Rooms from 80 upwards. E. [illegible], Manager. [68

HOTEL ARCHIDUC CHARLES.

(H. ERZHERZOG CARL.)

A well conducted First Class Hotel in the Centre of the City, (Kharlnherstrasse Patronised by English and American Families. Excellent Cooking and good attendance.

C. SPANNER & R. SCHMID, Proprietors. [76

WIESBADEN, BATHS OF.

HOTEL AND BAINS DE NASSAU.

LARGE FIRST CLASS ESTABLISHMENT.

Next to the Theatre, opposite the Cursaal.

GOETZ, BROTHERS, Proprietors. [68

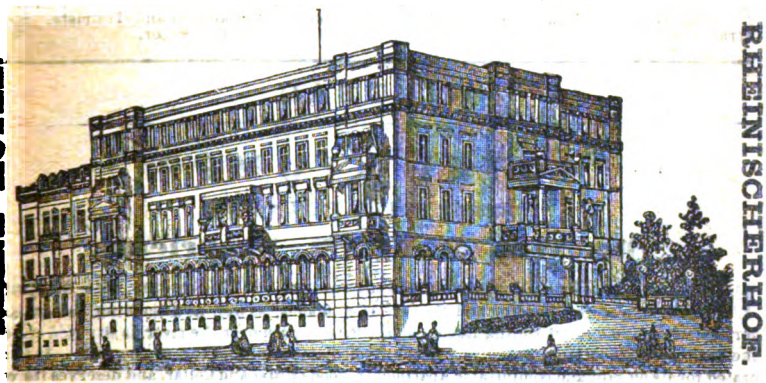
ROSE HOTEL and BATH HOUSE.

SPLENDID first-class establishment close to the cursaal, opposite the Trinkhall, and adjoining the promenade. No other hotel except this is surrounded by a garden of its own, or supplied with baths direct from the principal hot springs (Kochbrunnen). quiet and airy situation, with English comfort and reasonable charges. Drawing, Reading and Smoking rooms, and Billiard room, containing a full sized Billiard Table. Table d'hôte at One and Five o'clock. *See Murray's Hand Books.* [61

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WIESBADEN, BATHS OF—Continued.

VICTORIA HOTEL, recently much enlarged by a new Bath-house adapted to it is a First Class Hotel, equal to any on the Continent. This unrivalled and admirably conducted Hotel continues to enjoy an extensive and high reputation among English families and travellers of all nations. Its situation, facing the Station and its spacious Terrace, command a fine view of the Promenade, &c. Beautiful Dining Room. 225 well-furnished Apartments, and Bed-rooms and Bath-rooms. Drawing-room for Ladies; Smoking and Billiard rooms; well-supplied Reading-room. Excellent accommodation; good attendance. Table d'Hote at 1 and 5 o'clock. [67]



GRAND HOTEL DU RHIN and BATH

FIRST-CLASS New House, exceedingly well situated just opposite the Railway Station, the Post and Telegraphic direction, on the Promenades, combining comfort with moderate charges. Music and reading saloons. Rooms from 2mks. 50pf. per day, inclusive of candles and service. In winter the whole building and Winter Gardens are well warmed. The Omnibus for Schwalbach and Schlangenbad starts from near the Hotel.

Large stock of the best Rhine and Mosglle Wines for wholesale.

Railway Tickets for all the Towns on the Continent are issued in the Hotel.

ENGLISH HOTEL and Baths on the Krauzplatz, near the Kochbrunnen Trinkhall, Theatre, Casino (Kursaal) and the Promenade.

Mineral Water Baths supplied from the principal Hot Springs (Kochbrunenn), good and comfortable furnished apartments. Rooms from 2 mks. per day, service included. Good Cuisine. Excellent Wines. Strict attendance. In Winter Season, Pension at moderate terms.

J. BERTHOLD, Proprietor. [66]

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FOUR SEASONS HOTEL and BATHS.

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Formerly HOTEL DE L'OURS.

Mr. Wm. KLUMPP, Proprietor.

THIS first-class Hotel, containing 45 Saloons and 235 Bed-rooms, with a separate Breakfast and new Reading and Conversation Rooms, as well as a Smoking Saloon, and a very extensive and elegant Dining Room: an artificial garden over the river, is situated opposite the Bath and Conversation House, and in the immediate vicinity of the Promenade. It is celebrated for its elegant and comfortable Apartments, good *Cuisine* and Cellar, and deserves its widespread reputation as an excellent Hotel. Table d'Hôte at 1 and 5 o'clock. Breakfasts and Suppers *à la carte*. Exchange Office. Correspondent of the principal Banking-houses of London for the payment of Circular Notes and Letters of Credit. Omnibuses of the Hotel to and from each Train. Fine Private Carriages when requested. Warm and Cold Baths in the Hotel. Lift to every floor. Excellent accommodation. [684

HOTEL BELLE VUE,

BY MR. STOCKINGER.

THIS first-class Hotel, beautifully situated at the entrance of the Promenade, within one minute from the Baths, and three minutes from the new English Church, is much patronised by the Nobility, Clergy, and Gentry, and is frequently honoured with the visit of Princes. It is celebrated for its cleanliness, good attendance, and moderate charges. The *Cuisine* department, as well as the qualities of the Wines, will offer satisfaction to the most fastidious taste. Excellent Sitting and Bed Rooms, furnished with English comfort; Conversation and Reading Rooms; Smoking Room; Ladies' Music Room. Warm and Cold Baths in a separate building newly added to the Hotel. "Times" and other foreign papers taken in. An Omnibus of the Hotel meets every train during the season.

The nearest to the New Trinkhalle, opened June, 1868. [749

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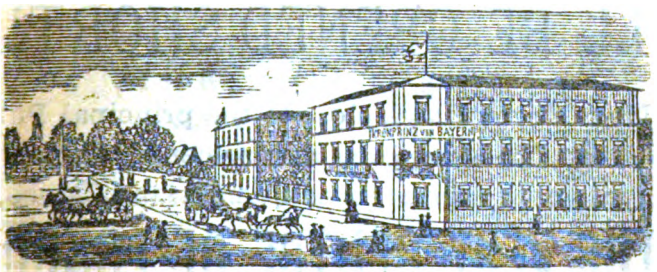
FIRST Class establishment, strongly recommended to travellers on the Rhine. The house is well supplied with every modern convenience and improvement for the reception of visitors. It is situated in the centre of the town, opposite the Cathedral, and near the new monument to Luther. Omnibuses to every train. Private Carriages. Hot and Cold Baths. English Papers. English and French spoken. [687

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KRONPRINZ HOTEL.

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T. AMMON.



PROPRIETOR.

THIS First Class Hotel is particularly recommended for its large and Airy Apartments, having the finest situation near the Station, facing the Palace and joining a fine garden. It contains comfortable Apartments. A large Dining-room, Breakfast and Reading-rooms, Cold and Warm Baths, &c. Newspapers and Books, Periodicals in different languages. Moderate Charges. [688

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Proprietor, F. A. POHL.

THIS well conducted establishment, situated on the shore of the Lake, commands, by its charming position, the best view of the Lake and the Alps, and offers by its superior arrangements, the comfort of the Apartments and a careful and civil attendance, all desirable attractions to Travellers. Ladies' Sitting-room, and well-furnished Reading Rooms. One hundred and twenty-five apartments. *Pension* arrangements made for Families. N.B.—The Belle Vue Hotel is situated close to the Lake. To avoid any mistake be sure to ask for the "Belle Vue au Lac." Nearly all the Rooms of the Hotel offer a view of the Lake and Alps. Pension from 8 frs. per day. [750

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IN THE VERY CENTRE OF LONDON.

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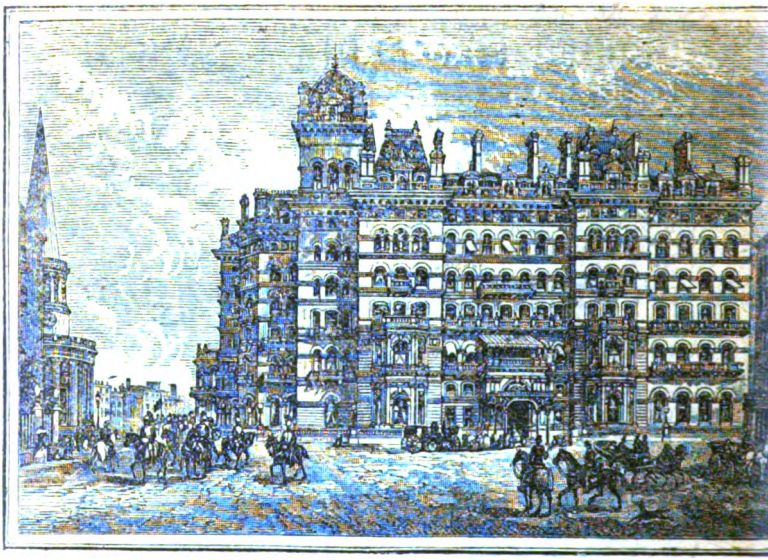
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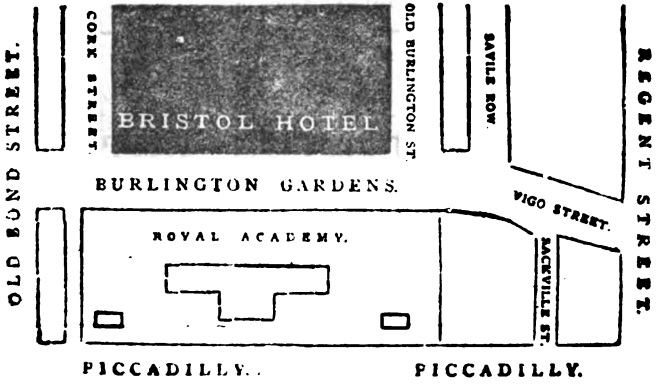
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